

Transportation Alternatives Factors for Infrastructure Projects

Project Name	Oxford Area Trail Network-West Side Connector
Applicant Name	City of Oxford-Michael Dreisbach
Applicant Title	Service Director
Email	JessicaGreene@Enjoyoxford.org
Address	15 S College Ave
Contact Name	Jessica Greene
Phone	513-524-5206

Project Information

Location: City of Oxford

Length of Project: 11,590 linear feet

Logical Termini:

Begin: Talawanda Middle School- 4030 Oxford Reily Rd, Oxford, OH 45056

End: Oxford Community Park -6518 Brookville Rd. Oxford, OH 45056

Scope:

The City of Oxford is requesting construction funds to help us build the 4th segment of the Oxford Area Trail Network-The West Side Connector. This network of multiuse paths around the City of Oxford is a part of the OKI Regional Bicycle Plan and will eventually provide 12 miles of paved multi-use paths connecting key points in our community.

In June of 2017, we opened the first segment of this trail system. With the assistance of OKI and Miami University, we have the next two segments of the trail system ready to be implemented in 2019 and 2021. These segments will completely connect the east side of our community.

2019 PID # 105057

2021: PID #108112

By 2021, we will have built the eastern side of the Oxford Area Trail Network and connect Miami University, Talawanda High school and develop a multimodal bus/rail/bike facility.

With this grant proposal, we aim to begin building the west side of the Oxford Area Trail network and connect three of our residential neighborhoods, the Talawanda Middle School and our Community Park.

Resident demand has led us to tackle the west side of town as our next segments of the trail system. At a public meeting about the trail this past spring, the first question was "When will the trail reach my house?". Paths connecting to residential areas have become the top priority for our City Council based on resident demand. We hope to deliver on this initiative with this proposed segment. Then within a few years, we will then go back and fill in between the two sides. We aim to build the entire 12-mile trail system by 2028.

Upload Project Location Map	1
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	2022
CONSTRUCTION REQUESTED FUNDS	750000
CONSTRUCTION LOCAL MATCH	1785750
CONSTRUCTION TOTAL COST	\$2,535,750.00
CONSTRUCTION LOCAL MATCH %	70.42%
TOTAL PROJECTS REQUESTED	\$750,000.00
TOTAL PROJECTS MATCH	\$1,785,750.00
TOTAL PROJECTS TOTAL	\$2,535,750.00
TOTAL PROJECTS LOCAL MATCH %	70.42%
BIKE FISCAL YEAR	2022
Bike Requested Funds	750000

Bike Total Match	1785750
BIKE TOTALS	\$2,535,750.00
Add KYTC "State Forces" oversight charge of 10% of design cost or minimum \$5000 to total design amount. Attach a certified cost estimate.	1
An adopted ADA Transition Plan is in place for our jurisdiction.	yes
Date of Adoption, if applicable	
An adopted Title VI Plan is in place.	yes
Date of Adoption, if applicable Copy	
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	Douglas R. Elliott, Jr.
Title	City Manager
Organization	City of Oxford
Date	5/31/2018
Project Type (select only one type)	Safe routes for non-drivers

<p>Safety Describe how the project will impact safety:</p>	<p>This segment will provide a safe route for non-drivers and an ADA accessible trail system.</p> <p>There are currently limited sidewalks in this area, but they are heavily used by children traveling to and from school. These sidewalks are narrow, crooked, and near steep drop offs. Students cross the State Highway 732 intersection in the dark as they commute to school in the early morning hours.</p> <p>In 2017, there were 3 accidents in the target area of this proposed segment. We believe that most of the accidents in this area go unreported. There have been eyewitness reports of children falling off their bikes into the ditch in this area. Residents have also reported watching a child cross the road in the dark as a motorist in a hurry sped by. It is a high priority to improve bike and pedestrian facilities in this area before a serious accident occurs.</p> <p>In addition to construction this portion of the Oxford Area Trail, we will improve lighting and install HAWK pedestrians/cycle signals at key road crossings. The Federal Highway Administration found that, after a HAWK signal was installed, vehicle/pedestrian crashes were reduced by 69%</p> <p>The 2015 Transportation Survey of over 2,000 members of the Miami University Community asked a question specifically about the feeling of safety while biking . Of the seven categories, the top two categories of comments were (1) inadequate infrastructure and (2) vehicular conflict. Our proposed segments are off road; therefore, it will deliver on this expressed need for improved safety from survey respondents.</p>
<p>OKI Plans Recommendations</p>	<p>Part of the OKI regional trails system</p>
<p>Connections</p>	<p>New, Replace</p>
<p>Project Status</p>	<p>Initial request for construction funding only</p>

