

Transportation Alternatives Factors for Infrastructure Projects

Project Name	Miami 2 Miami Multi-Purpose Path: Canal Cultural Trail to Gilmore Road
Applicant Name	City of Hamilton
Applicant Title	Municipality
Email	nick.garuckas@hamilton-oh.gov
Address	345 High Street Hamilton, OH 45011
Contact Name	Nick Garuckas
Phone	(513) 7857182

Project Information	<p>The City of Hamilton is a participating member of the Miami 2 Miami Coalition. The Goal of the Coalition is connect the Little Miami River Recreational Trail to the Great Miami River Recreational Trail. Once completed this connector will add an East-West Pathway to these major off multi-purpose path networks, which are part of the nation's national trail network. We strongly believe that this additional to the trail network will be a tremendous asset for both recreational and commuting uses. The City of Hamilton has established a partnership with the Butler County MetroParks to get the first leg of this connector started heading west. This connector has been identified as a priority in our comprehensive planning process and is part of the City of Hamilton' Bike Trail Master Plan. Both have been attached to this application for your convenience. The Comprehensive Plan is currently undergoing an update that will formally adopted by City Council by the end of the year. The updated section is labeled mobility and is attached. This trail is also identified in the Miami 2 Miami Connector Report that has been put together by the coalition members with coordination by Tri-State Trails. The section of the "Canal Cultural Trail" has been attached for your convenience. Butler County MetroParks and the City of Hamilton would highly appreciate it if OKI would consider both of our applications. We believe that these applications will help jump start this incredible important endeavor.</p> <p>Thank you for you time and please reach out if you have any questions.</p> <p>Nick Garuckas</p>
Upload Project Location Map	http://funding.oki.org/wp-content/uploads/ninja-forms/9/Miami-2-Miami-Job-Map-City.pdf
DESIGN FISCAL YEAR	
DESIGN REQUESTED FUNDS	
DESIGN LOCAL MATCH	
DESIGN TOTAL COST	\$0.00

DESIGN LOCAL MATCH %	0%
PE ROW FISCAL YEAR	
PE ROW REQUESTED FUNDS	
PE ROW MATCH	
PE ROW TOTAL COST	\$0.00
PE ROW LOCAL MATCH %	0%
ROW FISCAL YEAR	
ROW REQUESTED FUNDS	
ROW LOCAL MATCH	
ROW TOTAL COST	\$0.00
ROW LOCAL MATCH %	0%
UTILITIES FISCAL YEAR	
UTILITIES REQUESTED FUNDS	
UTILITIES LOCAL MATCH	
UTILITIES TOTAL COST	\$0.00
UTILITIES LOCAL MATCH %	0%
CONSTRUCTON FISCAL YEAR	2023

CONSTRUCTION REQUESTED FUNDS	510064
CONSTRUCTION LOCAL MATCH	127516
CONSTRUCTION TOTAL COST	\$637,580.00
CONSTRUCTION LOCAL MATCH %	20.00%
TOTAL PROJECTS REQUESTED	\$510,064.00
TOTAL PROJECTS MATCH	\$127,516.00
TOTAL PROJECTS TOTAL	\$637,580.00
TOTAL PROJECTS LOCAL MATCH %	20.00%
BIKE FISCAL YEAR	
Bike Requested Funds	
Bike Total Match	
BIKE TOTALS	\$0.00
Add KYTC "State Forces" oversight charge of 10% of design cost or minimum \$5000 to total design amount. Attach a certified cost estimate.	http://funding.oki.org/wp-content/uploads/ninja-forms/9/Cost-Estimate-Gilmore-Ponds-Multi-Purpose-Path-Curve.pdf
An adopted ADA Transition Plan is in place for our jurisdiction.	yes

