



FAIRFIELD CONNECTS

CONNECTIVITY MASTER PLAN

FAIRFIELD OHIO MKSK 

INTRODUCTION

Why Create the Fairfield Connects Plan?

The Fairfield Connects Connectivity Master Plan was developed as a response to the input and concerns of community residents and stakeholders made evident during the Fairfield Forward Comprehensive Plan process. During that process, as the community developed goals and objectives for the plan and as they assessed priorities for the plan’s recommendations, improved connectivity for bicyclists and pedestrians quickly rose to the top. Thus, it became a focal point for the City of Fairfield to develop the Fairfield Connects Plan to better respond in a more detailed effort to the concerns of the citizens. Relevant goals from the comprehensive plan include: developing safe pedestrian routes along Route 4, ensuring walkability within the Town Center area, designing pedestrian and bicycle facilities along major corridors, and improving pedestrian and bicycle mobility for day-to-day and commuter activity.

The City of Fairfield solicited a consulting team to assist in the development of a connectivity master plan for the city. This plan was developed to be a guiding document for the city as it moves forward towards improving overall connectivity within the community. The Fairfield Connects Plan will assist city leadership and staff as they gather and procure resources to implement a vision for a connected city.

Acknowledgments

The city wishes to thank the following people for this collaborative effort between the community, the steering committee, elected officials, city staff, and the consulting team.

Mayor + City Council

Steve Miller, Mayor
Bill Woeste, Vice Mayor
Tim Abbott
Leslie Besl
Chad Oberson
Dale Paullus
Mark Scharringhausen
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Consultants

MKSK
LJB, Inc.



Pathway in Harbin Park

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

GOALS OF THE PLAN

EXISTING CONNECTIVITY NETWORK

COMPREHENSIVE CONNECTIVITY PLAN

EXECUTIVE SUMMARY

Purpose of this Plan

The Fairfield Connects Plan focused on macro-level routing strategies that would develop stronger linkages between neighborhoods, schools, and other community destinations such as the Town Center, parks, and commercial destinations. As part of this effort, the project team (consisting of City of Fairfield staff, MKSK, and LJB Inc.) conducted an analysis of existing conditions within the community, explored best practices and common facility types that could help to improve active transportation connectivity, and determined which corridors and connections would make desirable routes linking key areas within Fairfield.

Process

Development of the Fairfield Connects Plan began in September of 2019 and lasted through Summer of 2020. The project team engaged with the public using different techniques, including receiving 1,148 responses to our online survey. The process included a project steering committee and city leadership to ensure considerable feedback was received on the plan as it was developed. More information on the engagement process can be found in Section 2 of this plan.

Facility Types

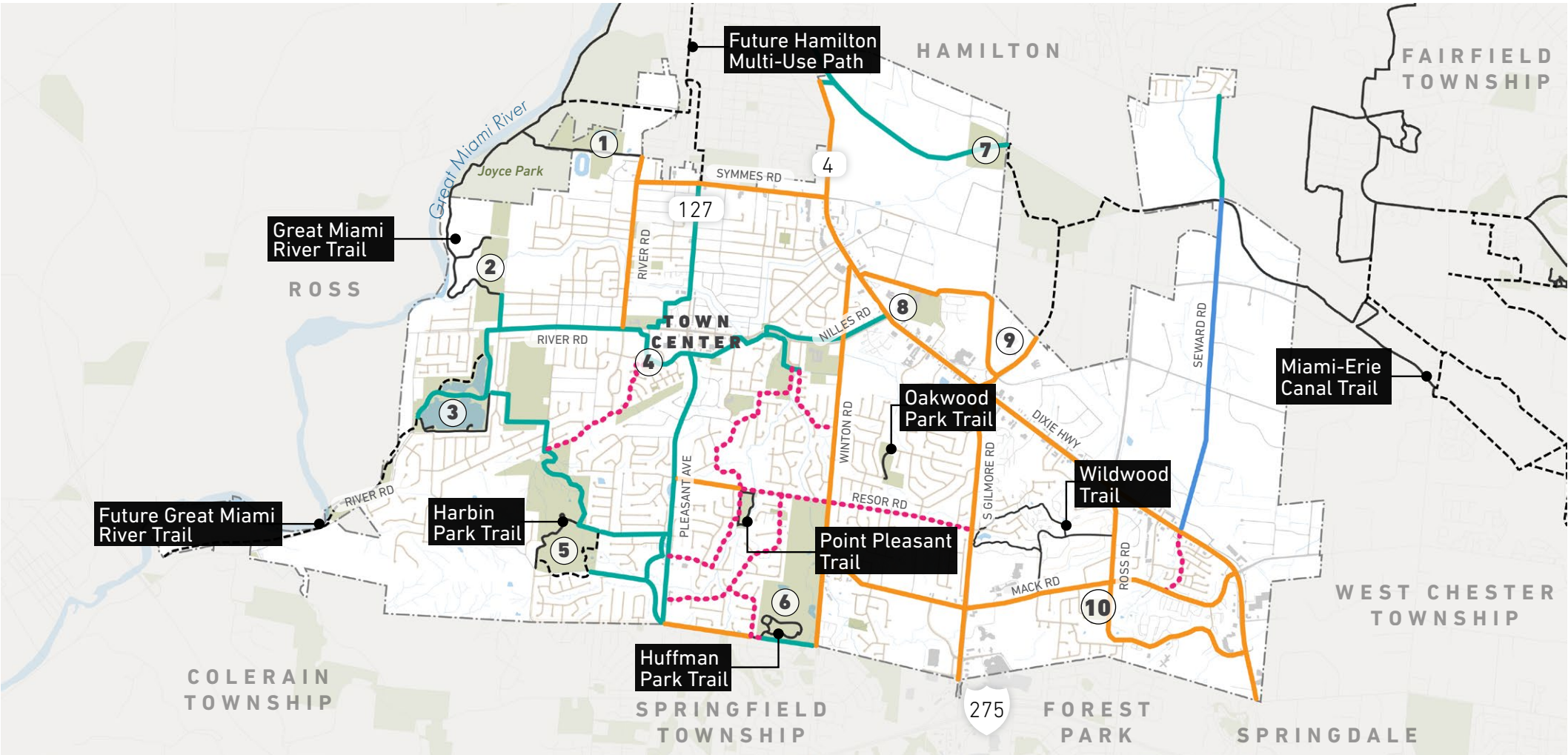
Based on prior experience of the project team, regional and national best practices, the project team focused on four different facility types to improve connectivity in Fairfield. These included multi-use paths, sidewalks, shared lanes, and bicycle lanes. These facilities proved most effective at fitting into the context and physical setting of the city and are facility typologies that have been previously funded by regional and state entities. More information on these facility types can be found in Section 3 of this plan.

Major Routes

As the connectivity plan was developed, the project team referred to community input to help determine the major destinations and corridors that needed primary focus. While this plan includes recommended improvements to smaller gaps in the connectivity network (small sidewalk gaps), most of the plan focuses on developing major connectivity routes throughout the community that integrate the prominent locations, neighborhoods, and destinations of Fairfield. The major routes are shown below. More detailed information can be found in Section 3 of this plan.

Community Destinations

- 1 Grange Park
- 2 Waterworks Park
- 3 Thomas O Marsh Park
- 4 Village Green Park
- Community Arts Center
- Lane Public Library
- 5 William Harbin Park
- 6 Huffman Park
- 7 Gilmore Ponds Preserve Metropark
- 8 Fairfield Stadium
- 9 Fairfield Senior High School
- 10 Gilbert Farms Park



GOALS OF THE PLAN

The goals of this plan are to improve connectivity for non-motorized travel between various places in and near the City of Fairfield. This plan describes the importance and benefits of improved connections using sidewalks, crossings, trails, pathways and other opportunities to make it more inviting, convenient and safe to walk or bicycle. Expected results from these investments, based on case studies from similar cities, include: an improved quality of life, higher property values, increased business activity, fewer vehicle emissions, fewer and less severe pedestrian/bicycle injuries, improved health outcomes for residents of all ages including those with physical impairments, and a potential reduction in vehicle congestion. The overall goals of the plan are illustrated below.



CONNECT TO PARKS



CONNECT TO TOWN CENTER



CONNECT TO EXISTING TRAILS



CONNECT NEIGHBORHOODS



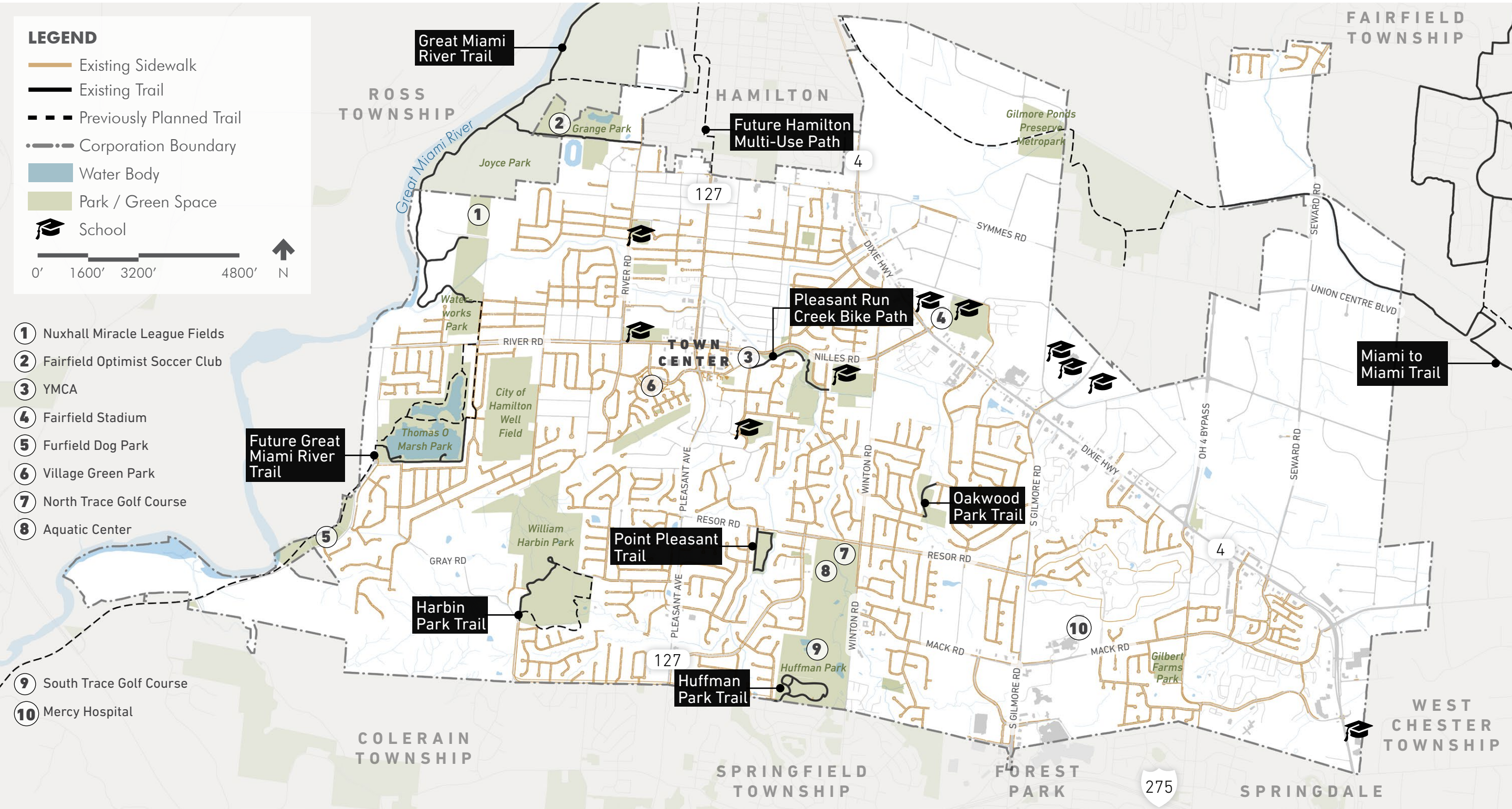
CONNECT TO MAJOR DESTINATIONS



IMPROVE PUBLIC HEALTH

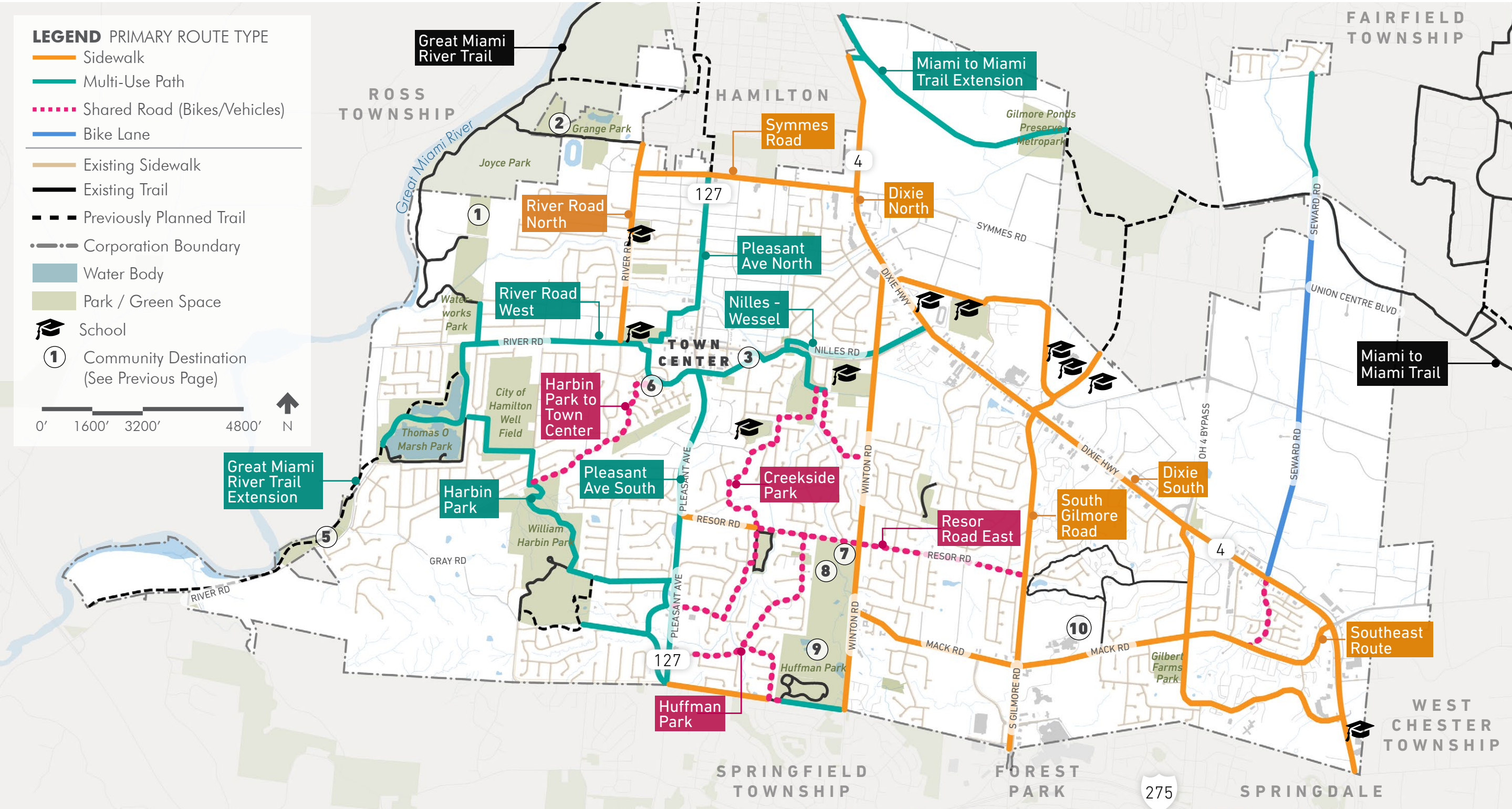
EXISTING CONNECTIVITY NETWORK

One of the initial tasks of the plan was to take an inventory of the existing connectivity network within Fairfield. The map below shows the existing connectivity options in Fairfield and how they relate to parks and prominent community destinations. Previously planned trails (from other studies and regional organizations) within or with a potential to impact the City of Fairfield were also reviewed. Currently, the city is lacking a comprehensive trail network. The trails that do exist are mostly isolated to individual parks and do not connect multiple areas within the city. Sidewalk connectivity covers most of the community. However, gaps exist that prevent the city from being truly walkable. The Great Miami River Trail and the Miami to Miami Trail are also noted on here because they offer connections to other communities and promote future economic development opportunities for Fairfield.



COMPREHENSIVE CONNECTIVITY PLAN

The map below depicts the primary routes of the connectivity plan. This map shows that the primary facility type is for each route, however, each route may contain multiple facility types in order to make the connection work. The goal of this routing is to promote better connectivity between the Town Center, neighborhoods, parks, schools, shopping areas, and regional trails. More details on the specific routes can be found in Section 3 of this document where individual examinations of the primary routes are provided.



2 ENGAGEMENT RESULTS

ENGAGEMENT PROCESS

SURVEY RESULTS

ENGAGEMENT PROCESS

Community Engagement Process

Community input for this plan was gathered during the Fairfield Forward planning process. This plan focused on a specific topic, connectivity, and the project team facilitated public engagement efforts solely on this topic. Community and stakeholder engagement occurred throughout the plan's development. The project team gathered initial thoughts on prominent connections, met with community stakeholders and leaders to assess goals, solicited feedback on specific connectivity questions, and conducted a review with the public of the major routes and facility types selected.

Techniques

Initial Engagement:

City of Fairfield staff attended two community events, the Farm-R-Treat, and the opening of the Furfield Dog Park to gather input from community residents. The engagement centered on asking citizens simply where they lived, where they'd like to have improved connectivity to, and how they get there (the routing). This confirmed for the project team what the major destinations were for city residents and where the primary routing should be located.