<p>Will your project have any impact(s) on any of the following OKI identified Environmental Justice groups? Check all that apply.</p>	<p>minority, elderly, zero-car-household, Low-income, Disabled</p>
<p>Describe any direct or indirect permanent benefits of your project on the identified EJ groups?</p>	<p>We believe that our path will have a direct benefit to our EJ populations. Oxford is perceived to be an affluent community, but in reality, we are home to many elderly, ethnic minorities, and low-income families. As home to Miami University, Oxford has many minorities from all around the world who live here. Many of these individuals do not have cars and by providing a safe, non-motorized, way for them to navigate town, will be providing them greater access to engage in our community.</p> <p>This path also has potential to assist our low income, zero-car, and elderly populations. For those to who rely on public transit, the eventual Oxford Area Trail system will connect directly to a multimodal facility that includes a the BCRTA bus terminal and Amtrak station. This multimodal facility is targeted to be completed in 2021. Our joint planning efforts with Miami University has allowed for these facilities to be connected and will broaden non-vehicular options for our EJ population. Our residents will be able to travel within the City of Oxford but also have access to the broader region.</p>
<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>Our proposed route is off road and in a public right of way. We do not anticipate any negative impact on our EJ groups.</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>This project is not anticipated to have any negative impacts on our EJ populations.</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):

We keep in regular communication with our community about the progress of our bike and pedestrian enhancement efforts. We submit articles to our area newspaper, host regular public meetings and also provide mailed updates to our community partners that serve the EJ populations and seek their assistance in spreading the news.

Employment, Employment Bonus and Investment Bonus: How does the project provide economic vitality in the project area?

Miami University is the largest employer in Butler County. According to the Miami University Department of Human Resources, there are currently 10,353 people employed at the Oxford Campus. Once completed, the Oxford Area Trail network will connect neighborhoods and Miami University's Oxford Campus. This will allow numerous people to navigate campus and travel to their job.

Other direct investments in our community that will tie into our next segment include the construction of a new community pool. This is estimated to be a \$4.5M investment for the City of Oxford.

Miami University is also investing in significant gateway improvements including traffic calming medians and the creation of improved gateway to welcome people to the Oxford and Miami Communities. This gateway improvement investment is valued at \$4.8M.

There are also plans for significant investment in construction on Miami's Oxford campus in the next 5 years. These improvements are on the south side of campus near our Oxford Area Trail system are valued at \$71M. These construction jobs employ numerous individuals in our region in addition to the direct employment at Miami University.

The multimodal facility that is planned for 2021 is valued at \$9.5M and Butler County Regional Transit is leading the development of that area.

We believe that a complete Oxford Area Trail system will attract new residents and new visitors to Oxford, both leading to improved economic impact. We are connecting employment areas to city parks and heritage sites, neighborhoods and our local schools. Our path will provide a safe method of alternative transportation for employees and students to navigate this area.

Numerous studies have been conducted and demonstrate that investment in bike infrastructure leads to new jobs and increased visitor spending in communities. We know that to continue to be a sustainable and attractive community, we must invest in our alternative transportation infrastructure.

Air Quality/Energy: Will the project reduce Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT) or both?	vmt-reduced
Please explain:	<p>It is estimated that short trips made by automobiles may be reduced by approximately 10,000 VMT per year to various points by cycling or walking. The numbers could be increased significantly when the entire trail system is in place.</p> <p>The 2015 Transportation Survey of over 2,000 members of the Miami University Community indicates a desire for non-motorized travel modes and recognized that the lack of infrastructure contributes to the choice for motorized travel modes. Future surveys supplemented by trail use counts will establish actual VMT and VHT reductions.</p>
Does this project create new or enhance existing intermodal connections?	yes
If yes, please describe:	<p>Future segments of the Oxford Area Trail System will be a part of a multimodal facility that is slated for completion in 2021. This facility will house the Butler County Regional Transit Authority (BCRTA) and an Amtrak platform. The Butler County Regional Transit Authority provides transportation to all of Butler County. The Amtrak Stop in Oxford will be on the Cardinal Line, which connects Chicago with New York.</p> <p>This will provide a hub of multimodal access via bike, bus, or rail. It is our hope that this facility will serve as a large economic driver in our community and provide transit options that decrease personal vehicle use.</p>
% replacement	43
% expansion	57