Date of Adoption, if applicable	May 2018
An adopted Title VI Plan is in place.	yes
Date of Adoption, if applicable Copy	Last Updated 5/30/18
I understand that non-federal match is required as a condition of receiving federal funds and hereby pledge those funds for this project.	yes
I understand that as the applicant, I am responsible for providing funds for cost overruns. If additional federal funds are received our jurisdiction will provide non-federal funds as match.	yes
I understand that if we accept federal funds and cancel or delay the project that future applications to OKI may be subject to penalty as described in the application.	yes
I understand that as a condition of receiving federal funds, I hereby pledge to maintain the federal investment in a reasonable and prudent manner through its useful life.	yes
Name	Nicholas Garuckas
Title	City Clerk

Organization	City of Hamilton
Date	6/1/18
Project Type (select only one type)	Safe routes for non-drivers
Safety Describe how the project will impact safety:	<p>Safety is of the most utmost importance when planning for this trail. The City of Hamilton and Butler County MetroParks both fully believe that the presence of this trail will increase the safety of pedestrians in the area and for those who wish to use the Gilmore Ponds MetroPark. The trail will serve as the first means of pedestrian or non-motorized transport for the area. No sidewalks or on road bike infrastructure currently exists within the area of the Enterprise Park section of the City. By having the trail travel into Gilmore Ponds MetroPark, this will remove pedestrians from the roadside where they could get clipped with cars. The AADT for Gilmore Road is 2,032 (OKI ID: BUT0378) and Symmes Road has an AADT of 7,563 (OKI ID: BUT0382). These two AADT measurements represent the area in between this proposed section of trail. That is over 9,000 crossings accounted for with no infrastructure in place for non-motorists to contend with. Additionally, by having the trail go through the MetroParks this will reduce the amount of drug use that occurs at Gilmore Ponds. Currently one must drive to the park in order to access it. It is believed that this is one of the key factors that make the park not as well attended as most other MetroParks in the area. As a result, those seeking a quiet area to do drugs often head into the park. With new trail users heading through the park, this will reduce the amount of illegal activity there. MetroParks says that drug users have been the largest challenge the park is currently facing and why they are recommending that the trail go through the park. The City and MetroParks believe this a win for safety on all fronts when it comes to this project.</p>
OKI Plans Recommendations	Consistent with OKI plan general recommendations
Connections	New

Project Status	Initial request for construction funding only
Will your project have any impact(s) on any of the following OKI identified Environmental Justice groups? Check all that apply.	minority, elderly, zero-car-household, Low-income, Disabled

Describe any direct or indirect permanent benefits of your project on the identified EJ groups?

The City of Hamilton strongly believes that the Miami 2 Miami Multi-Purpose Path will benefit the groups that are covered by the Civil Rights Act of 1964. The composition of the City is predominately Caucasian making up 80.9% of the City's population. About 10.3% of the population is African American and 5% is Hispanic or Latino. The remaining percentages are people who are Native American, Asian, Pacific Islander, or more than one race. Most of the mentioned minority groups live in the 2nd and 4th Ward Neighborhoods within the City of Hamilton. These neighborhoods are some of the more densely populated areas in the City and the multi-purpose path will eventually connect through these neighborhoods. According to the US Census Data, the City of Hamilton has a poverty rate of 21.9% with a population of around 62,000. The problem of poverty is a City-wide problem as 44% of Hamiltonians do not own the home they are living in. Hamiltonians have a median household income of only \$40,401 in 2016. This is greatly below National median household income for the United States in 2015 at \$56,516. Clearly many Hamiltonians are in economic despair and as a result many households have only one car or unreliable methods of transportation.

The City of Hamilton would benefit greatly from the expansion of more bike amenities and multi-purpose trails within our community. These could be effective avenues for residents to travel to work, stores, or even just around the neighborhood. Bicycles are significantly less expensive than automobiles and when the Miami 2 Miami Connection is fully established someone from downtown Hamilton would be able to travel on bicycle not only more safely around Hamilton, but to all other communities that this trail will travel through. If someone does not have access to a car then they have few options to currently navigate through the City but Butler County in general.