Steering Committee:

The steering committee for this project included representatives from multiple city departments and leadership, as well as representatives from key community stakeholder groups such as residents, workers, and schools. The committee convened multiple times throughout this process and provided critical input and guidance to the project team as they developed and refined the plan's routing and overall strategy.

City Council:

The City Council not only authorized development of this plan as a response to the feedback from the Fairfield Forward plan, they also provided direction on the plan after draft recommendations were developed. Their feedback focused on ensuring the project team properly developed cost analysis and implementation strategies that would help guide future decision making.

General Public:

The general public was eager to provide feedback and guidance to the project team. In addition to well attended local community events that featured the plan, many residents provided input through an on-line survey. The online survey generated almost 1,200 responses and showed general consensus among project goals, facility types, and major route priorities. A more advanced routing plan was showcased at a public open house on March 3rd, 2020 for review and input.

Online Survey:

The goal of the online survey, which was initiated in the early stages of the process, was to gain feedback and understanding on more detailed topics related to connectivity in Fairfield. It was already understood that connectivity was important to residents. However, the project team wanted to gain more detailed input on how to make it happen in a manner that best suited the community. The survey asked questions related to destinations respondents would like better connectivity to, how they would use the trails and improved connectivity network, and what types of facilities they would feel most comfortable using. Lastly, it asked them to prioritize the major routes that had been identified at that time and offer input on any routes they felt were missing. Some highlights from the survey can be found on the following pages.



Public Works Director Ben Mann presents to the public the initial recommendations of the connectivity plan on March 3rd, 2020.

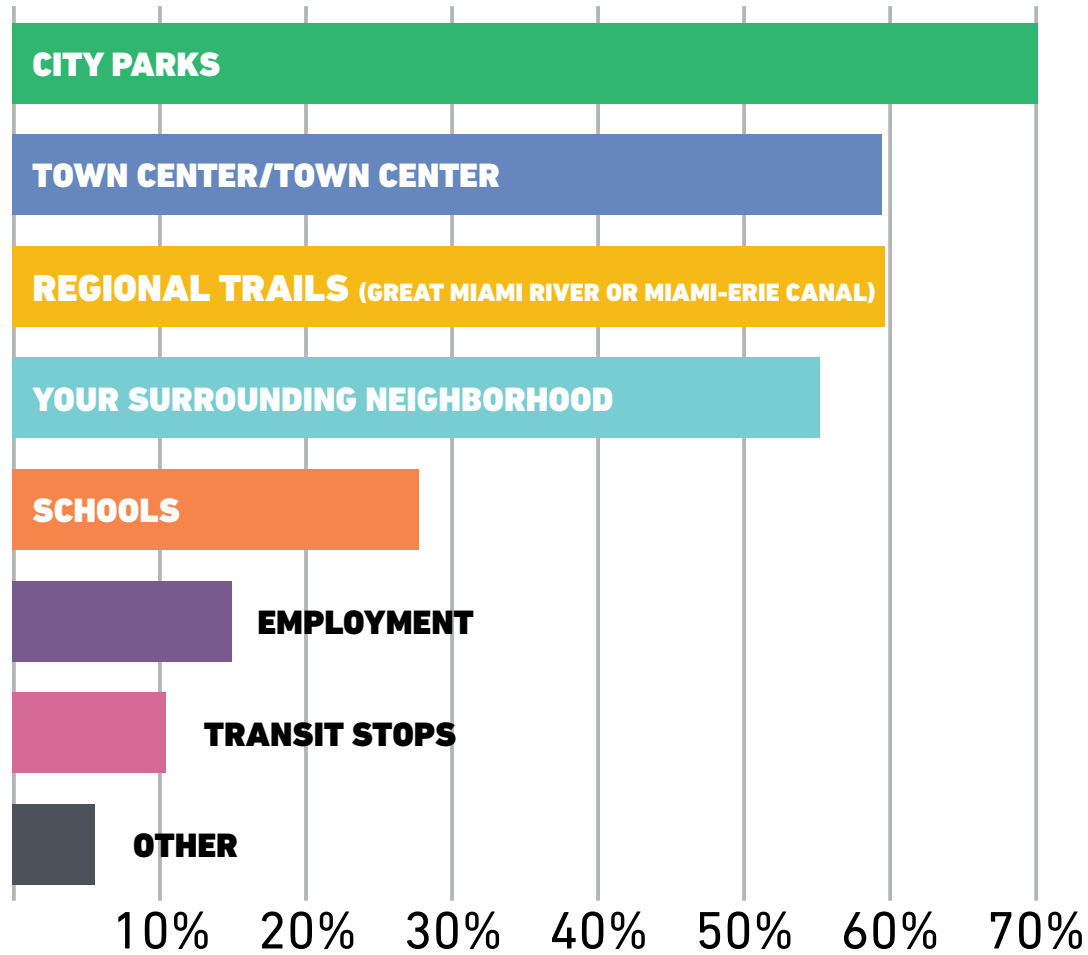


The steering committee included city staff, residents, and representatives from the Fairfield City School District.

SURVEY RESULTS

Question 1

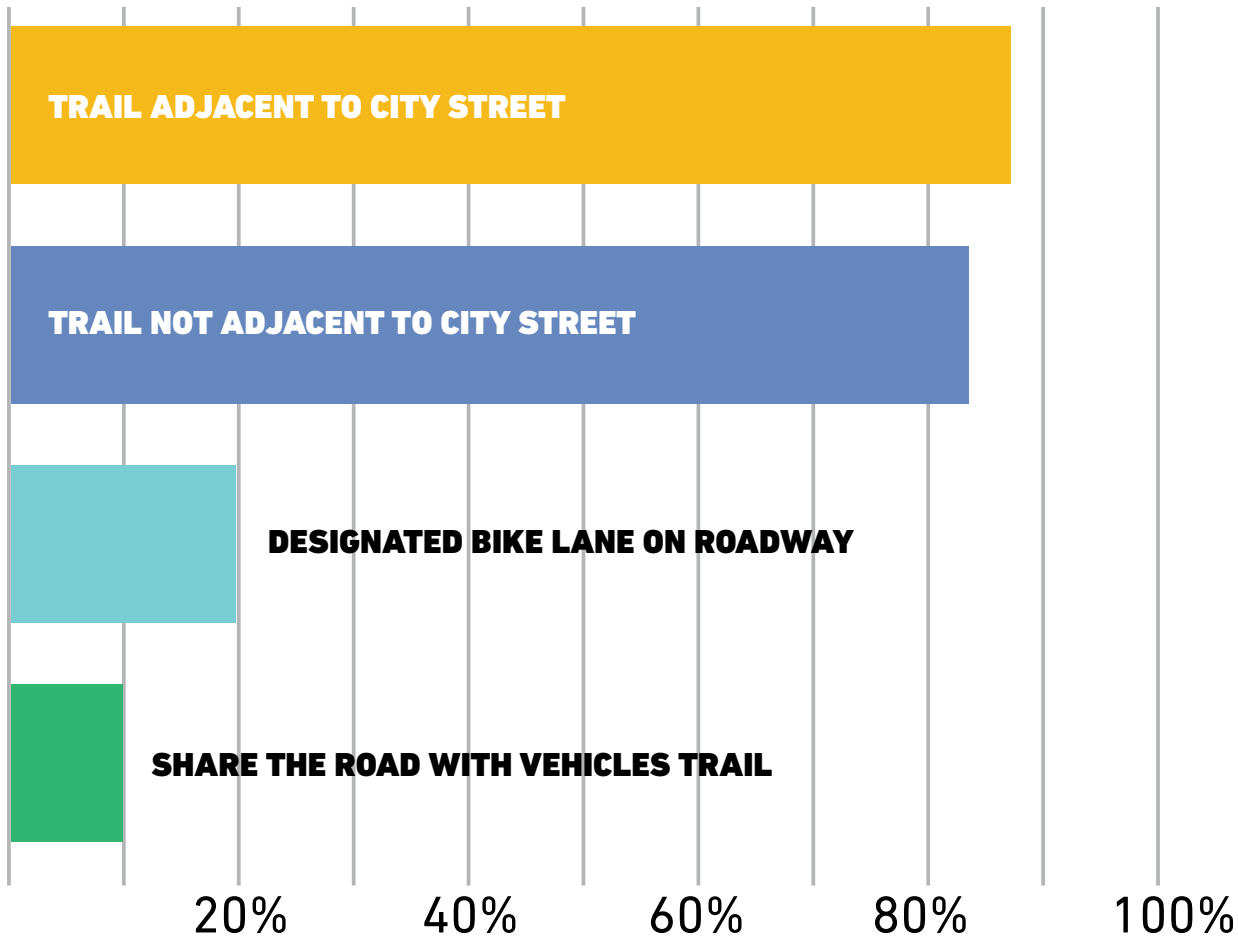
What areas or places in Fairfield are most important for you to be able to access via walking or bicycling? (check all that apply)



The 'other' responses can be found in the appendix of this document.

Question 2

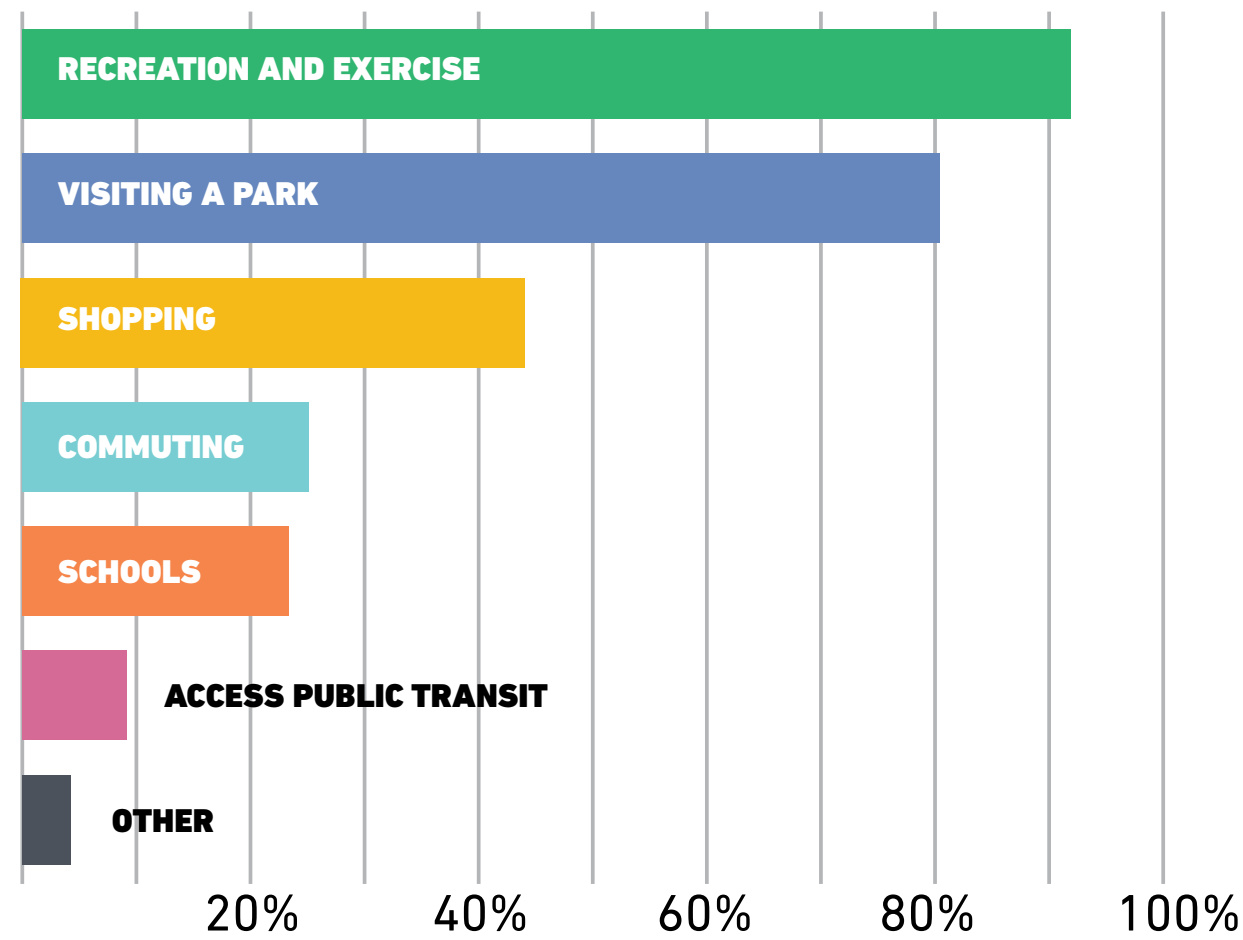
If it were available, which of the following on-road or off-road pedestrian facilities would you use in Fairfield? (Check all that apply)



SURVEY RESULTS

Question 3

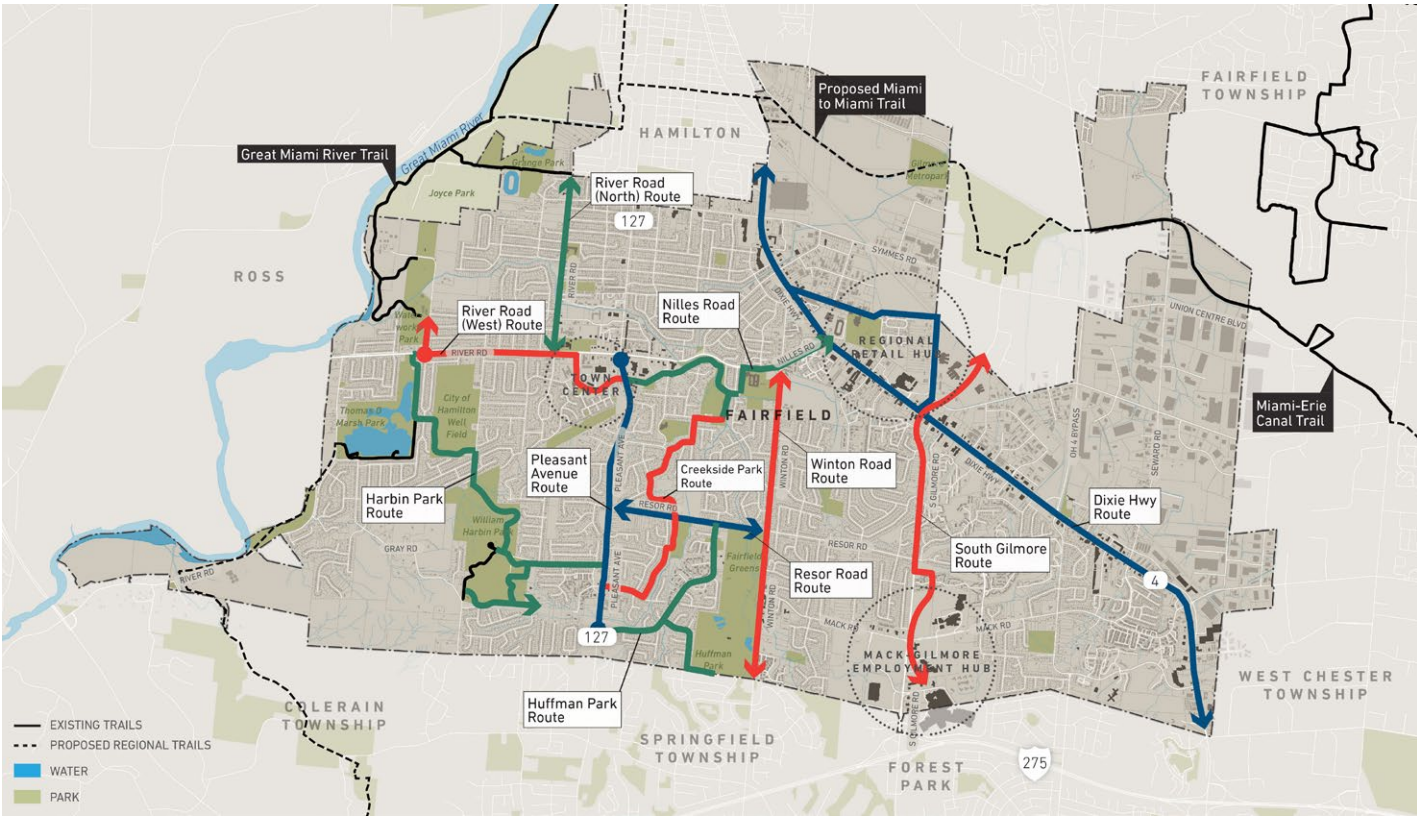
If a complete trail network existed within the City, what types of activities or destinations would you use it for in Fairfield? (Check all that apply)



The 'other' responses can be found in the appendix of this document.

Question 4

Referencing the map, rate the overall public benefit of each connectivity option on a scale of 1 to 5. This diagram depicts various connectivity options between neighborhoods and major destinations in Fairfield.



Scoring Results

1. River Road (West)	3.89
2. Pleasant Avenue Route	3.84
3. Harbin Park Route	3.83
4. Dixie Highway Route	3.79
5. Nilles Road Route	3.68
6. River Road (North)	3.64
7. Resor Road Route	3.40
8. South Gilmore Route	3.33
9. Creekside Park Route	3.24
10. Huffman Park Route	3.17

There were additional resident concerns about lack of connections in the southeastern portion of the city, which prompted the addition of a southeast route as seen in the final connectivity plan.

