



Anderson Trails Connecting the Community

**Hamilton County Climate Initiative
December 19, 2008**

Steve Sievers
Anderson Township Development Services Director

Anderson Trails

Presentation Overview

- ◆ The goal of this presentation is to share experiences from Anderson Township in regards to our efforts to provide non-vehicular connections to destinations and retrofit our community (both with infrastructure and non-infrastructure changes)
- ◆ We are not experts and it is hoped this will offer ideas for sharing and suggestions from other communities later in the program

Anderson Township

Is this a problem in your community?



Where do I Walk Next?



Pedestrians Not Allowed



No Shoulder for Running/Bicycling



No Road at All

Anderson Township

Is this a problem in your community?



I met the Zoning Requirement



State Highways Move Cars, Not People



Sidewalk to Nowhere

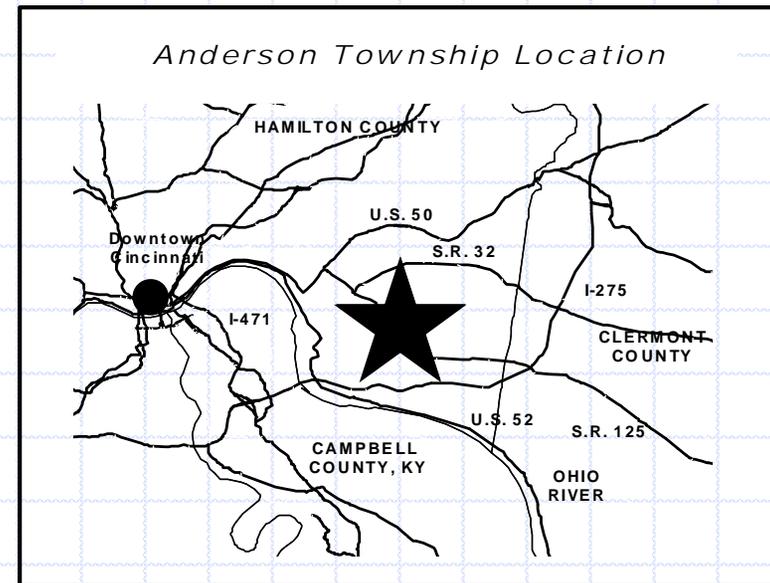


Unplanned Crossings

Anderson Township

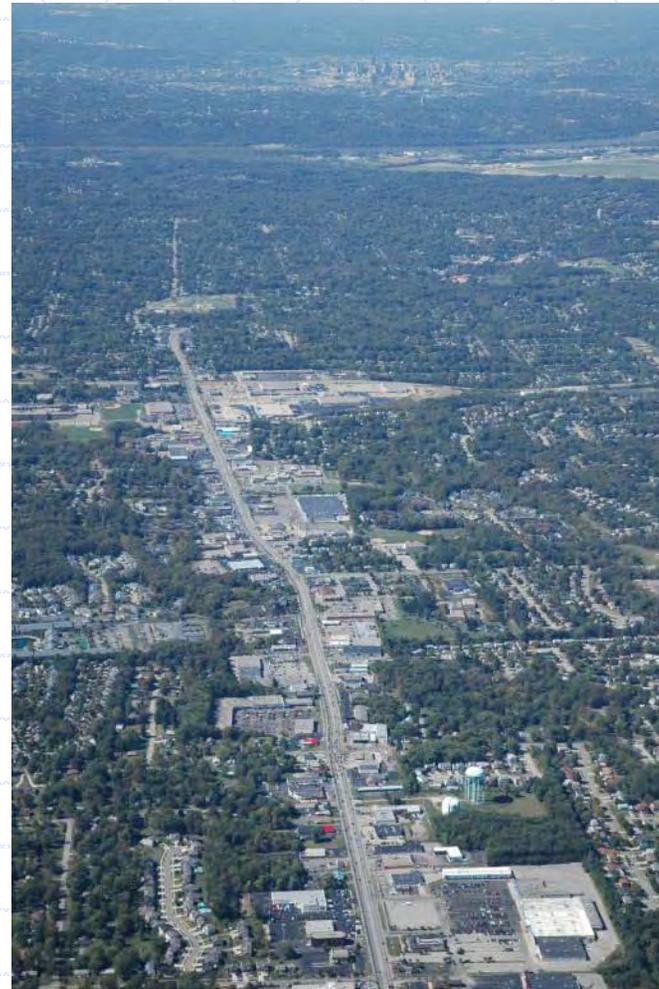
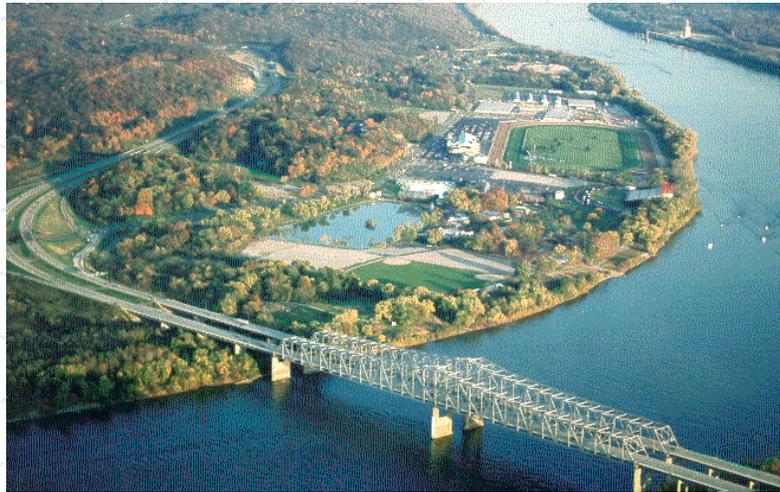
Community Background