The City of Hamilton does not have bussing throughout the City. Instead the City utilizes The Butler County Regional Transit Authority (BCRTA). BCRTA has set routes that unfortunately are not able to cover every City and township within the County. According to the BCRTA Route Map there is no direct bus route from West Chester Township to the City of Hamilton. This would allow people who only can afford to bike from between these communities a new safe way of doing so. This is especially true as this is a separate path from the existing road infrastructure. This will allow those with disabilities a guaranteed way to enjoy the full transportation benefits that the completed trail will allow. The trail will be 10 feet in diameter, the standard for multi-purpose trails, with smooth asphalt surface that will make travel an enjoyable experience. Not only does this provide inclusion on the path but better inclusion within the Butler County MetroPark: Gilmore Ponds. This particular section of the trail will be traveling through Gilmore Ponds and this will be the first

<p>During the implementation phase, will the project have a temporary or permanent negative impact on any of the OKI identified EJ groups listed above? If yes, please describe the impact and how it will be mitigated:</p>	<p>No, there will not be any temporary negative impact to any Environmental Justice Groups during the implementation phase. The path that has been identified to be paved will be temporarily be closed but will open after construction is completed. Since the trail will have gone from being unpaved and uneven to paved and even, those who are physically disabled will actually be able access and use the path much easier. Those who have physical disabilities may not be able to use the unpaved path that exists today so there is not temporary negative impact during the implementation phase.</p>
<p>Will the completed project have a negative impact on any of the OKI identified EJ groups? If yes, please describe the permanent negative impact(s) and how it will be mitigated:</p>	<p>No, there will not be any negative impact to any Environmental Justice Groups when the project is completed.</p>

Please outline your communication plan with any of the OKI identified EJ groups related to the project. (i.e. public meetings, bilingual information, develop community liaisons):

If the City is selected for funding, the City will immediately announce our selection via press release and the City's social media. The City has an active Facebook account with 15,000 followers and friends. The City will make a post on social media so both English speaking residents and those who speak a different language may follow along with the post. Each user will be able to read the post in their preferred language as each person will have their account set in their preferred way. Additionally, a presentation will be given at a City Council Meeting. This is a public meeting that is noticed on the City website and in the local newspaper, the Journal News. This will allow those who do not have or cannot afford the internet a chance to be able to keep informed on what is happening. The presentation is given live with visuals and orally so those with physical disabilities such as being deaf or blind will be able to follow what is going on with the project. The Journal News typically writes news stories based on City construction projects or developments on City initiatives. Hamilton's elderly population are avid readers of the local news paper as they find it the easiest way to stay in contact with what is happening in the community. Contact information will be given for the project manager in all publications that will include office address, email, and phone number. Since the City is partnering with the Butler County MetroParks, they will also be posting and promoting project news through their various outlets of communication. During our last trail projects a public meeting was held at the local library so the Public could hear about the project and ask questions. The City would likely hold another one of these meetings regarding this trail project. Lastly, MetroParks will place signage along the trail and at the trail heads to inform users of the park regarding construction and when the trail will be closed and expected to be reopened.

<p>Employment, Employment Bonus and Investment Bonus: How does the project provide economic vitality in the project area?</p>	<p>The City of Hamilton's Economic Development Department has provided the estimated number of jobs within the ½ mile radius of the project. It is believed that their 2,741 jobs within this radius based off of known job figures and projected estimates. This area of the City is known as Enterprise Park as the majority of jobs within the area are manufacturing or warehouse based. This information comes from businesses that report investments or potential employment growth. Currently it is projected within the next three years that there will be an additional 615 jobs within that radius. It should be noted that this number is an estimate as there are a few new buildings that will be constructed and based on their size that will these numbers are thought to be reasonable. The City's Enterprise Park is expanding as the City tries and finds new businesses to fill these green sites. Some of our existing companies already in the Enterprise Park are expanding operations. There projected investments are on an attached sheet along with the job numbers for each business. Though this growth was reported to the City before the trail was proposed, there is no reason that the trail cannot be a selling point to area business in the Enterprise Park or that they cannot be future trail users. The current employers and future employees will be able to use the trail as a transportation method to get them to and from work. This area is not considered to be pedestrian friendly as most of the roads in the immediate area do not have sidewalks or on road bike infrastructure. This proposed multi-purpose trail will allow them to travel more safely by not having them brave the fast pace county and state roads that are prevalent to this area.</p>
<p>Air Quality/Energy: Will the project reduce Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT) or both?</p>	<p>vmt-reduced</p>