3 CONNECTIVITY PLAN

FACILITY TYPES

SAFETY MECHANISMS

EXISTING CONNECTIVITY NETWORK

COMPREHENSIVE CONNECTIVITY PLAN

MAJOR ROUTE DETAILS

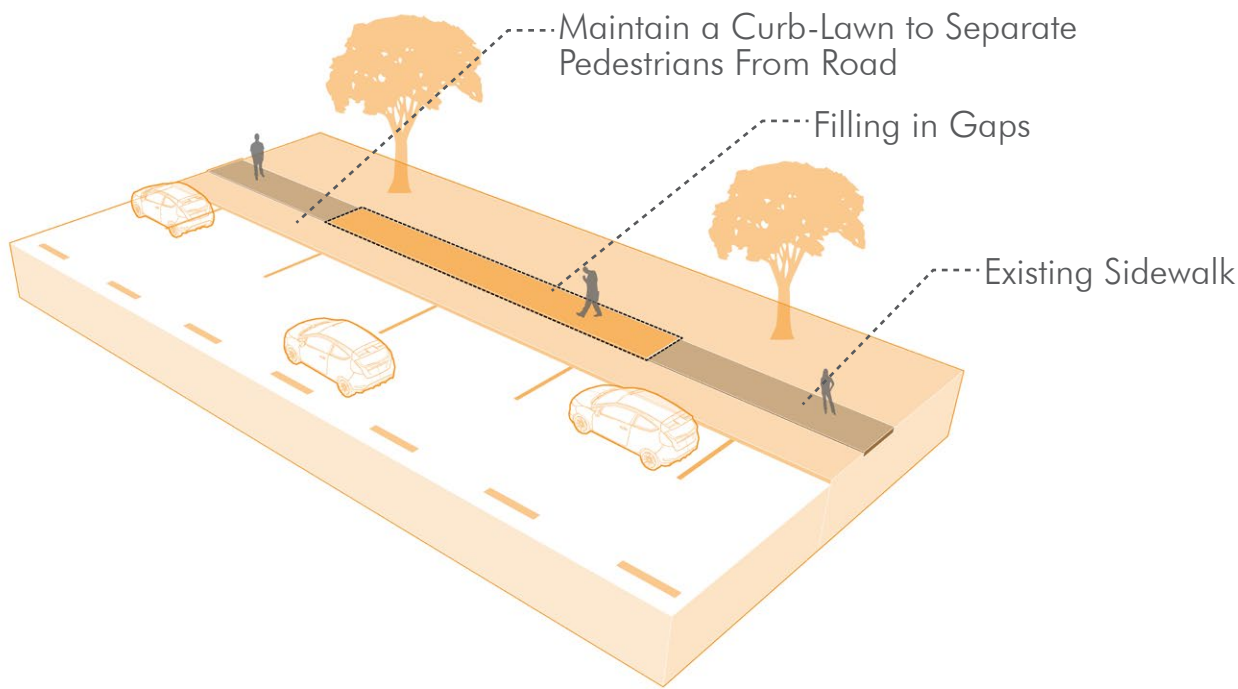
GREAT MIAMI RIVER TRAIL

FACILITY TYPES

Based upon best practices from similar cities, and industry standards, different facilities types were evaluated for their applicability. Based upon input from the steering committee and the public, project team experience and knowledge, and a desire to have the plan be simple, four facility types were selected: sidewalks, multi-use paths, bike lanes, and a shared road. These facilities are described in greater detail below.

SIDEWALK

- Dedicated space for pedestrians
- Provides basic connectivity throughout a community
- Minimum of 5 feet wide. In high use zones such as around schools, business districts and near parks, 7-10 feet wide is recommended



Best Practices:



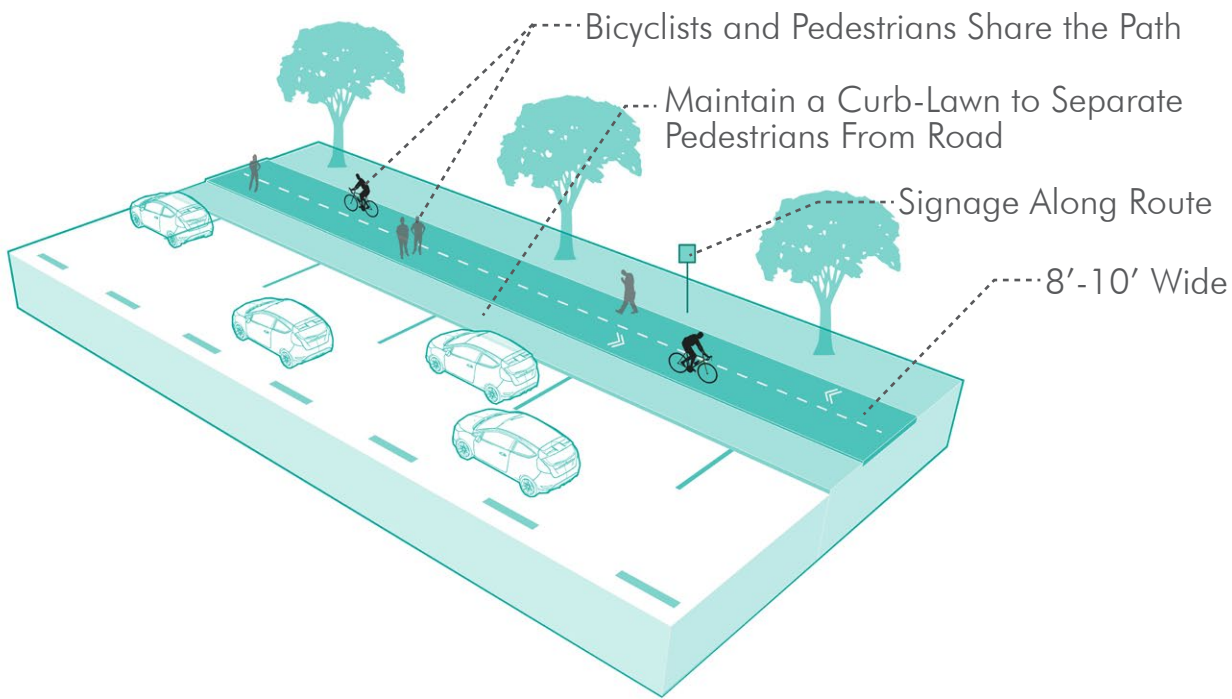
South Gilmore Road approaching Route 4.



Augusta Boulevard near Pleasant Avenue.

MULTI-USE PATH

- Gives equal priority to bike riders and pedestrians
- Often, in lieu of sidewalk and on road bike facility
- Provides safe separation for non-motorized transportation
- Used adjacent to roads and in park settings
- Two-way movement on one side of road



Best Practices:



The path is safely separated from the roadway.

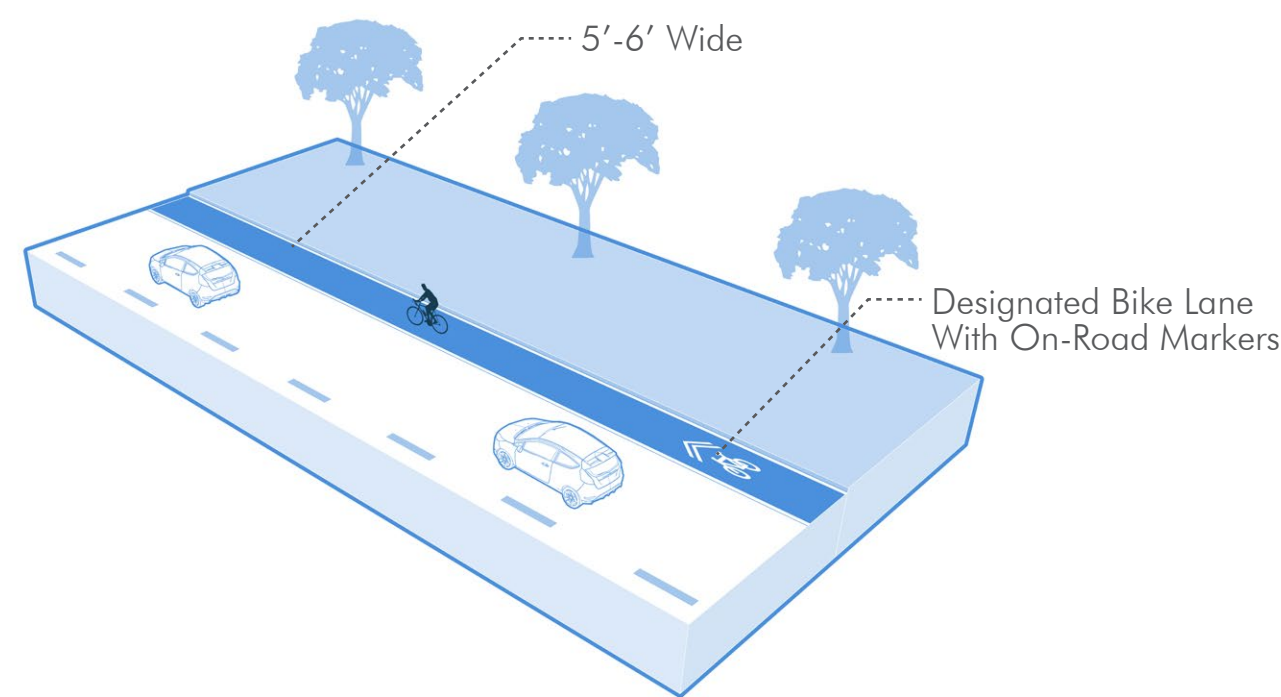


Multi-use paths serve bikes and pedestrians alike.

FACILITY TYPES

BIKE LANE

- Creates a dedicated space on road for bikes
- Striping, on-road markers, and physical barriers can be used to keep bicyclists and automobiles separated
- Creates a separate designated space will provide more comfort for riders of different experience levels
- Implemented when there is no space for a multi-use path



Best Practices:



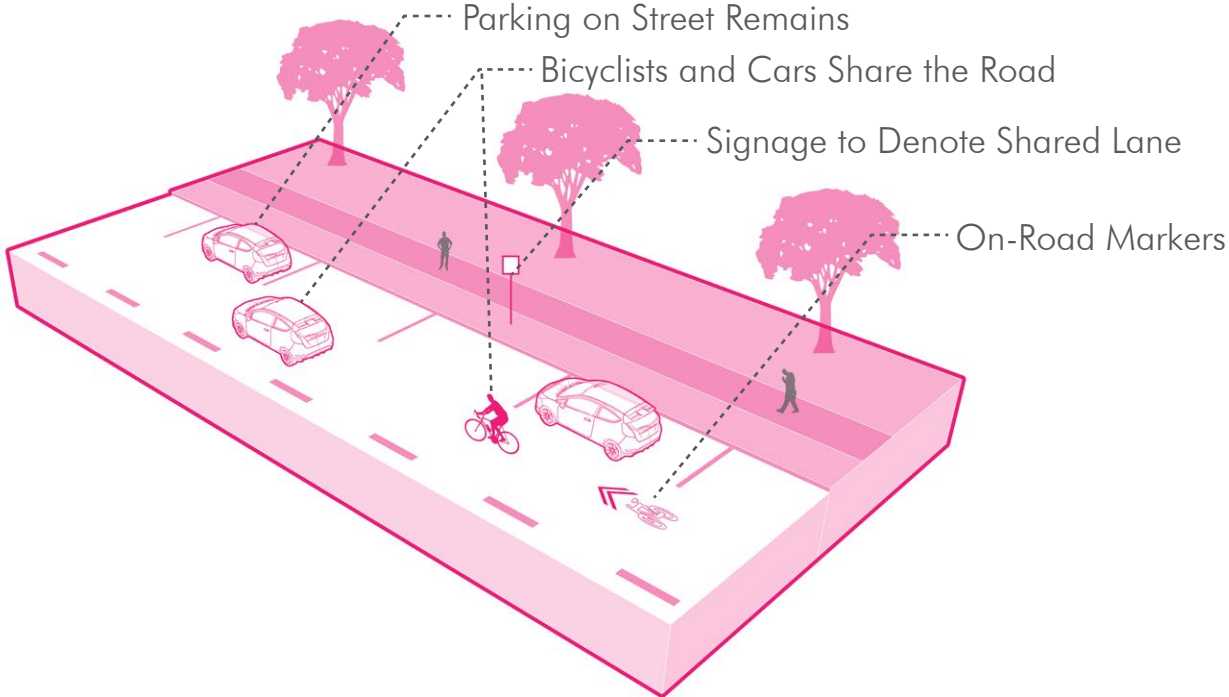
Bike lane with clear signage and on road marking.



Separation of bicyclists and automobiles is crucial.

SHARED ROAD

- Gives equal priority to bike riders and motorists
- Does not remove parking or travel lanes
- Applied to streets with low traffic volumes and low speeds
- Traffic calming measure
- Designated routes identified with on-road markers and signage
- Keeps on street parking, where it exists already



Best Practices:



On road markings need to be clear.



Low volume streets make this ideal for families.

SAFETY MECHANISMS

Other tools, listed below, will be helpful for implementing the vision set out in this Connectivity Plan. These tools will help in creating better safety for all users and increasing an understanding of the connectivity network through signage. These tools should be implemented in conjunction with the construction of new facilities to ensure that each route is operating correctly from day one.



Signalized Crossings

- Creates a safe space for crossing roadways for pedestrians and bicyclists.
- Most needed on busier streets or ones with less than desirable visibility.



Signage

- Informs users of direction and distance to destinations.
- Makes it clear to motorists to be aware of other modes of transportation in use on this route.



Rapid Flashing Beacons

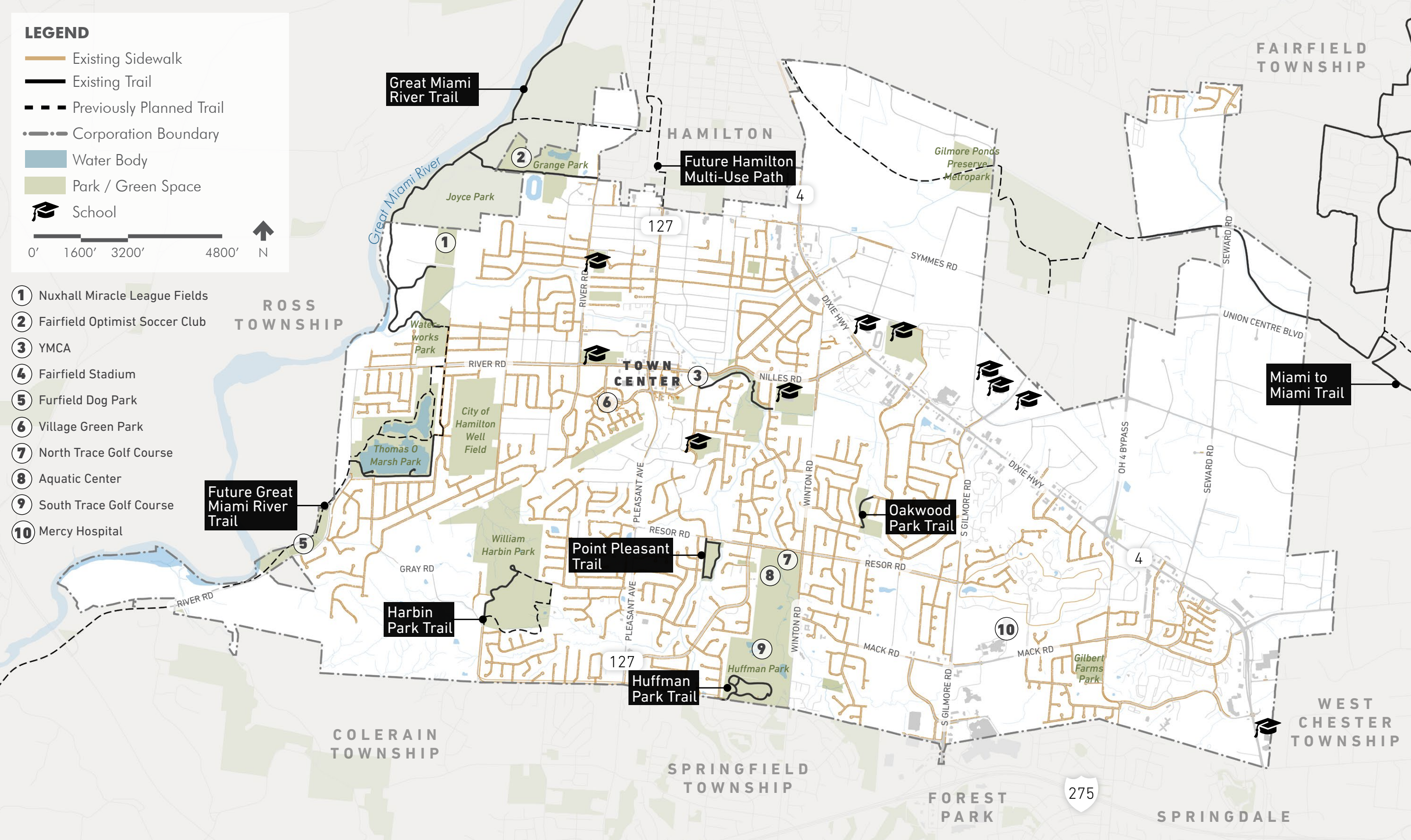
- Lower cost solution for pedestrian and bicycle crossings.
- Allows for mid-block crossings, if needed.
- Increases visibility for crossing and encourages yielding behavior by drivers.