- ◆ Southeastern, immediate, suburb of Cincinnati
- ◆ 31.2 Square Miles
- ◆ 2000 Population - 43,857
– 9% increase since 1990
- ◆ Over 90% of Assessed Valuation is Residential or Agriculture
- ◆ Over 2,000 acres devoted to parks, greenspace, schools, etc.



Anderson Township

Community Context



Anderson Township

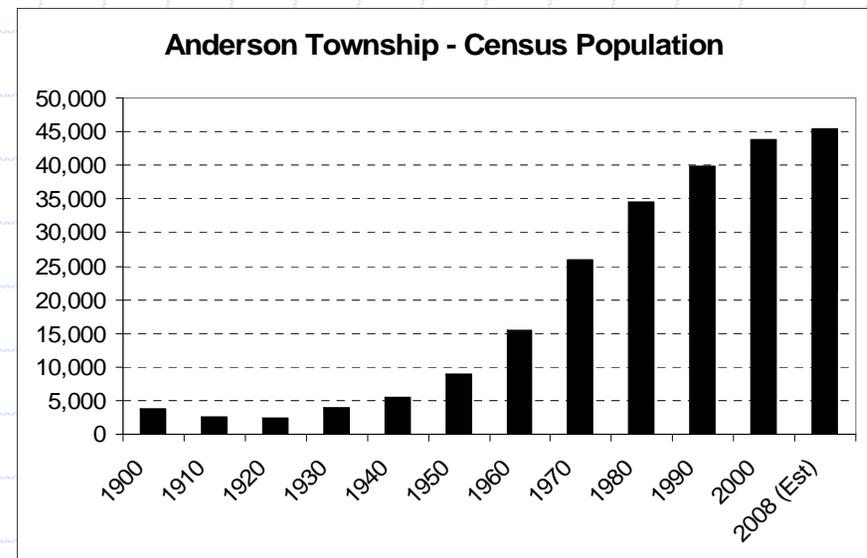
Anderson Township Authority

- ◆ Home Rule Township, but authority limited only to those functions not given to another governmental agency
- ◆ Three departments – Fire & Rescue, Public Works, Development Services – contract with Hamilton County Sheriff for additional police protection
- ◆ **NO** authority for State Highways and County Roads (or their associated right of way) that traverse the Township ---- ***AND THESE ARE WHERE THE PROBLEMS ARE***

Anderson Township

Development Patterns

- ◆ Like many late 20th Century suburban communities both in the Tri-State and throughout the nation, nearly all of the county and state roads in Anderson were built at a time when most of Anderson Township was a rural farming area, and were not built to accommodate pedestrians or bicyclists.
- ◆ A large amount of the community was developed between the 1960s and 1980s, when nonvehicular transportation was not an important issue. The result is that many neighborhoods had no sidewalks and further, were left isolated from parks, schools, shopping and employment opportunities.



Anderson Trails

Program Development - Background

- ◆ In 1993, Anderson Township celebrated its Bicentennial. As an outgrowth of this year long celebration there were a number of legacy programs, one of which was Anderson Trails.
- ◆ Anderson Trails was an effort to “right past wrongs” by connecting parks, schools, etc. with sidewalks.
- ◆ Another effort was to utilize citizen committees for feedback and community involvement, and soon thereafter the Transportation Advisory Committee (TAC) was formed.
- ◆ Sidewalk efforts have also been facilitated by the 1986 Sidewalk Plan requiring sidewalks in new subdivisions and the adoption of Township Zoning in 1987.