<p>Please explain:</p>	<p>The connections made from this project would encourage more cyclists on the bike paths and reduce the number of vehicles traveling on Symmes and Gilmore. The City was not able to calculate the exact amount of VMT, VHT, or emissions reduced due to lack of necessary information. However, this connection would reduce the amount of traffic on Symmes and Bypass 4 therefore bring a reduction in VMT, VHT, and emissions released.</p> <p>Based on the equation for $VMT = AADT \times \text{Road Length}$.</p> <p>We estimate the following VMT for Symmes Rd. and Gilmore Rd.</p> <p>Symmes Road (AADT = 7,563) X (Total Distance within jurisdiction = 1.3 Miles) = 9831.9 VMT</p> <p>Gilmore Road (AADT = 2,032 AADT) X (Total Distance within jurisdiction = 1.1 Miles) = 2235.2 VMT</p>
<p>Does this project create new or enhance existing intermodal connections?</p>	<p>yes</p>

<p>If yes, please describe:</p>	<p>This project would connect with an existing City project to connect the Gilmore Ponds Metropark with Bilstein Boulevard. The proposed multi-purpose paths (From Bilstein to Bypass 4 and Bypass 4 to Gilmore Ponds) would create an enjoyable way around the 268 acre park and connect to the existing Miami Erie Canal Trail Head across from Bypass 4. This new connection would allow riders to better utilize the existing bike path across Bypass 4 for the enjoyment of other amenities in the area. For example, riders from Gilmore Ponds can utilize the Miami Erie Canal Trailhead as an alternative mode of transit to the Trinity Pub and other amenities in the area including around State Route 747. The larger scope of this project is to create a multi-purpose path from the Great Miami Recreational Trail to the Little Miami Recreational Trail. These trail connect Xenia, Dayton, Cincinnati, and everywhere in between. By establishing a connector between these multi-purpose paths will allow for a new way to connect to all of these destinations through any alternative transportation medium available to the traveler. Additionally, when this section of trail is completed, trail users will be less than a mile from the Butler County Regional Airport from the Gilmore Road Trail Head. This will make is easy for cyclists to travel up Gilmore Road towards the airport while safely advertng crossing the SR 4 Bypass and the high crash area on Symmes Road.</p>
<p>% replacement</p>	<p>25%</p>
<p>% expansion</p>	<p>75%</p>

<p>Please Explain</p>	<p>This is not a road project as framed by the question, but rather a multi-purpose trail. The City of Hamilton largely considers this to largely be an expansion project rather than a replacement project. This is due to the fact that this will be the first time this trail has been identified for larger trail network that it outside of the Gilmore Ponds MetroPark. The trail is currently made up of gravel and dirt rather than a paved surface. However, a wooden bridge is also present along the path but requires steps to go up and down the embankment to get to it. This would make it difficult for someone who may have a physical disability to use the bridge and trail. This bridge will be replaced and the embankment smoothed to allow easier passage according to ADA requirements and the dirt trail paved for the first time. For these reasons the City considers this 25/75 split between replacement and expansion.</p>
<p>Please indicate all that apply</p>	<p>is-the-project-located-along-a-functionally-classified-major-collector-or-higher-roadway-with-urban-development-characteristics</p>
<p>Explain:</p>	<p>In the immediate proximately of Gilmore Ponds MetroPark and the Erie Canal Cultural Trail is the State Route 4 Bypass. This is an extremely active road with thousands of cars traveling over it every day. The two closest traffic counts for the SR 4 Bypass near the project location are 6,959 (OKI ID: BUT0753) and 12,565 (OKI ID: BUT0873) respectively. The closest exit towards the project area is Symmes Road. This area was predominately farmland a few decades ago but has since been purchased and is being used as primarily light industrial. Much of this land can still be developed and future growth for this area is predicted. Due to the lack of pedestrian amenities in this area the trail will be a great asset in helping to move pedestrians around the area safely. Some investment projects are attached with the employment information for the area.</p>
<p>Will this project serve brownfield or greyfield properties, or areas where infrastructure is underutilized?</p>	<p>yes</p>