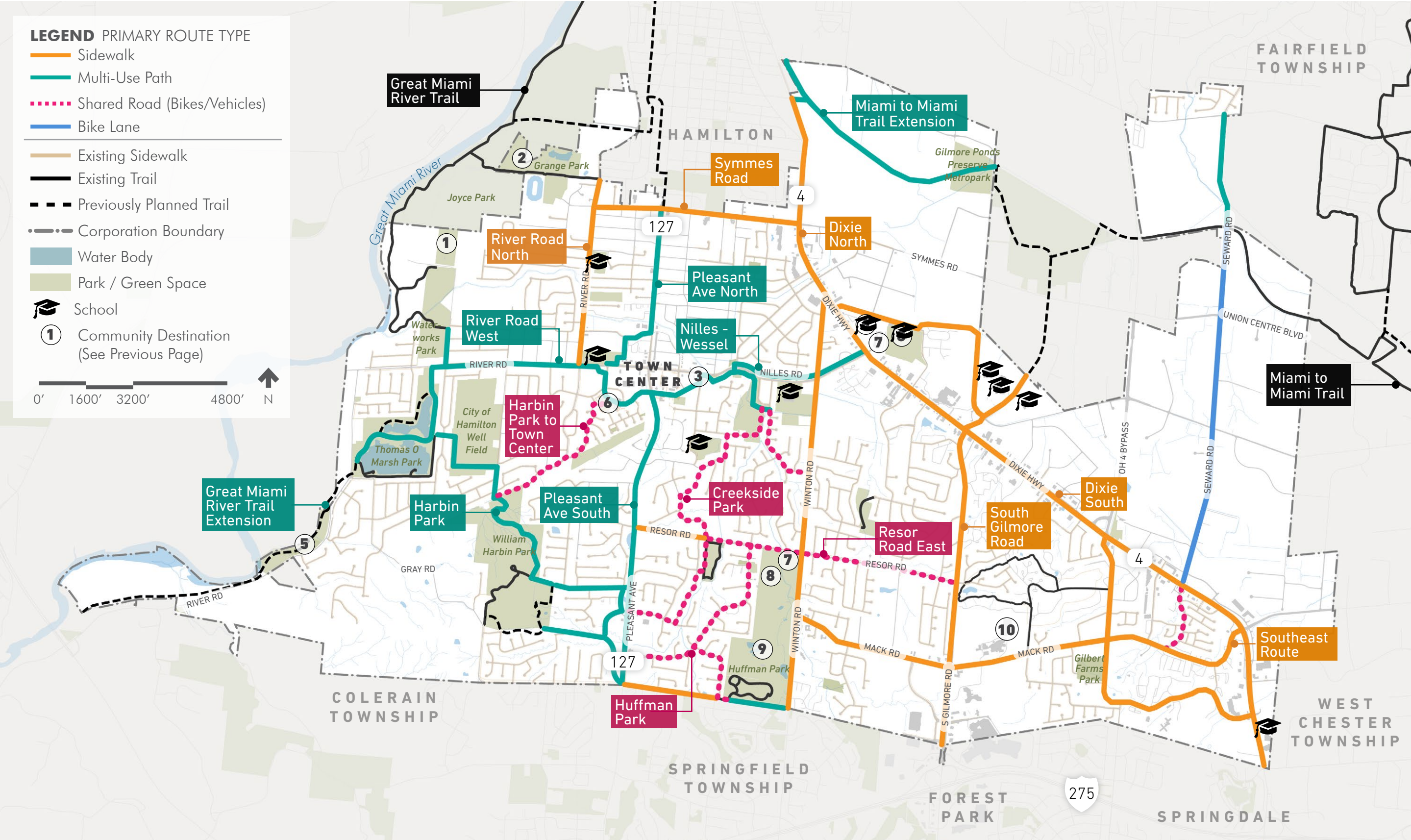
Crosswalks

- Lower cost solution for pedestrian crossings.
- Increases visibility for crossing and encourages yielding behavior by drivers.
- For major crossings, different materials or colors may be used.

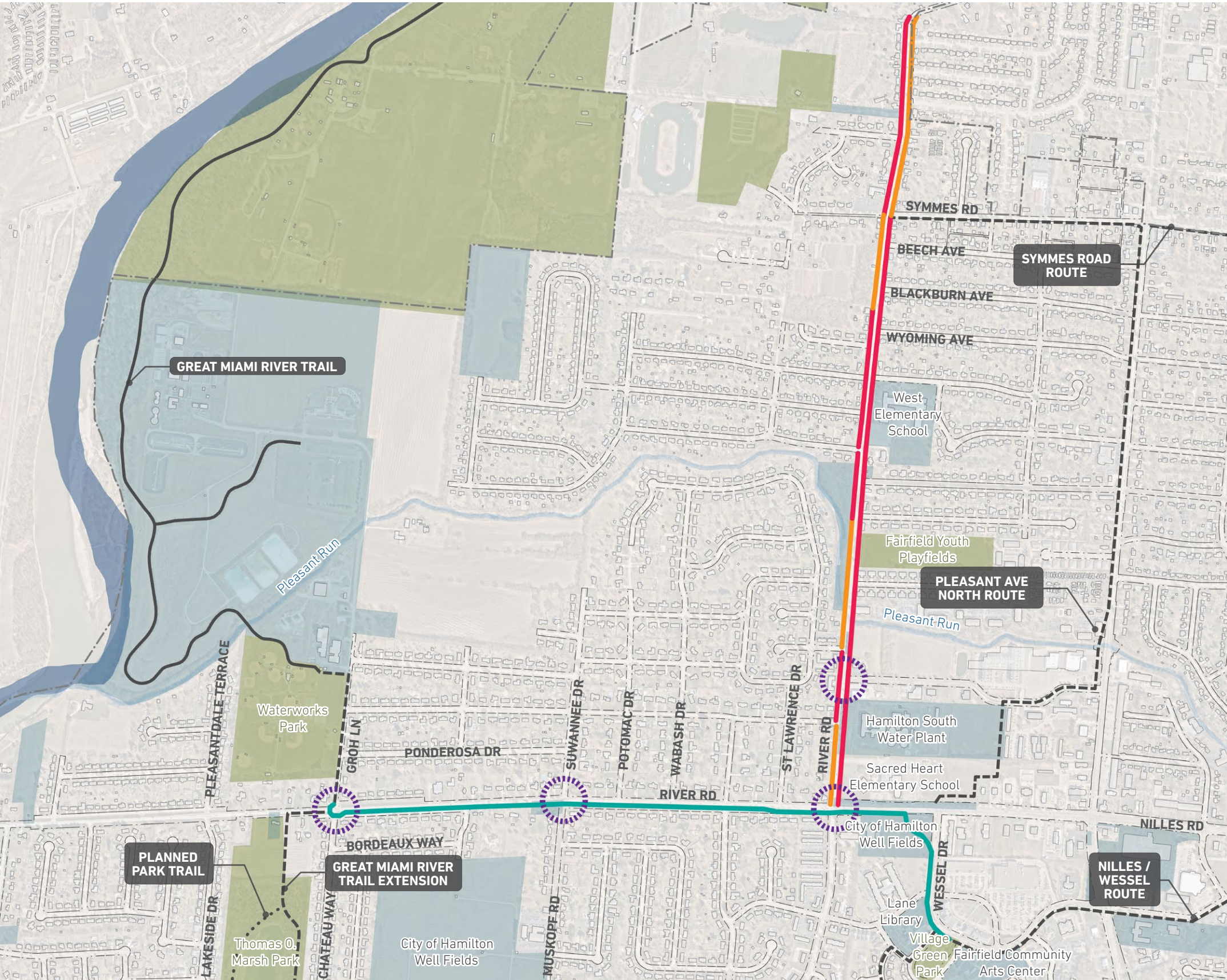
EXISTING CONNECTIVITY NETWORK



COMPREHENSIVE CONNECTIVITY PLAN



MAJOR ROUTES



RIVER ROAD WEST AND RIVER ROAD NORTH

Facility Type:

River Road West: Multi-Use Path
River Road North: Sidewalk

Notes (River Road West)

- Route serves as primary connection from Great Miami River Trail into the center of Fairfield.
- Brings riders from Great Miami regional trail into Town Center area, promoting tourism and economic development.
- Due to its integration into the regional trail network, this route should be off-road as much as possible in order to attract a diverse ridership.

Notes (River Road North)

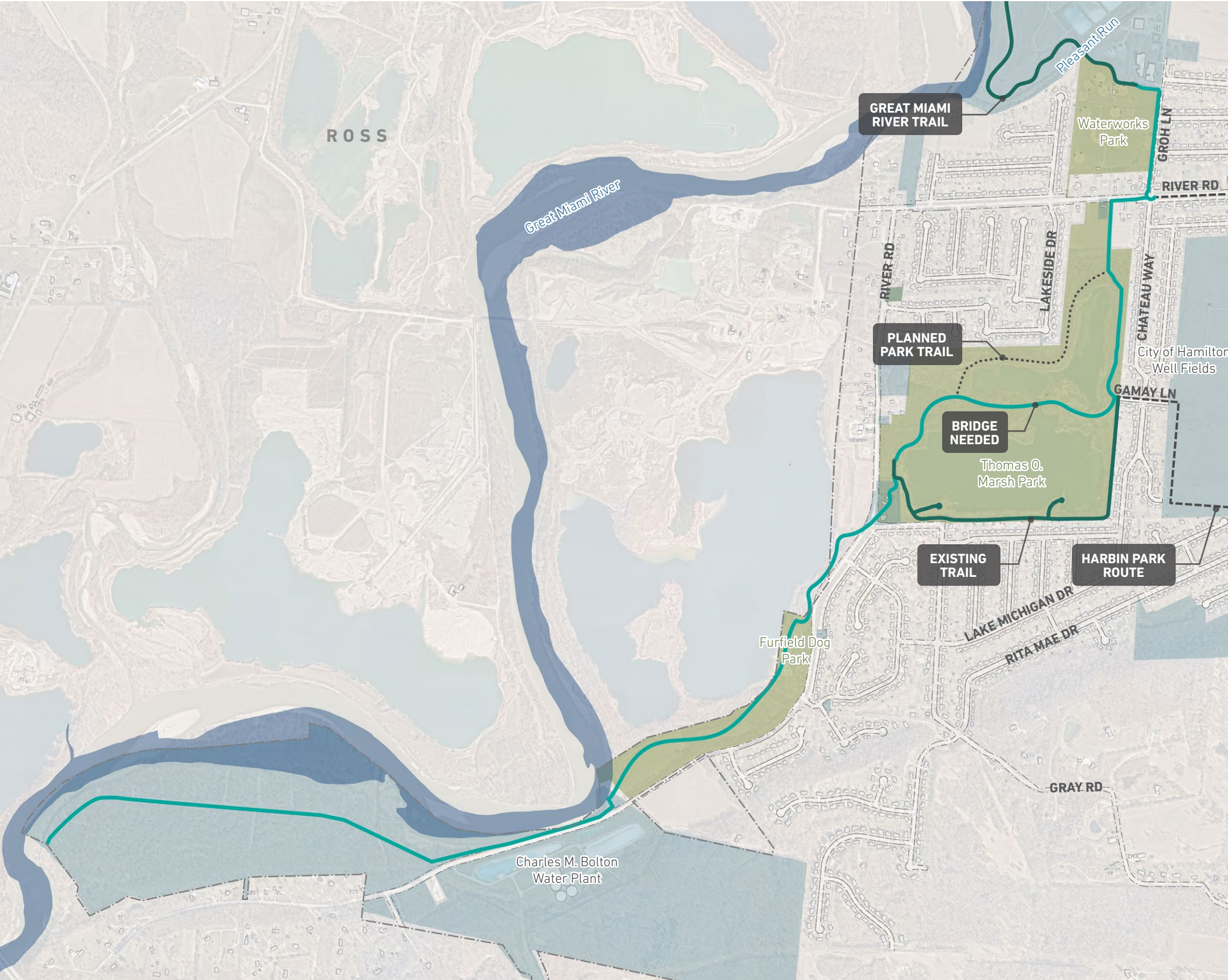
- Filling in the sidewalk gaps along this road provides enhanced connectivity to local schools and neighborhoods.

LEGEND

- Proposed Multi-Use Path
- Proposed Sidewalk
- Existing Sidewalk
- Existing Multi-Use Path
- Planned Park Trail
- Other Major Route
- ⊙ Signalized Crossing
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



GREAT MIAMI RIVER TRAIL EXTENSION

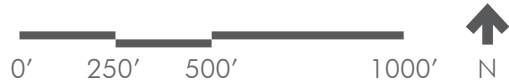
Facility Type:
Multi-Use Path

Notes

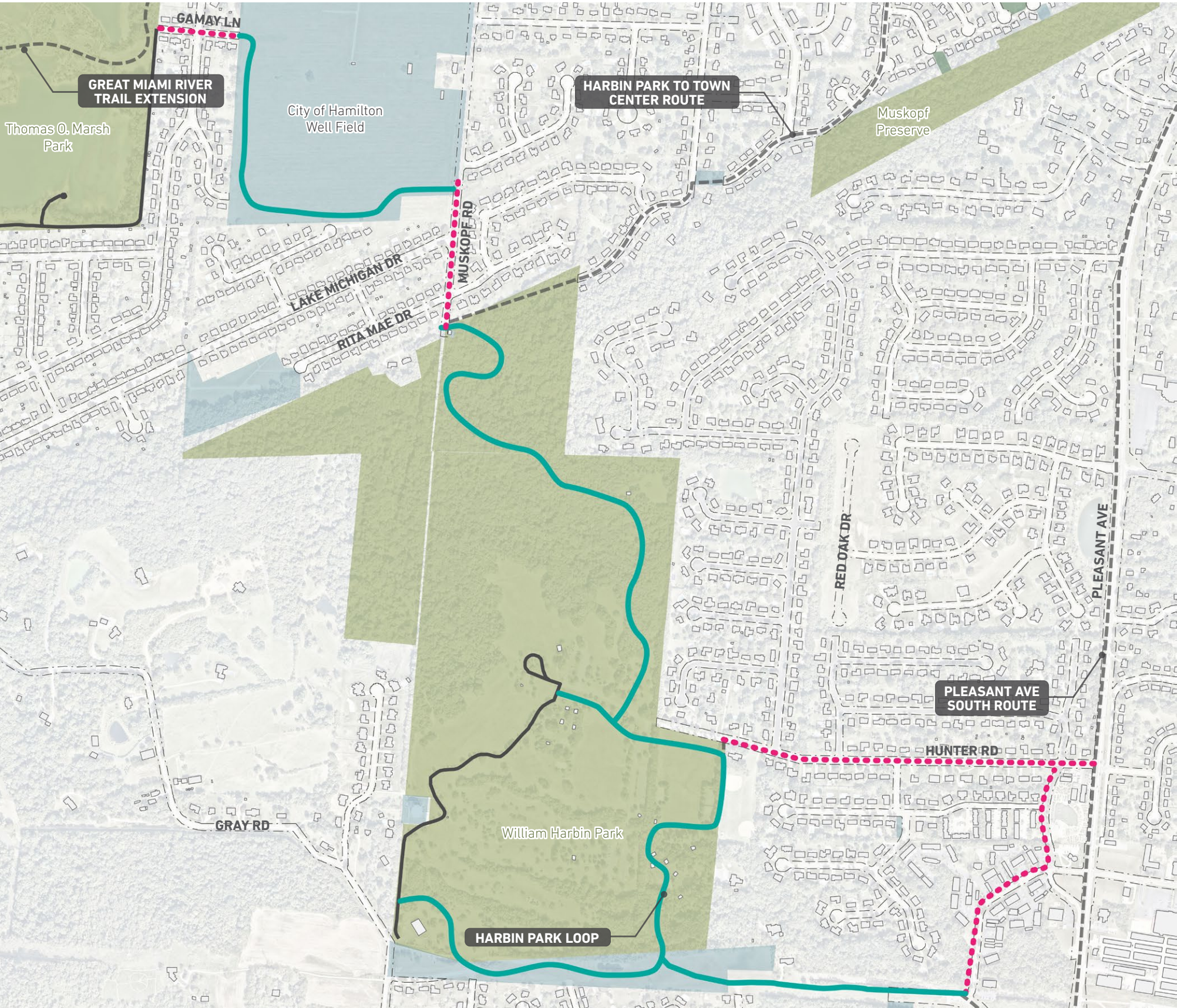
- This route focuses on the Great Miami River Trail (GMRT) as it aligns through the City of Fairfield.
- This highlights the part of the larger GMRT that the City of Fairfield will be spearheading through implementation.
- This will be a multi-use path to keep consistency with the majority of the regional GMRT.
- The Groh Lane segment may be built as part of GMRT or as part of River Road West. For the purposes of this plan, it is included with GMRT funding.
- Exact route layout at the southern end to be coordinated with Hamilton County and GCWW.

LEGEND

- Proposed Multi-Use Path
- Existing Multi-Use Path
- Planned Park Trail
- Other Major Route
- ⊙ Signalized Crossing
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



HARBIN PARK

Facility Type:
Multi-Use Path and Shared Road

- Notes**
- Route connects from Pleasant Avenue through Harbin Park to Marsh Park.
 - This route aligns through a Hamilton well field. Use of this property for the route will require a partnership with the City of Hamilton.
 - This route is primarily a multi-use path. However, on some neighborhood roads it is simpler to use a shared road facility to make connections.
 - This route connects to the Great Miami River Trail.