Anderson Trails

Post Bicentennial Events

- ◆ Since 1996, TAC has become the primary group overseeing Anderson Trails construction, and is involved in a number of transportation related issues as well, including, but not limited to METRO/Public Transportation, Lunken Airport, and the Eastern Corridor. TAC was recognized by OKI in 2003, with a Public Service Award.
- ◆ Anderson Trails was advanced by two landmark actions. The first did not occur until 5 years after the Bicentennial, as the 1998 Road Levy was approved by the voters, and in 1999, the Anderson Trails Plan was prepared

Anderson Township

1998 Roads! Walk! Bike! Levy

- ◆ On November 3, 1998, Anderson voters approved a road levy
- ◆ As part of this levy, which was anticipated to generate approximately \$800,000 a year, about 10 to 15% of funds or \$100,000 was reserved for new trail construction
- ◆ Approximately \$30 is levied annually per \$100,000 of assessed valuation (35% of Auditor's value)
- ◆ The Anderson Trails Plan was prepared in 1999 to guide the expenditure of these funds

Anderson Trails Plan

Prepared in 1999 & Subsequent Updates

- ◆ Prepared by Transportation Advisory Committee
- ◆ Elements included sidewalks, bicycle routes and lanes, and multi use trails
- ◆ Established a policy statement and ranking criteria to guide construction efforts and expenditure of 1998 levy funds
- ◆ Utilized volunteers and high school students, as well as participants at public meetings, to identify current walking habits
- ◆ Recognized with 1999 and 2005 Frank Ferris Award from the Hamilton Co. Reg. Plan. Com., and Ohio Planning Conference in 2007 with Plan Implementation Award
- ◆ Goal to become a “Walkable Community”

Anderson Trails Plan

Policy Statement Highlights

- ◆ Construction of trails along heavily traveled county roadways
- ◆ Led by a citizen planning body to evaluate segments and make recommendations.
- ◆ Establishes priority ranking criteria from which decisions can be made
- ◆ Recognizes widespread need and interest, but attempts to maximize the “Bang for the Buck”
- ◆ Utilizes the most cost effective materials
- ◆ Provide matching funds to private contributions to further trail construction
- ◆ Decision of Trustees in 2007 and again in 2008 to assume responsibility of maintenance of existing sidewalks

Anderson Trails

Policy Statement Highlights (continued)

- ◆ Anderson Trails has been infrastructure based – getting sidewalks and other trails built in the community to encourage walking – schools as a major focus, but parks, public attractions, business areas, bus stops, etc. have been other focal points.
- ◆ In areas where sidewalks are not feasible or cost effective, Anderson Trails has been targeted at roadway improvements to accommodate pedestrians, bikes, etc. on the road.
- ◆ Other policy changes, including subdivision and zoning regulations, have aided the impact.

Anderson Trails Plan

4 Priority Ranking Criteria

- ◆ **Distance** – Estimated distance in linear feet of the project or segment.
- ◆ **Costs** – Anticipated costs of the project. These figures attempt to account for the terrain and other structure costs, but are only estimates.
- ◆ **Houses** – Utilizing field inspections and later CAGIS mapping, this figure attempts to identify the number of potential housing units that could utilize the trail (including all multiple family units), and are within $\frac{1}{4}$ mile of the walk, but this distance may increase or decrease due to terrain or other factors.
- ◆ **Points** – Indicates the weighted values of parks, schools, recreational facilities, etc. that will be served by the project.

Anderson Trails Plan

Priority Ranking Criteria – Points

Weighted Values Attached to Destinations

Coordinating/Public Project = 1



Schools/Library = 2



Other Recreational (swim club,
Health Plex, YMCA, etc.) = 1.5



Parks = 3



Anderson Trails Plan

Priority Ranking Criteria – Points

Weighted Values Attached to Destinations

Beechmont Corridor = 2



Business Center = 1.5



Bus Stops = 1



Five Mile Trail = 4



Anderson Trails Plan

Priority Ranking Formula

Example - Forest Road Sidewalk

- ◆ # of households within 4,000 linear feet - 564
- ◆ Construction Cost Estimate (in thousands) - \$103
- ◆ Weighted Value of Destinations - 7
(Ayer School, Veterans' Park, Heritage Center)