<p>Explain:</p>	<p>The area the trail will be constructed on inside of the Butler County MetroPark Gilmore Ponds. This area is preserved as greenspace so the immediate land should be considered as such. The areas around the MetroPark would not be considered brownfields or greyfields. This is due to the area predominately being farmland before it was developed into light industrial or freight companies. However, the underutilized infrastructure should be considered the lack of pedestrian friendly options for this area and the Gilmore Ponds MetroPark itself. The roads in the area do not have sidewalks or on road bicycle improvements for non-motorized travelers. The trail will allow pedestrians away of connecting from Gilmore Road all the way to the end of the current Canal Cultural Trail at State Route 747 without having to be travel on the side of the road. Additionally, Gilmore Ponds MetroPark has been underutilized as visitors to the park have been down. This is in part to only way of getting to the park is to drive there. With the Miami 2 Miami Connection running through the park the connectivity will increase to the regional and more travelers will utilize the park and its infrastructure that is already in place.</p>
<p>Are efforts to avoid, minimize or offset/compensate for environmental impacts planned as part of this project (e.g. wetlands, forests, streams, noise)?</p>	<p>yes</p>
<p>Explain:</p>	<p>The project is not expected to cause a disturbance to wetlands, forests, or streams. This is due to this section of trail being further away from the wetlands of Gilmore Ponds. Additionally, this trail already exists and is just being paved with a replacement bridge. Due to there will be no disturbance the MetroPark. Noise impacts will be minimal because the trail is not for motorized vehicles.</p>
<p>Are green infrastructure strategies planned as part of this project (e.g. contiguous corridors to reduce habitat fragmentation, innovative stormwater runoff techniques)?</p>	<p>yes</p>

Explain:	The project will include low impact design techniques to minimize stormwater impacts.
Does this project abut or directly impact any potentially sensitive environmental resources (as identified in state conservation plans, maps or inventories)?	no
Explain:	The project will not impact or abut known potentially sensitive environmental resources. This is due to the trail being a reasonable distance away from the actual ponds at Gilmore Ponds MetroPark.
Comprehensive Plan (or other): Is the project consistent with the jurisdiction's comprehensive plan?	yes
Title of Plan:	City of Hamilton Comprehensive Plan Update 2008
Date Adopted:	May 14, 2008
Contact Person:	Liz Hayden Director of Planning (513) 785-7068
Page Number(s) where project is identified and/or referenced:	Page 61
Planning Area: Please identify the planning area (location) in relation to the proposed transportation project.	

<p>Public Participation: Generally describe the public participation process for the plan (Include page references to specific examples, where applicable).</p>	
<p>Core Contents: Generally describe the contents of the applicable plan related to the following elements: transportation, land use, economic development, public facilities, housing, natural resources, recreation, intergovernmental coordination and capital improvements. For example, are each of these elements included in the plan? Was appropriate inventory and analysis completed for these elements? Were goals objectives and policies set for these elements? If not, why not (e.g., resource limitations, characteristics of the jurisdictions)?</p>	
<p>Land Use/Transportation Relationship: Generally describe the relationship between land use and the proposed transportation project as set forth in the plan? For example, is new development in the area creating need for the project? Is new development planned for/expected that the project will serve? (Include page references to specific examples).</p>	
<p>Local Match: How much additional local match is being provided OVER the required match?</p>	None

Project Delivery History: Has the applicant had any programmed projects miss their originally programmed date?	no
Specify projects: (see application instructions for negative points associated with this factor)	
Supplemental Information Provided by the Applicant Insert Links or supplemental information as appropriate (maximum 5 pages please)	http://funding.oki.org/wp-content/uploads/ninja-forms/9/TA-Attachments.pdf