- LEGEND**
- Proposed Shared Road
 - Proposed Multi-Use Path
 - Existing Multi-Use Path
 - Other Major Route
 - Publicly-Owned Parcel
 - Park / Green Space



MAJOR ROUTES



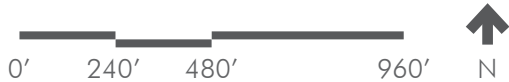
HARBIN PARK TO TOWN CENTER

Facility Type:
Multi-Use Path and Shared Road

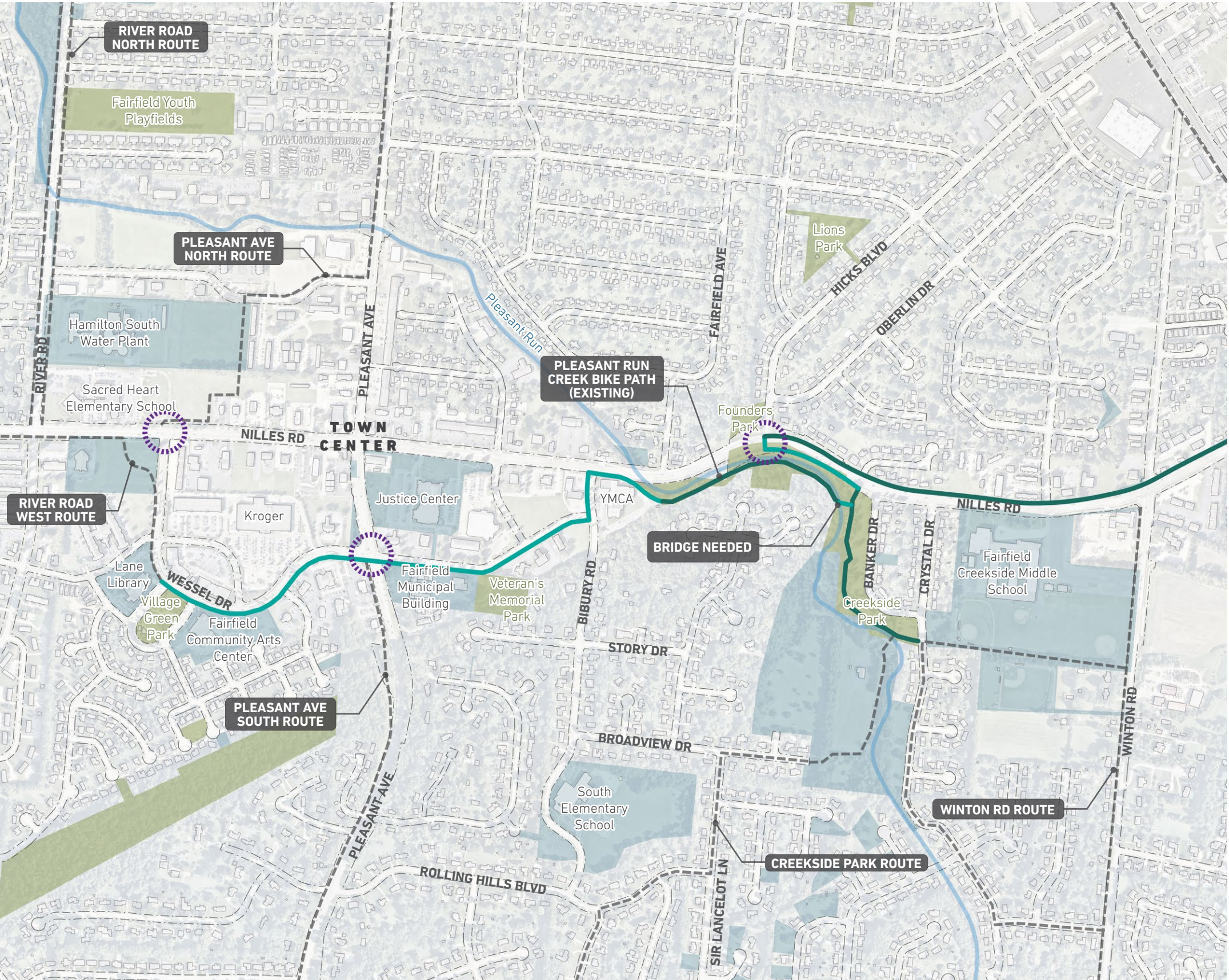
- Notes**
- Connection from the bottom of Harbin Park to the Village Green Park.
 - This connection utilizes low-volume, low-speed residential streets to provide a more direct connection to the Village Green Park and Town Center for many residential neighborhoods.
 - Multi-use paths are used to bridge the gaps along the trail where subdivisions or streets do not connect directly.

LEGEND

- Proposed Shared Road
- Proposed Multi-Use Path
- Other Major Route
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



NILLES - WESSEL

Facility Type:

Multi-Use Path

Notes

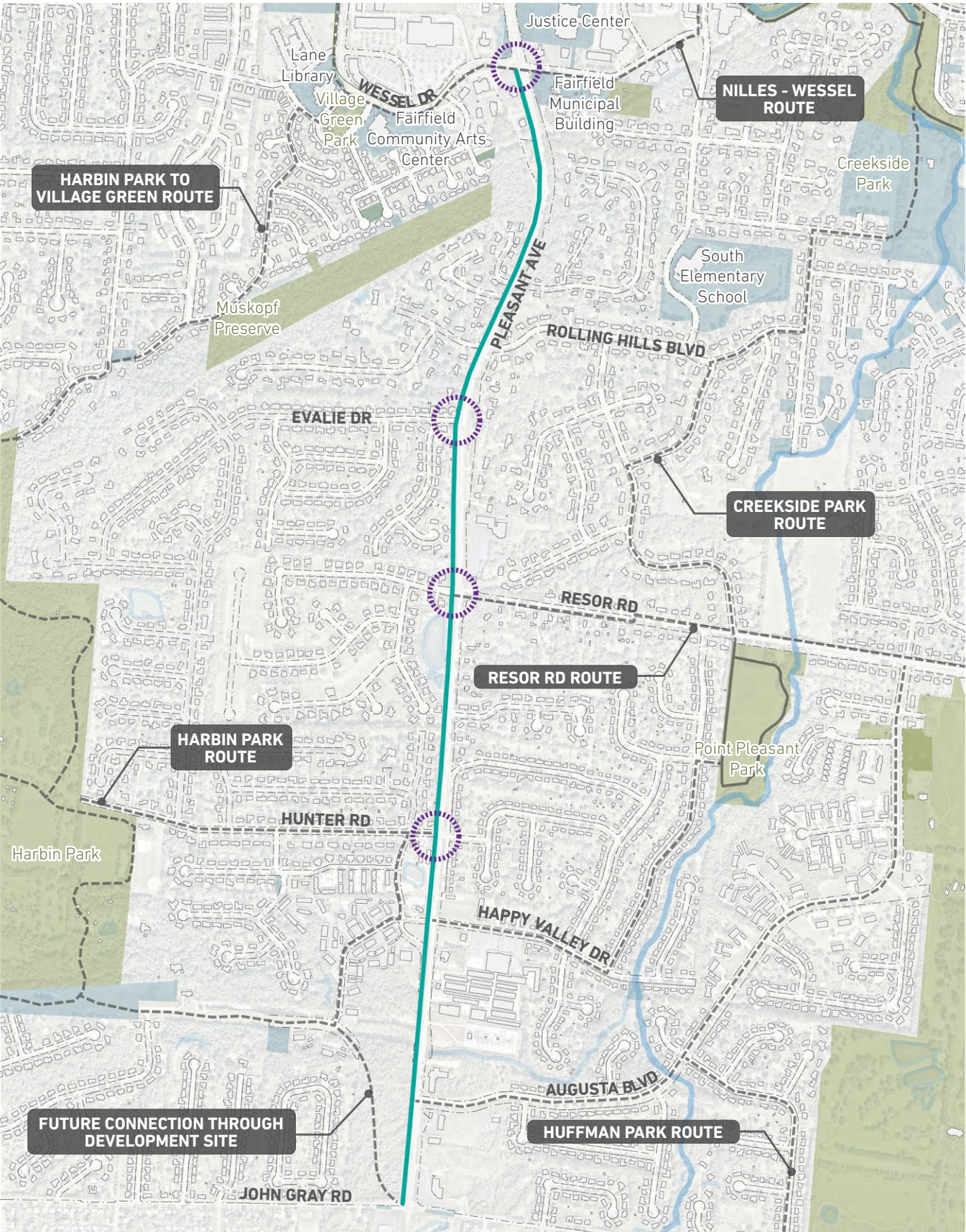
- Route connects from the River Road West Route through the Town Center Area and East to Route 4 (Dixie Highway).
- Along the route is the YMCA, Creekside Park, and Creekside Middle School.
- The multi use path proposed replaces the existing sidewalk on the south and west sides of Wessel Drive.
- The path utilizes the existing wide sidewalk on the north side of Nilles Road across from Creekside Park as it makes its way east to Route 4.

LEGEND

- Proposed Multi-Use Path
- Existing Multi-Use Path
- - - Other Major Route
- ⊙ Signalized Crossing
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



PLEASANT AVE SOUTH

Facility Type:

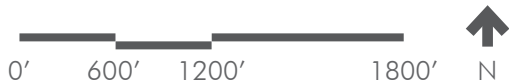
Multi-Use Path

Notes

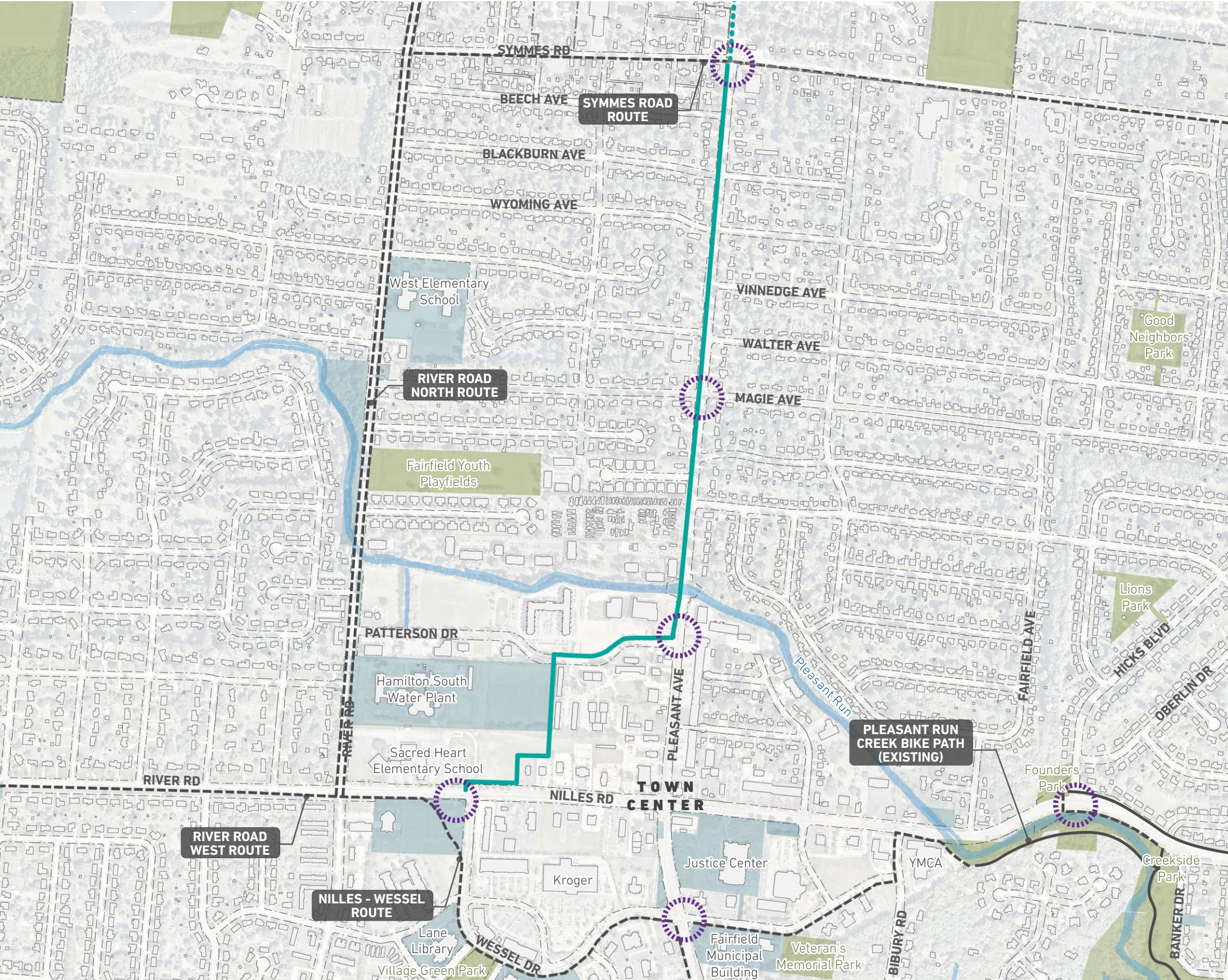
- This route has topographical challenges, dense vegetation, and right-of-way limitations.
- This is a primary north-south connection within the city that interconnects many neighborhoods, parks, and the Town Center.
- Upon full build-out, this route will play a key interconnecting role between multiple other routes.
- It will be necessary to coordinate with the developer of the property on the northwest corner of John Gray Road and Pleasant Avenue to determine the exact route. Ideally this would include a direct connection to Harbin Park.

LEGEND

- Proposed Multi-Use Path
- Existing Multi-Use Path
- Other Major Route
- ⊙ Signalized Crossing
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



PLEASANT AVE NORTH

Facility Type:

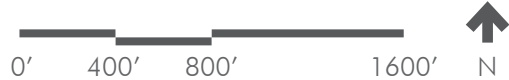
Multi-Use Path

Notes

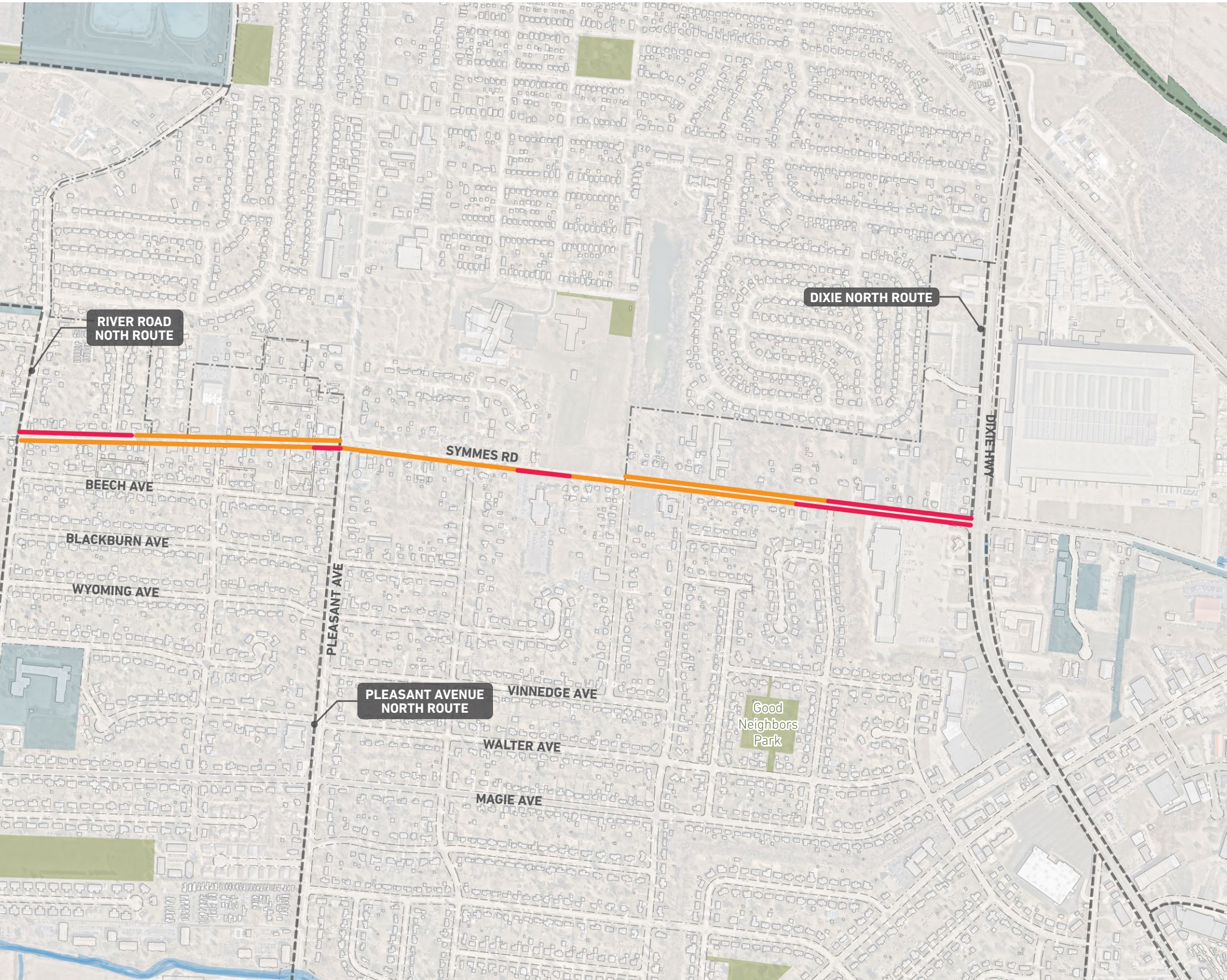
- This route connects the Town Center area north along Pleasant Avenue to the boundary with the City of Hamilton.
- This route will connect to a proposed City Hamilton multi-use path in the along Pleasant Avenue at the corporation limit.