<p>Please Explain</p>	<p>4,940 linear feet, 43% of the project length, will be a replacement and improvement of an existing 5â€™™ path. We will widen this segment to 10â€™™, fix the grading, and improve the safety of this area.</p> <p>The remaining 6,650 linear feet, 57% of the project length, will be an expansion of this trail system. This will be a newly constructed 10â€™™ wide path and allow the trail system it to connect from the Talawanda Middle School to the Oxford Community Park.</p> <p>This segment will travel from the middle school, connect three neighborhoods and end at our community park. It will be a total of 11,590 linear feet for this segment.</p>
<p>Please indicate all that apply</p>	<p>is-the-project-located-in-an-area-with-a-mix-of-uses-with-a-central-focus, Is the project located in an area that is experiencing strong growth pressures and expected and/or planned to develop into a mixed use/multi modal center?</p>

<p>Explain:</p>	<p>The City of Oxford and Miami University work closely with the Butler County Engineering Office and ODOT on our transportation and land use planning projects.</p> <p>One of our joint planning areas is to address the continuing growth of the Miami student population. This planning includes students housing and transportation needs. It is critically important to continue our joint planning efforts and provide alternative modes of transportation for students and residents alike.</p> <p>Some recent joint transportation planning examples include:</p> <p>Miami University securing the transit services of the Butler County Regional Transit Authority. BCRTA has recently won a federal grant for the creation of a bus transit garage and office as a part of our multimodal bus/rail/bike facility.</p> <p>City of Oxford's 2014 adoption of an updated Oxford Bike and Pedestrian Safety Improvement Plan</p> <p>Miami University and the City of Oxford jointly committing to bring an Amtrak stop to our community. This has been approved by Amtrak and we are now in the planning and design phase of this project.</p> <p>Our proposed segment of trail will be in an area that has local business, residential neighborhoods, graduate student housing, a local school, a church and a park. Eventually this segment will connect to the planned multimodal facility and to Miami University's campus.</p>
<p>Will this project serve brownfield or greyfield properties, or areas where infrastructure is underutilized?</p>	<p>no</p>
<p>Explain:</p>	<p>We are using the public right of way for this project, but will not utilize brownfield or greyfield areas for this segment.</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>As our path is meant to benefit the environment, we will make every effort to decrease any negative environmental impacts. This proposed segment is in the public right of way and there are no environmentally sensitive areas identified. We will use the highest standards to ensure minimum environmental impact will be from this project. In planning for construction, we will plan for the endangered Indiana Bat population and plan appropriate plantings to avoid water runoff.</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>
<p>Explain:</p>	<p>The City of Oxford is committed to biodiversity and limiting habitat fragmentation. We hope to install native plants and rain gardens along the Oxford Area Trail system as a green infrastructure technique.</p>
<p>Does this project abut or directly impact any potentially sensitive environmental resources (as identified in state conservation plans, maps or inventories)?</p>	<p>no</p>
<p>Explain:</p>	<p>This proposed segment is in the public right of way and there are no environmentally sensitive areas identified.</p>
<p>Comprehensive Plan (or other): Is the project consistent with the jurisdiction's comprehensive plan?</p>	<p>yes</p>

Title of Plan:	Oxford City Comprehensive Plan
Date Adopted:	2008 (Bicycle Pedestrian Safety Plan Amendment 2014)
Contact Person:	Michael Dreisbach
Page Number(s) where project is identified and/or referenced:	5.1
Planning Area: Please identify the planning area (location) in relation to the proposed transportation project.	NA
Public Participation: Generally describe the public participation process for the plan (Include page references to specific examples, where applicable).	NA
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)?	NA

<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>NA</p>
<p>Local Match: How much additional local match is being provided OVER the required match?</p>	<p>1190%</p>
<p>Project Delivery History: Has the applicant had any programmed projects miss their originally programmed date?</p>	<p>no</p>
<p>Specify projects: (see application instructions for negative points associated with this factor)</p>	
<p>Supplemental Information Provided by the Applicant Insert Links or supplemental information as appropriate (maximum 5 pages please)</p>	<p>1</p>