LEGEND

- Proposed Multi-Use Path
- - - Proposed Multi-Use Path in Other Jurisdiction
- Existing Multi-Use Path
- - - Other Major Route
- Signalized Crossing
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



SYMMES ROAD

Facility Type:

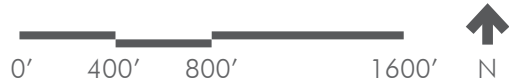
Sidewalk

Notes

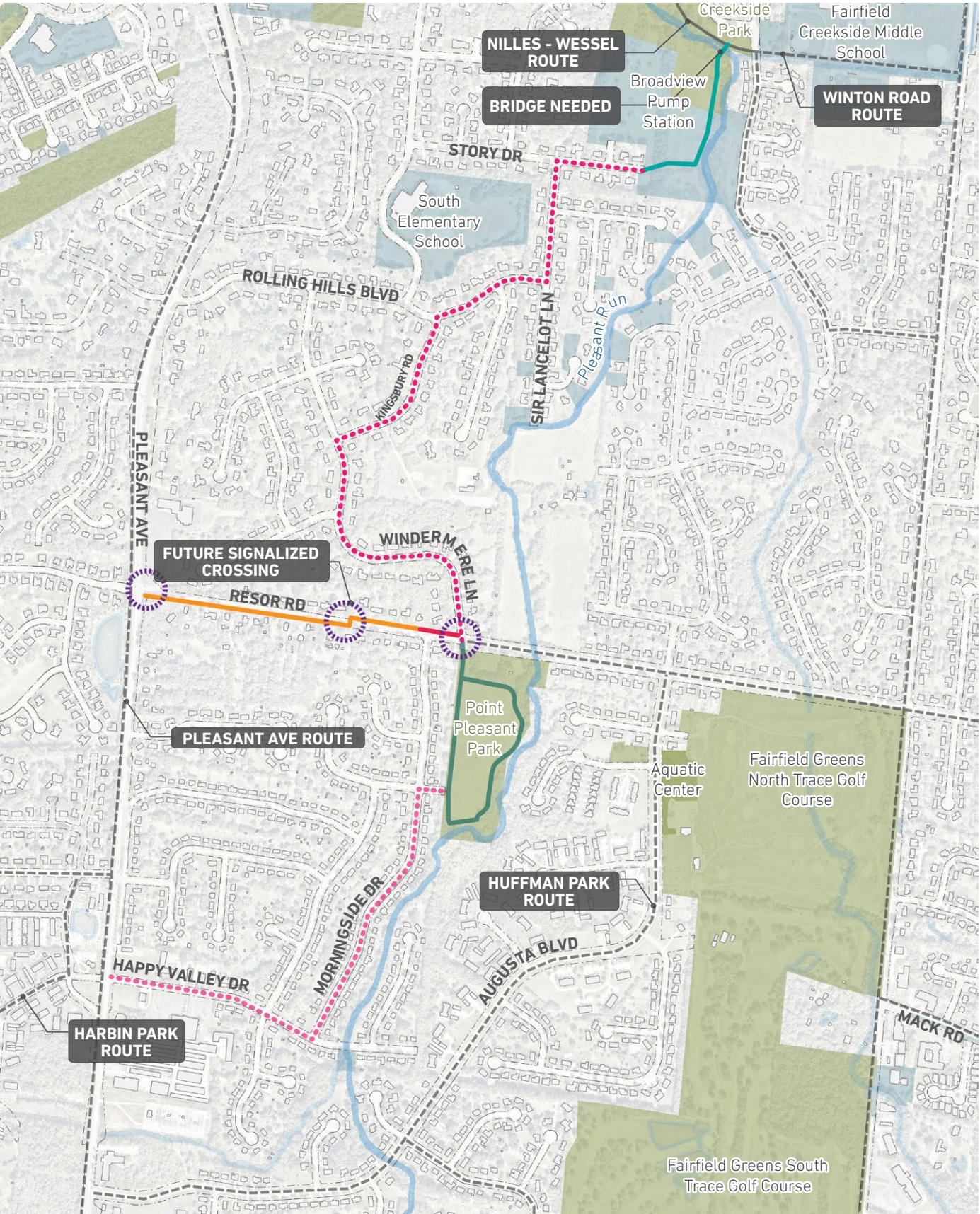
- This route provides another east-west connection from Dixie Highway (Route 4) to River Road West. This helps to better connect multiple areas of the city.
- Employment areas east of Dixie Highway will now be better connected with neighborhoods west of Dixie Highway.
- This route will focus on completing the sidewalk network by filling in the gaps between existing sidewalks.
- Coordination will be required with the City of Hamilton to complete the north side of the sidewalk.

LEGEND

- Proposed Sidewalk
- Existing Sidewalk
- Other Major Route
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



CREEKSIDE PARK AND RESOR ROAD WEST

Facility Type:

Creekside Park: Multi Use Path and Shared Road
Resor Road West: Sidewalk

Notes (Creekside)

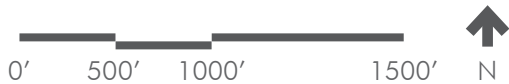
- Creekside Park Route extends through residential areas to Pleasant Avenue at Happy Valley Drive.
- Facility is primarily a shared road on low volume, low speed neighborhood streets, with a short section of multi-use path in Point Pleasant Park.

Notes (Resor)

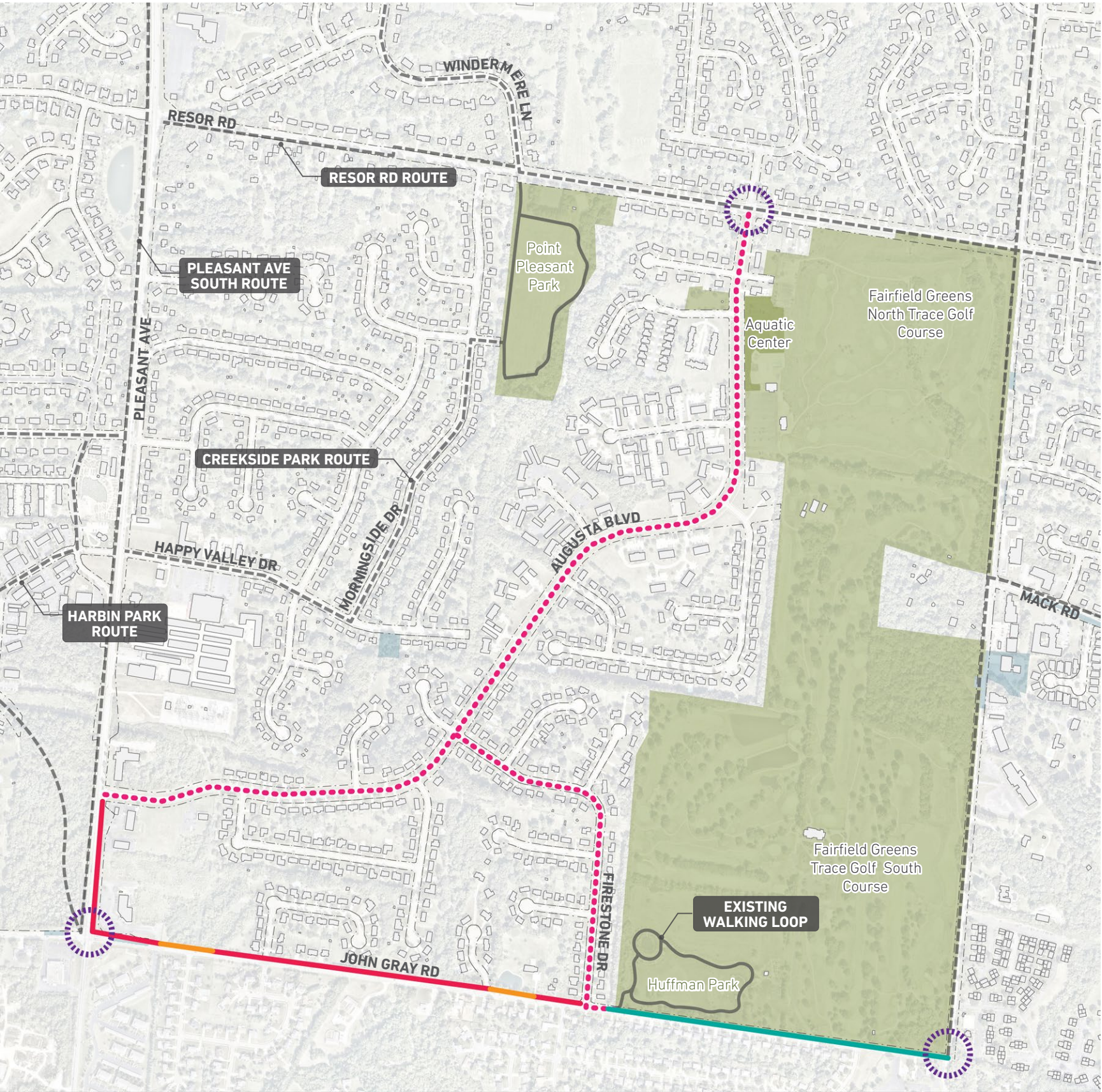
- Resor Road Route helps fill in a prominent gap in the sidewalk network that will connect residential areas to the Pleasant Avenue Route.
- The route has a steep slope and difficult sight lines.

LEGEND

- Proposed Shared Road
- Proposed Sidewalk
- Existing Sidewalk
- Proposed Multi-Use Path
- Existing Multi-Use Path on Major Route
- Other Major Route
- ⊙ Signalized Crossing
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



HUFFMAN PARK

Facility Type:

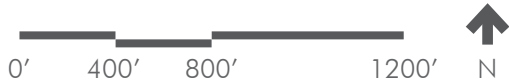
Shared Road

Notes

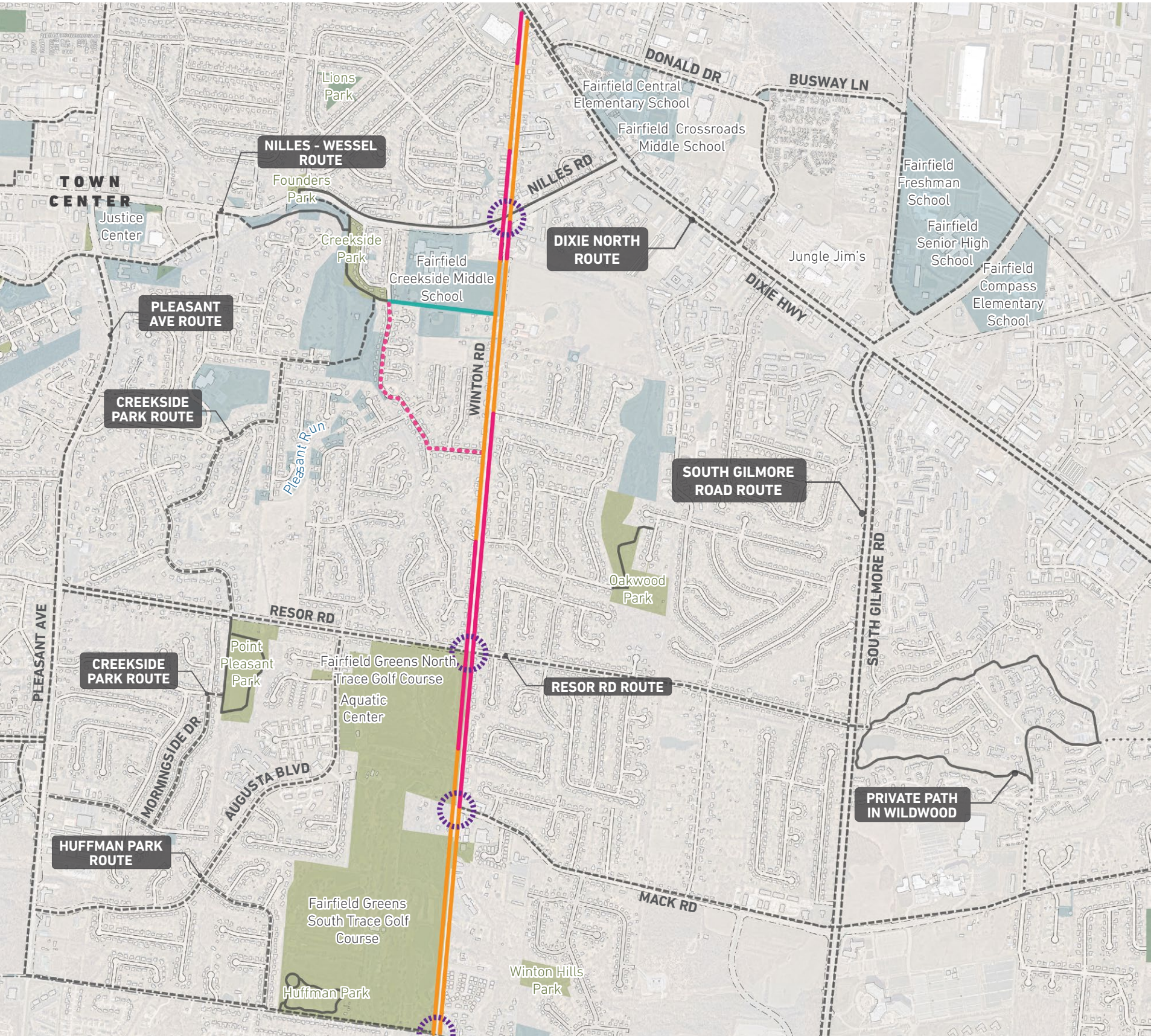
- Huffman Park Route connects the Resor Road East Route to Pleasant Avenue via Augusta Boulevard and to Huffman Park.
- This route promotes better connectivity to the aquatic center and nearby neighborhoods.

LEGEND

- Proposed Shared Road
- Proposed Sidewalk
- Existing Sidewalk
- Proposed Multi-Use Path
- Existing Multi-Use Path
- Other Major Route
- ⊙ Signalized Crossing
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



WINTON ROAD

Facility Type:

Sidewalk

Notes

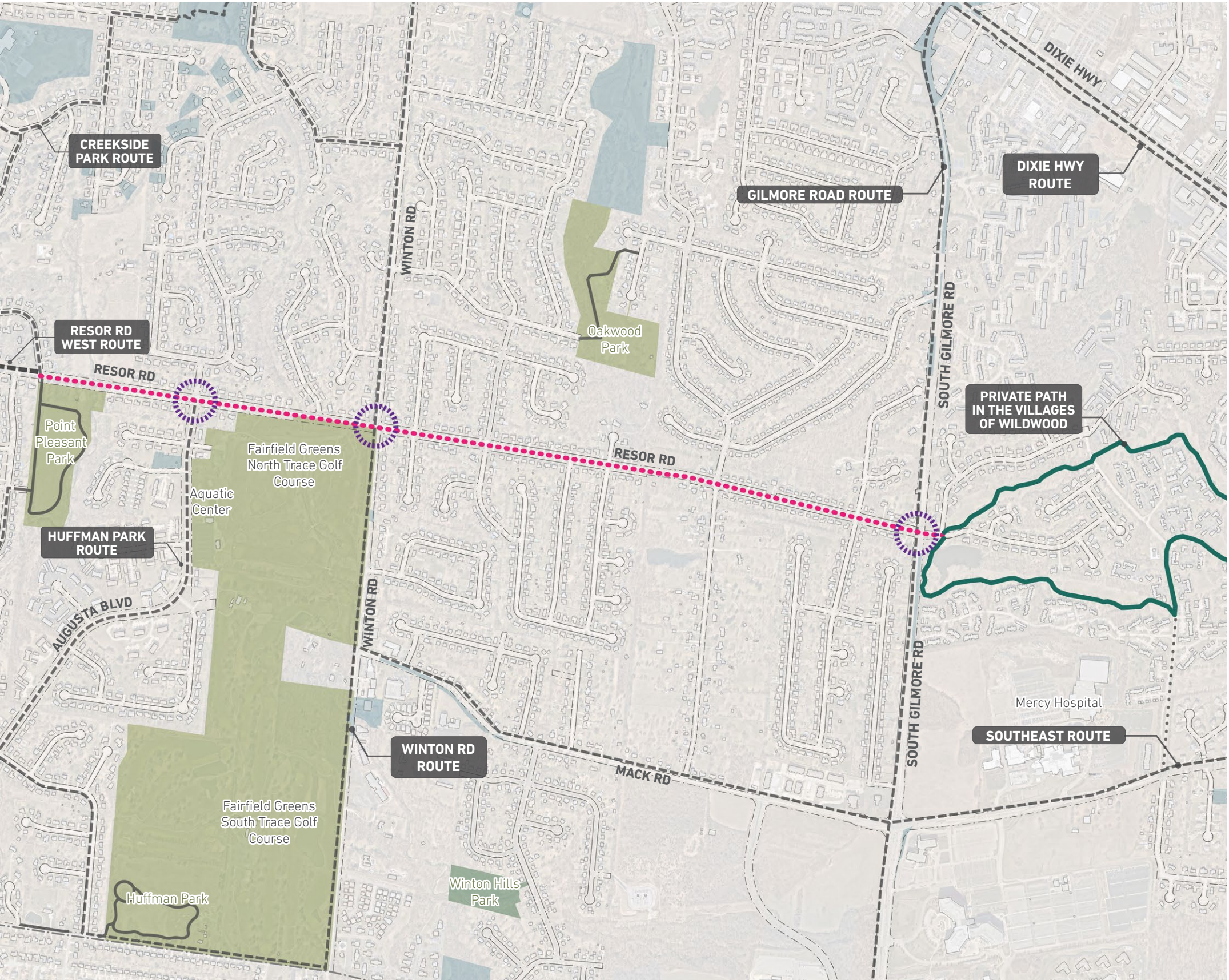
- It is important to ensure complete sidewalk connectivity on a major collector road like Winton Road.
- This route promotes better connectivity throughout the city as it directly connects to multiple other routes that provide connections to schools, the Town Center and parks.
- With the development of property along Mack Road, consider routing through Winton Hills Park for additional connections.

LEGEND

- Proposed Shared Road
- Proposed Sidewalk
- Existing Sidewalk
- Proposed Multi-Use Path
- Existing Multi-Use Path
- Existing Shared Road
- Other Major Route
- Signalized Crossing
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



RESOR ROAD EAST

Facility Type:

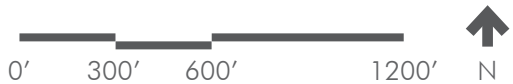
Shared Road and Multi-Use Path

Notes

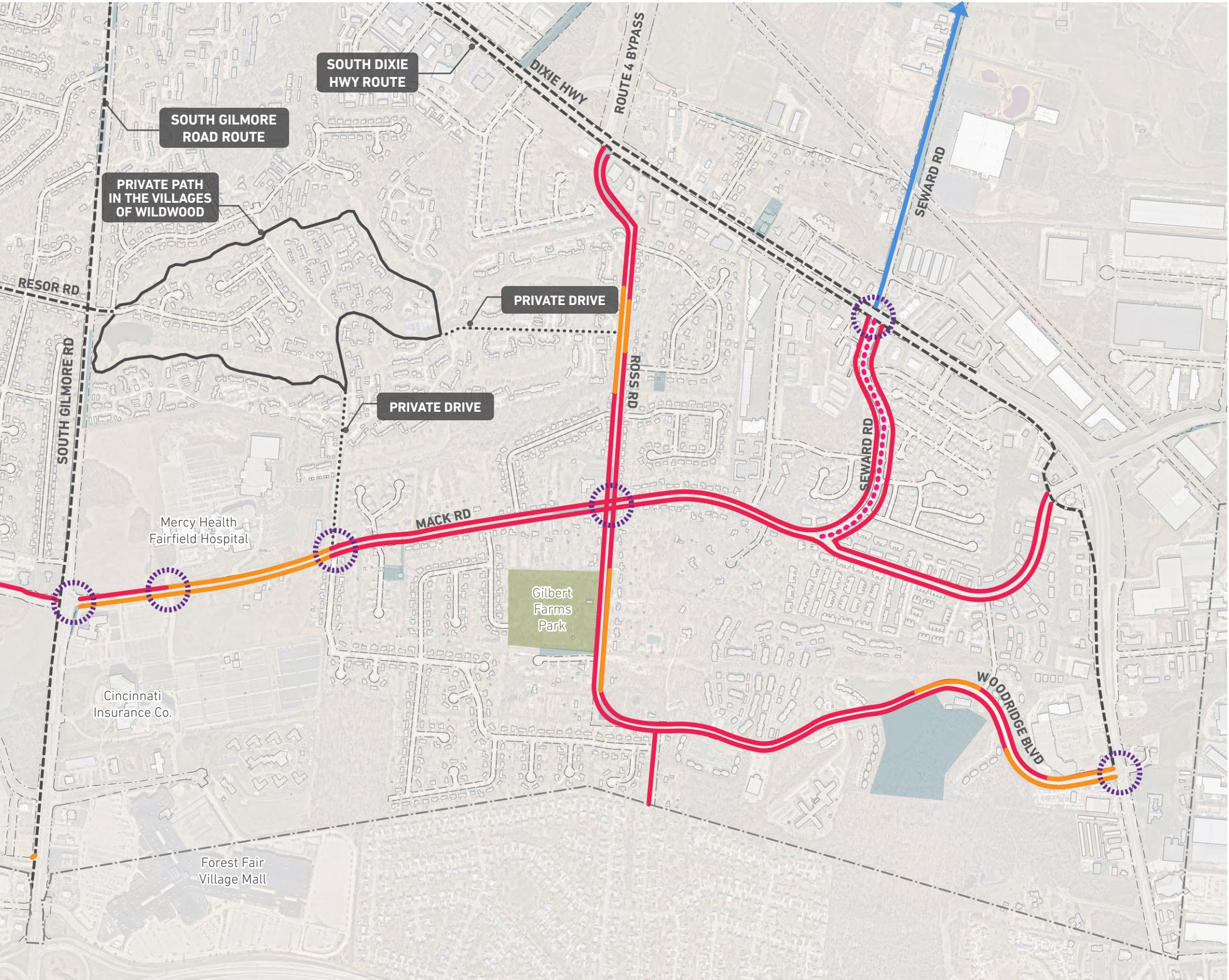
- This shared road connection from Point Pleasant Park east to The Villages of Wildwood and its trail network provides the east side neighborhoods with a connection to the routes on the west side of Fairfield.
- This important connection links the eastern side of the city to the Great Miami River Trail.
- This route will tie in to the existing path system at Wildwood. That path is privately owned area and thus not under city maintenance or management.
- Note that sidewalks do exist along this route for pedestrian connectivity. The inclusion of this facility in the plan was to improve bicycle connectivity to this part of the city.
- A multi-use path is not feasible due to the high number of driveways it would cross thus creating conflict points.

LEGEND

- Proposed Shared Road
- Existing Multi-Use Path on Major Route
- Existing Multi-Use Path
- Existing Shared Road
- Other Major Route
- ⊙ Signalized Crossing
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



SOUTHEAST ROUTE

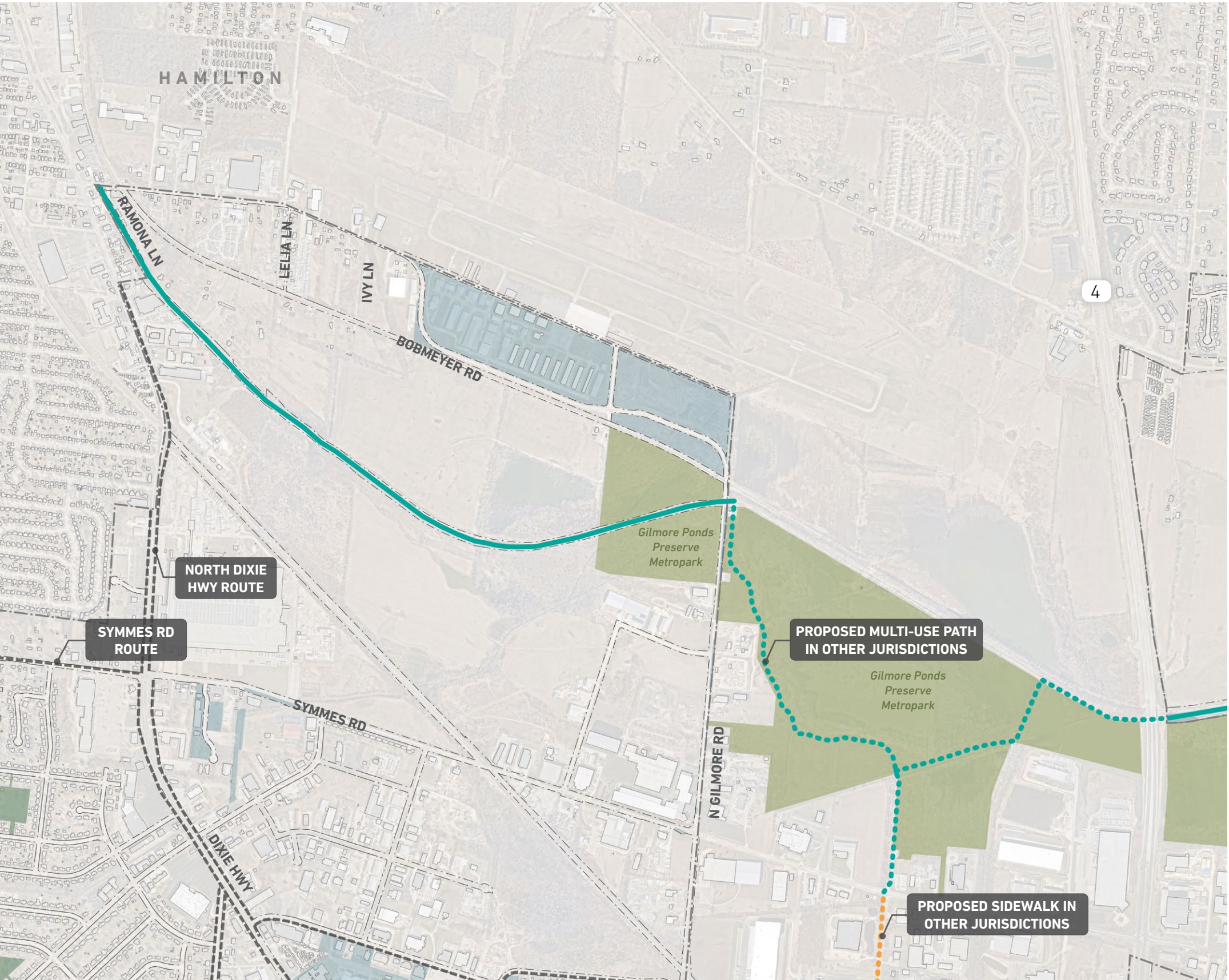
Facility Type:

Sidewalk and Shared Road

Notes

- There are many apartments complexes and subdivisions in the southeastern portion of Fairfield.
- These residential areas would benefit from a completed sidewalk network to promote walkability to Dixie Highway and other routes and community destinations.
- Bike lanes extend to the Miami to Miami trail.

MAJOR ROUTES



MIAMI TO MIAMI TRAIL EXTENSION

Facility Type:

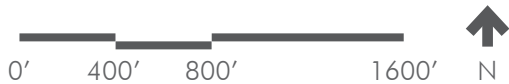
Multi-Use Path

Notes

- The Miami to Miami trail is similar to the Great Miami River Trail Extension. This route highlights Fairfield’s opportunity to connect to a major regional trail network.
- This route uses former Maimi-Erie Canal right-of-way to connect from the Fairfield-Hamilton border at Bobmeyer Road and Dixie Highway to Gilmore Ponds Preserve Metropark.

LEGEND

- Proposed Multi-Use Path
- - - Proposed Multi-Use Path in Other Jurisdiction
- - - Proposed Sidewalk in Other Jurisdiction
- - - Other Major Route
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



DIXIE NORTH

Facility Type:

Sidewalk

Notes

- The Dixie North Route provides more complete connectivity around Dixie Highway and the various Fairfield City School District campuses.
- This route focuses on completing gaps in the sidewalk network and providing safe pedestrian routes, particularly for students.
- This route will require the city to coordinate with the City of Hamilton for the Bilstein Boulevard portion.
- North of Donald Drive, there are few remaining sidewalk gaps that exist on Dixie Highway. There should be a continuous path to the City of Hamilton.

LEGEND

- Proposed Sidewalk
- - - Proposed Sidewalk in Other Jurisdiction
- Existing Sidewalk
- - - Other Major Route
- ⊙ Signalized Crossing
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



DIXIE SOUTH

Facility Type:

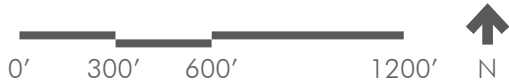
Sidewalk

Notes

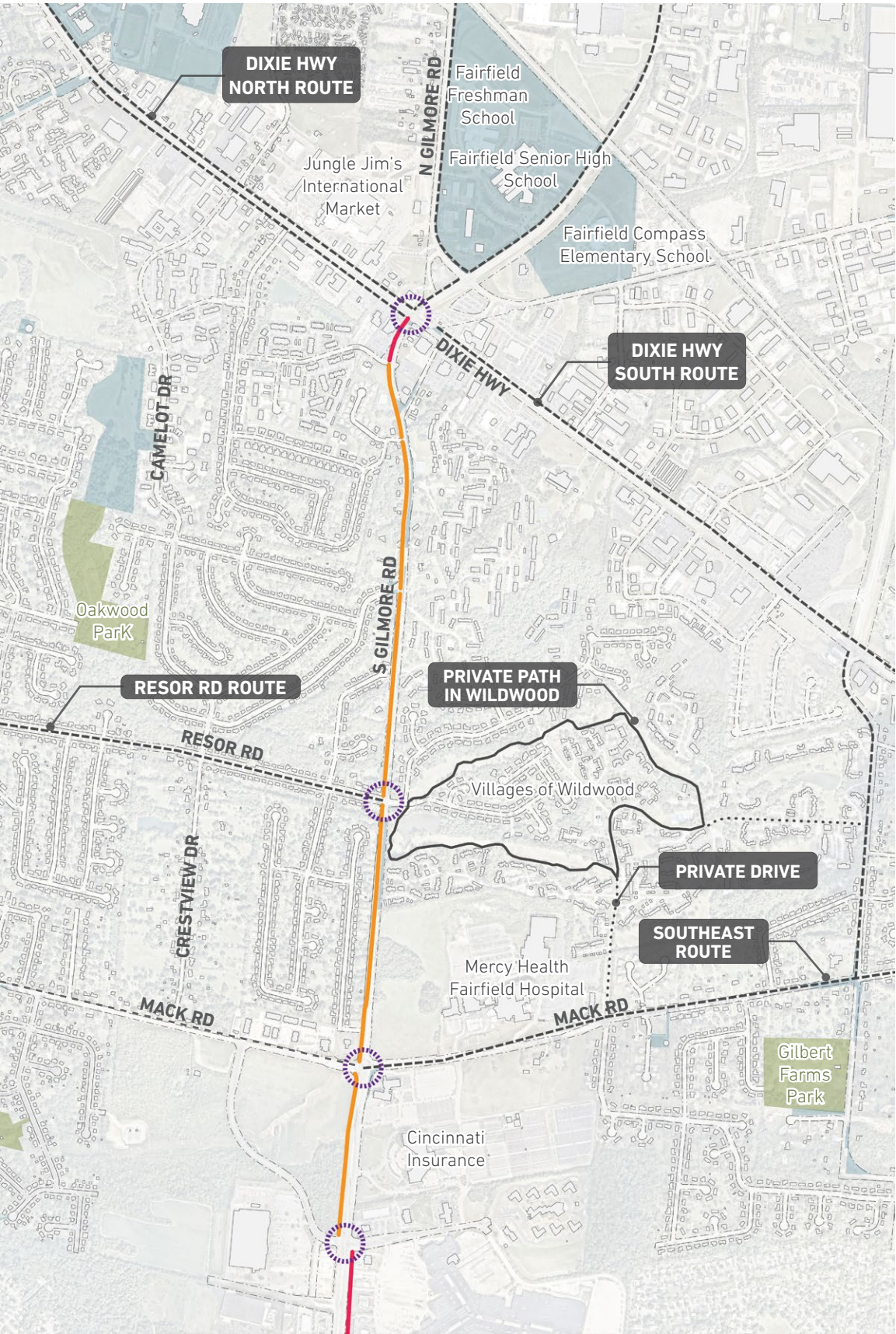
- The Dixie South Route promotes continued pedestrian connectivity along Dixie Highway south of Gilmore Road.
- Completing the sidewalk network in this area will likely require involvement from the private sector when commercial properties are redeveloped.
- At Dixie Highway and Seward Road, the plan provides a pedestrian connection for hotel guests on the north side of Dixie Highway to safely cross the road to businesses, restaurants, and retail on the south side of Dixie Highway.

LEGEND

- Proposed Sidewalk
- Existing Multi-Use Path
- Existing Shared Road
- - - Other Major Route
- ⊙ Signalized Crossing
- Publicly-Owned Parcel
- Park / Green Space



MAJOR ROUTES



SOUTH GILMORE ROAD

Facility Type:

Sidewalk

Notes

- Similar to Pleasant Avenue and Winton Road, the Gilmore Road route serves as a primary arterial road and a north-south axis for the community.
- Having a complete sidewalk network will allow for community residents and workers to walk between neighborhoods, parks, schools, and commercial and employment destinations.
- The area around South Gilmore Road and Mack Road is a major employment center with additional development opportunities.

LEGEND

- Proposed Sidewalk
- Existing Sidewalk
- Existing Multi-Use Path
- Existing Shared Road
- Other Major Route
- ⊙ Signalized Crossing
- Publicly-Owned Parcel
- Park / Green Space



An aerial photograph of a park construction site. In the background, a river flows through a wooded area. The foreground shows a large, circular landscaped area with two white circular features in the center. Several construction vehicles, including trucks and excavators, are visible on the dirt paths and roads surrounding the landscaped area. The entire image is overlaid with a semi-transparent green filter.

4 IMPLEMENTATION STRATEGY

SUMMARY OF IMPLEMENTATION STRATEGY

IMPLEMENTATION FRAMEWORK TABLE

FUNDING SOURCES & STRATEGY

IMPLEMENTATION STRATEGY

Implementation Framework

Critical to this connectivity plan is the evaluation of the proposed routes and the formulation of an implementation strategy. This strategy provides a clear comparison among the routes to determine which routes should take priority for targeted monetary resources. The framework, outlined below, focuses on identifying the basic characteristics of each route, how well it meets the goals of the community, what challenges may be faced during construction, and preliminary cost estimates. The implementation strategy also covers high-level policy recommendations that should be further investigated but offer potential to improve the connectivity of Fairfield and promote the safety and well-being of users. Lastly, the strategy covers some of the primary funding sources that will be crucial to implementing this plan. These facilities cannot be locally funded in their entirety; smaller efforts such as filling in sidewalk gaps may be funded through purely local sources, but trails and more comprehensive routes will require outside resources that need to be procured.

Implementation Framework Characteristics:

Facility Types:

Defines which facilities are used to complete the route. Multiple facility types may be required while other routes may only use one type. This information was very important in evaluating costs for each route.

Description:

A brief description of the route that explains the areas which it connects and why the route is critical to the plan.

Goals Met:

This category states which goals of the plan have been achieved. If a route is meeting multiple goals of the plan, it will likely increase its priority ranking.

Contributing Factors to Implementation:

This category recognizes aspects of the route that are facilitating the implementation of the route. An example could be a wide right-of-way, which provides space to build the facility, or a relatively flat road that will make construction easier.

Barriers to Implementation:

There will be limitations and issues faced during the implementation of this plan. This category identifies what issues may exist today such as elevation changes, limited right-of-way, and utility pole locations. An honest assessment of each route will need to be conducted in order to accurately represent the feasibility and priority level for each.

Preliminary Cost Estimate:

Based on the understanding that had been developed for each route, a range of costs for the construction of each route has been provided. Each one of the routes will need further detailed studies and refined cost estimates. However, this is a starting point which should assist city leadership and staff to understand the overall magnitude of such an investment and better prepare them to pursue outside funding assistance.

Priority Level:

Based on feedback and evaluation of the various characteristics for each route, a recommendation for the priority of each route has been developed. This priority will provide general guidance on when the city should construct that route.



Great Miami River Trail in Waterworks Park.

IMPLEMENTATION FRAMEWORK

Note- the cost estimates included in this framework table are an engineer’s construction estimate. They include a 20% contingency and a 15% inflation adjustment as implementation will occur over a long time span.

ROUTE	FACILITY TYPES	DESCRIPTION	GOALS MET	CONTRIBUTING FACTORS TO IMPLEMENTATION	BARRIERS TO IMPLEMENTATION	PRELIMINARY COST ESTIMATE	PRIORITY
RIVER ROAD WEST	Multi-Use Path	Connects Town Center to Great Miami River Trail in both Waterworks Park and Marsh Park	» Connect to Major Destinations » Connect to Town Center » Connect to Existing Trail » Connect to Parks	» Existing green-strip within right-of-way provides room for multi-use path	» Intersection at River Road and Groh Lane » Areas along route without green strip	\$397,000	HIGH
RIVER ROAD NORTH	Sidewalk	Connects neighborhoods to West Elementary, Town Center, and Joyce Park	» Connect to Major Destinations » Connect Neighborhoods » Connect to Town Center » Connect to Parks	» Flat area for the route » Much of it is existing sidewalk	» Creek crossing at Pleasant Run between the Fairfield Youth Playfields and the Hamilton South Water Plant will be challenging	\$438,000	LOW
GREAT MIAMI RIVER TRAIL EXTENSION	Multi-Use Path	An extension of the regional trail south to Hamilton County	» Connect to Existing Trails » Improve Public Health » Connect to Parks	» Much of the route is on public property » Mostly flat area for the route » Regional support to complete Great Miami River Trail	» Coordination with GMRT network. » Marsh Park has challenges with ponds and wetlands	\$3,721,000	HIGH
HARBIN PARK	Multi-Use Path Shared Road	Connects Harbin Park to Marsh Park and Pleasant Avenue	» Connect to Parks » Improve Public Health	» Well field site is flat and largely undeveloped » Shared road segments are easy to implement	» Topography in Harbin Park is steep	\$1,715,000	MEDIUM
HARBIN PARK TO TOWN CENTER	Shared Road Multi-Use Path	Connects Harbin Park to Village Green	» Connect Neighborhoods » Connect to Town Center » Connect to Parks	» Flat area for the route » Shared road is low investment » Multi-use path located on city owned parcels	» Community support	\$115,000	MEDIUM
NILLES / WESSEL	Multi-Use Path	Connects Town Center area to Creekside Park, Creekside Middle School and Dixie Highway	» Connect to Town Center » Connect to Major Destinations » Connect to Parks	» Flat along most of route » Existing segments of multi-use paths	» Bridge is required over Pleasant Run Creek to connect to Creekside Park from trail behind YMCA	\$989,000	MEDIUM
PLEASANT AVENUE SOUTH	Multi-Use Path	Connects neighborhoods and other routes to Town Center	» Connect Neighborhoods » Connect to Town Center	» Widespread community support for this critical connection	» Slopes adjacent to road » Property acquisition or easements needed » Possible need for retaining walls	\$3,991,000	HIGH

IMPLEMENTATION STRATEGY

IMPLEMENTATION FRAMEWORK

ROUTE	FACILITY TYPES INCLUDED	DESCRIPTION	GOALS MET	CONTRIBUTING FACTORS	BARRIERS TO IMPLEMENTATION	PRELIMINARY COST ESTIMATE	PRIORITY
PLEASANT AVENUE NORTH	Multi-Use Path	Connects Town Center to neighborhoods to the north and City of Hamilton	» Connect Neighborhoods » Connect to Town Center	» Flat area for the route » Existing sidewalk in interim	» Property ownership » Pleasant Run Creek crossing » Utility poles » High number of driveways	\$962,000	LOW
SYMMES ROAD	Sidewalk	Connects Dixie Highway to northern neighborhoods	» Connect Neighborhoods » Connect to Major Destinations	» Flat area for the route » Filling in gaps of sidewalk network	» Utility poles » Numerous driveways	\$664,000	MEDIUM
CREEKSIDE PARK	Shared Road Multi-Use Path	Connects from Creekside Park through neighborhoods to Pleasant Avenue	» Connect Neighborhoods » Connect to Parks	» Shared road primarily » Multi-use path located on publicly owned property	» Creek crossing will be challenging	\$593,000	LOW
RESOR ROAD WEST	Sidewalk	Connects neighborhoods to Pleasant Avenue	» Connect Neighborhoods » Connect to Parks	» Strong community support	» Slopes adjacent to road » Meeting driveway elevations » Right-of-way is limited	\$472,000	MEDIUM
HUFFMAN PARK	Shared Road	Connects neighborhoods with Pleasant Avenue, Resor Road, Huffman Park and the aquatic center	» Connect Neighborhoods » Connect to Parks	» Shared road on wide street (Augusta Boulevard)	» Connection on John Gray to Huffman Park	\$775,000	LOW
WINTON ROAD	Sidewalk	Connects neighborhoods to Creekside Middle School, Dixie Highway, Huffman Park and other routes	» Connect Neighborhoods » Connect to Major Destinations » Connect to Parks	» Filling in gaps of existing sidewalk » Mostly wide right-of-way	» Slopes adjacent to road » Utility poles	\$2,049,000	MEDIUM
RESOR ROAD EAST	Shared Road	Provides bicycle connection from east side to west side of the city	» Connect Neighborhoods » Connect to Parks	» Shared lane easier to implement » Strong community support	» Resor Road traffic	\$44,000	MEDIUM

IMPLEMENTATION FRAMEWORK

ROUTE	FACILITY TYPES INCLUDED	DESCRIPTION	GOALS MET	CONTRIBUTING FACTORS	BARRIERS TO IMPLEMENTATION	PRELIMINARY COST ESTIMATE	PRIORITY
SOUTH GILMORE ROAD	Sidewalk	Provides sidewalk connections between Route 4, neighborhoods, and major employers like Mercy Health	» Connect Neighborhoods » Connect to Major Destinations	» Filling in gaps in largely complete sidewalk network	» Slopes adjacent to road » Utility poles	\$649,000	MEDIUM
SOUTHEAST ROUTE	Sidewalk Shared Road	Promotes walkability in southeast portion of city	» Connect Neighborhoods » Connect to Major Destinations » Connect to Parks	» Filling in gaps in largely complete sidewalk network » Strong community support	» Connections from this area to the major corridors around it	\$637,000	MEDIUM
MIAMI TO MIAMI TRAIL	Multi-Use Path	Fairfield’s segment of the Miami to Miami Trail connecting the Fairfield-Hamilton border to Gilmore Ponds Preserve Metropark	» Improve Public Health » Connect to Existing Trails	» Publicly owned right-of-way » Regional support to complete Miami to Miami trail	» Strong competition for regional funding	\$892,000	MEDIUM
DIXIE HIGHWAY NORTH	Sidewalk	Completing the sidewalk network on Dixie Highway north of Gilmore Road. Connecting schools with surrounding area	» Connect to Major Destinations » Connect Neighborhoods	» Support and desire from Fairfield City School District » Wide right-of-way » Largely complete sidewalk network » Strong community support	» Property ownership » Access management » Zoning code not conducive to sidewalk construction	\$4,074,000	HIGH
DIXIE HIGHWAY SOUTH	Sidewalk	Developing a sidewalk network south of Gilmore Road on Dixie Highway	» Connect to Major Destinations	» Wide right-of-way » Strong community support » Support from schools to improve walking conditions for students	» Frequent driveway/parking access points » Willing property owners » Zoning code not conducive to sidewalk construction » Open ditches vs. enclosed sewer system	\$3,079,000	HIGH
SEWARD ROAD NORTH	Multi-Use Path	Multi-Use path connecting Miller’s Run subdivision to Miami to Miami Trail	» Connect to Existing Trail » Connect Neighborhoods	» Wide right-of-way » Easy, direct connection to major existing trail	» Likely dependent on development on sites adjacent to Seward Road.	\$170,000	MEDIUM
SEWARD ROAD SOUTH	Bike Lane	Bike lanes along Seward Road providing connections to employment opportunities	» Connect to Major Destinations	» Room for bike lanes on existing road. » Support for improved connectivity to local employers	» Minimal barriers	\$141,000	LOW

IMPLEMENTATION STRATEGY

Policy Recommendations

Create a Complete List of Necessary Facilities:

This document is a comprehensive overview of all sidewalks, multi-use paths, and bike lanes within the city, but it is not exhaustive. It is recommended that city staff identify and maintain a complete list of all active transportation facilities that the city would pursue building itself or require to be built by a developer. This complete list shall be approved with this plan and detailed in the city's GIS System. Future updates to this list should be reviewed in tandem with the periodic review of the comprehensive plan.

Define Responsibility of Maintenance:

The city has existing law requiring that property owners are responsible for the maintenance and repair of public sidewalk upon their property. It is recommended that the city revise and clarify ordinances related to sidewalk maintenance and repair responsibility (and other related ordinances) to include asphalt multi-use paths, concrete multi-use paths, and wide sidewalks. The repair, paving, and replacement of multi-use trails will generally be the responsibility of the city while sidewalks (including wide sidewalks) will generally be the responsibility of the property owner. Repaving of asphalt multi-use trails will be the responsibility of the city, while routine day-to-day maintenance (general upkeep) for all paved paths, regardless of width or material, will be the responsibility of the property owner.

Revise Ordinances Relating to New Development:

It is recommended that the city revise and clarify ordinances related to the requirement of constructing new sidewalk for public use along public streets to include provisions for constructing multi-use trails and/or sidewalks consistent with this plan. This may not be limited to just new public streets, but potentially could include public or private sidewalk/trail connections constructed as part of new development and redevelopment. New development should also

be encouraged to connect private sidewalk to public paths to increase opportunities for healthy activities.

Fairfield codified ordinances currently require sidewalks be installed along public roads in most areas of the city. There are, however, several areas specifically exempted from these requirements. These existing sidewalk exceptions should be reviewed. At a minimum, the exemptions for State Route 4, Symmes Road, Holden Boulevard, and North Gilmore Road should be removed from Fairfield Codified Ordinance 1184.01.

Establish a Fee:

The city should consider a mechanism to impose a fee associated with new development under certain circumstances, such as in an area where the paved path should be constructed at a later date as a more comprehensive project. The city should establish a fee based on the length and type of required paved path to be paid to an Active Transportation Fund.

Establish Standard Construction Practices:

The Fairfield Connects Plan recommends the zoning code and all ordinances be reviewed to ensure that the widths, pavement thicknesses, and material types are consistent throughout the city. The minimum width for sidewalks will be 5 feet, but will be wider if adjacent to curb, walls, etc. The minimum width will be 10 feet for the Great Miami River Trail (the multi-use trail from Fairfield to Piqua) and the Miami to Miami Trail (the multi-use trail connecting the Little Miami Scenic Trail to the Great Miami River Trail). Other multi-use trails may be 8 to 10 feet in width but will be subject to staff recommendations as each route will have unique conditions.

Work with Local Schools, Neighboring Jurisdictions, and Other Organizations:

The city should work with local public and private schools to provide safe connections to schools. Bus stops for Fairfield City Schools will be considered

when connecting to neighborhoods. Funding through the Safe Routes to Schools program will be investigated by the city for eligible projects.

The city will work with neighboring jurisdictions to promote regional connectivity whenever possible. Effort should be made to coordinate funding applications, to create inter-jurisdictional connections, and to ensure that Fairfield and the surrounding jurisdictions are working cooperatively toward a common goal. By working with Tri-State Trails, MetroParks of Butler County, and the adjacent cities and townships, the city will be able to make use of pooled resources and shared values.

Develop Bicycle Friendly Policies and Regulations:

The Fairfield Connects Plan recommends that the city review existing ordinances pertaining to bicycle riding on streets, sidewalks, and multi-use paths to ensure that city regulations encourage the public to be more active and to consider biking as a safe and viable transportation opportunity.

The city should develop practices to utilize both public and private opportunities to fund and encourage pedestrian and bicycle activity. This may include providing bike racks, benches, wayfinding, etc.

Create a Trail Priority Policy:

The priority of funding routes for construction will depend on a multitude of factors, including, but not limited to, the prioritization matrix included in the Fairfield Connects Plan. The regional trails (Great Miami River Trail and the Miami to Miami Trail) will likely be given higher priority based on availability of more outside funding opportunities and a greater number of anticipated initial users. Major internal routes such as River Road West and Pleasant Avenue South (for example) may be constructed (in whole or in part) if other development projects, construction

projects, or funding priorities are introduced.

Seize Funding Opportunities:

It is recommended that City staff utilize all practical outside funding options to assist in the construction of sidewalks and multi-use paths shown in the Fairfield Connects Plan. Primary outside funding options include Community Development Block Grants (CDBG), Ohio Public Works Commission grants (OPWC), Ohio Kentucky Indiana Regional Council of Governments funding (OKI), Ohio Department of Transportation funding (ODOT), and Ohio Department of Natural Resources funding (ODNR). The grants and funding from these organizations generally require a substantial local match, typically at least 20 percent of the project cost. Projects may also be funded in conjunction with large roadway projects involving multiple modes of transportation.

Create Active Transportation Fund:

In order for the city to fund the required matches for projects or the entire cost of routes that may not be eligible for outside assistance, the city should create an Active Transportation Fund within the annual operating budget so that project resources can accumulate over time. In addition to annual appropriations, the city should consider opportunities for allocating other revenues such as development fees and charitable contributions in order to achieve specific project goals.

FUNDING SOURCES & STRATEGY

Funding Strategy

The city should pursue a capital improvement program that seeks to implement these recommended routes according to the priorities established in the plan and/or in coordination with other public infrastructure upgrades planned within these right-of-way corridors. Including these improvements as part of larger roadway, bridge or public utility infrastructure projects may allow for reduced construction costs through economies of scale, increased opportunities for outside grant funding and improved coordination of all project elements. Where feasible, it is recommended to implement the planned improvements as part of these larger capital improvements. Planning projects to avoid the need for additional right-of-way is recommended to simplify the coordination effort, reduce costs, and reduce the schedule for completion of construction. It is recommend that the city consider the following grant funded sources in addition to private foundation grants and local street, bridge, water, sewer and stormwater funds in the planning of these improvements.

Primary Funding Sources:

Transportation Alternatives (TA):

- Agency: Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Approximate grant limit: \$750,000 per project
- Funding participation: Grant available for up to 80% of preliminary engineering right-of-way, right of way acquisition, utility relocation, construction and construction engineering phases with higher points awarded for increased local match. Design phases are recommended to be 100% local
- Requirements or recommendations: Applications are due annually in June with construction funding planned for 4 years in advance.

Surface Transportation Block Grant (STBG):

- Agency: Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Approximate grant limit: \$6,000,000 per project
- Funding participation: Grant available for up to 80% of preliminary engineering right-of-way, right of way acquisition, utility relocation, construction and construction engineering phases with higher points awarded for increased local match. Design phases are recommended to be 100% local.
- Requirements or recommendations: Applications are due annually in June with construction funding planned for 4 years in advance. Improvements on roadways or right of way corridors are only eligible if on functionally classified network.

Highway Safety Improvement Program (HSIP):

- Agency: Ohio Department of Transportation (ODOT)
- Approximate grant limit: \$3,000,000 per project
- Funding participation: Grant available for up to 90% of all phases of the project. In 2020, funding grant limits were increased to 100% of all phases.
- Requirements or recommendations: Completed safety study or evaluation of the infrastructure gap analysis similar to that completed in this study. As a result of bike/ped crash rates increasing faster than vehicular crashes in the state, increased emphasis has been placed on bicycle and pedestrian improvements that can be implemented quickly despite low project evaluation scores in applications.

Clean Ohio Trail Fund (COTF):

- Agency: Ohio Department of Natural

Resources (ODNR)

- Approximate grant limit: \$500,000 per project
- Funding participation: Grant available for up to 75% of all phases of the project.
- Requirements or recommendations: Program is intended for trails outside of roadway right of way that link population centers with outdoor recreation areas, preserve natural corridors, or create links in urban areas to commuter access & has economic benefits. Projects must be complete within 15 months.

Safe Routes to School (SRTS):

- Agency: Ohio Department of Transportation (ODOT)
- Approximate grant limit: \$400,000 per project
- Funding participation: Grant available for up to 100% of all phases of the project.
- Requirements or recommendations: Infrastructure improvements must be within 2 miles of a K-8 school with an approved SRTS Travel Plan. The completion of the plan may be solicited from ODOT for free to the local districts as well.

Other Funding Sources:

Recreational Trails Program (RTP):

- Agency: Ohio Department of Natural Resources (ODNR)
- Requirements or recommendations: Grant available for up to 80% of all phases of the project costs with awards capped at \$150,000 per project. Project must be complete within 15 months.

Congestion Mitigation and Air Quality (CMAQ):

- Agency: Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Requirements or recommendations: Applications are due bi-annually in June with

construction funding planned for 4 years in advance. Projects should contribute to the reduction of vehicular emissions by reducing idle time or removing vehicular trips by increasing active transportation options.

Municipal Bridge Program:

- Agency: Ohio Department of Transportation (ODOT)
- Requirements or recommendations: May be appropriate source to address challenging stream, railroad or street crossing locations in which the existing bridge is a bottleneck for bike/pedestrian infrastructure and is in need of structural repairs.

State Capital Improvement Program (STIP) / Local Transportation Improvement Program (LTIP):

- Agency: Ohio Public Works Commission (OPWC) District 10
- Requirements or recommendations: Program is not eligible for bicycle and pedestrian infrastructure only projects. Could be used as local match for funding sources above that make improvements to roadway, bridge or utility infrastructure along the same corridor. Both grant and long-term, low-interest loans options are available.

Urban Paving Program:

- Agency: Ohio Department of Transportation (ODOT)
- Requirements or recommendations: Funding for surface course pavement improvements and pavement markings on locally-maintained state routes that may allow for the reallocation of the existing pavement width to accommodate bicycle facilities or enhance pedestrian crosswalks.