$$(564 \times 7) / \$103 = 38.33 \text{ Benefit Factor}$$

Anderson Trails Plan

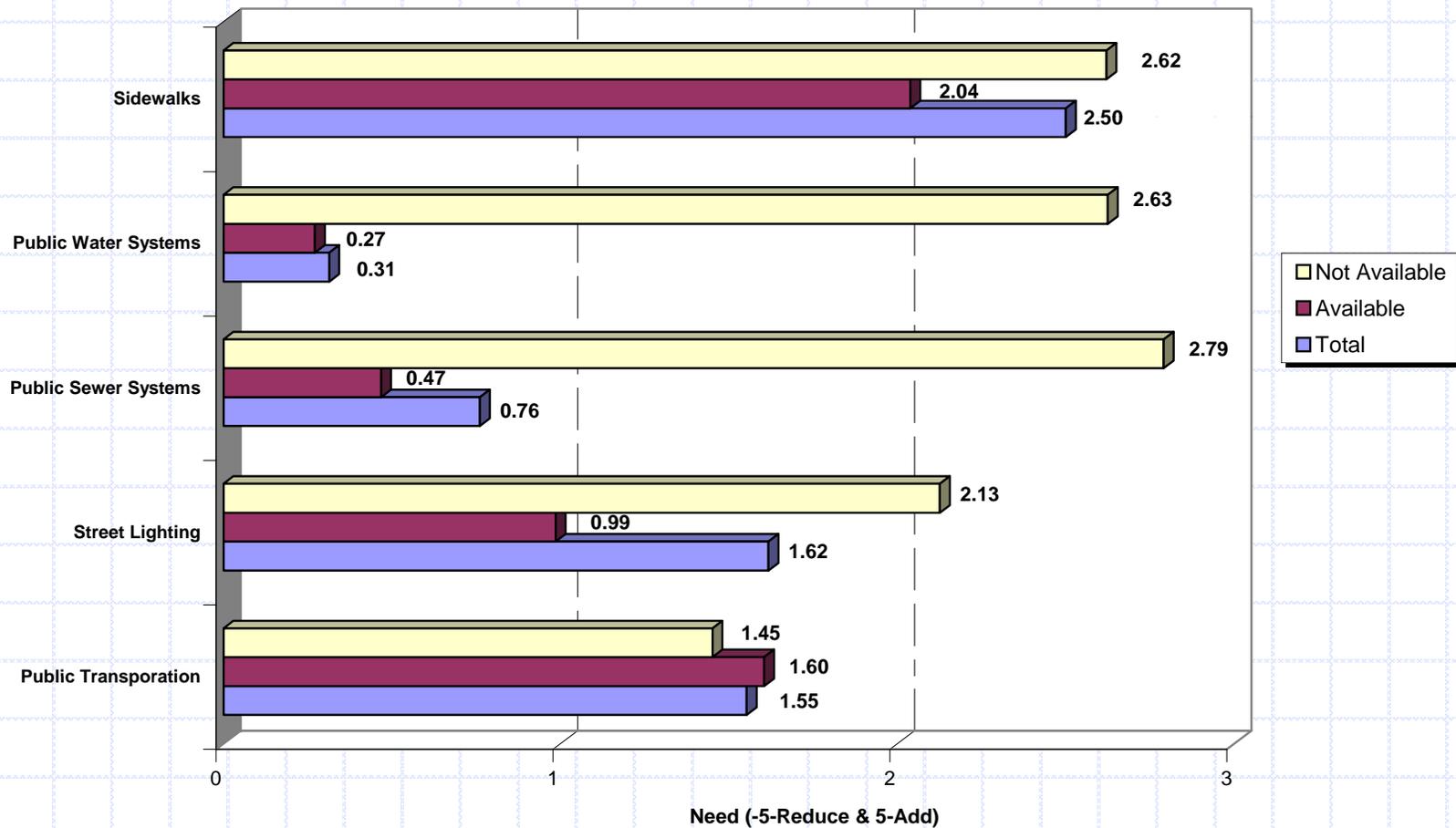
Citizen Support of Trails

- ◆ Anderson Days Survey in 2000 found that 90% of 300 respondents supported Anderson Trails.
- ◆ Township 2001 Survey of 1,300 residents indicated that on a scale of -5 (less) to 5 (more), respondents ranked paths or trails at 3.03, the highest of seven recreational categories (including active and family recreation areas, natural trails, and youth, adult, and senior programs); in fact, this was 1 full point higher of the next recreation categories (natural areas).
- ◆ 2001 Survey - 80% of respondents agreed or strongly agreed with the statement "It is important to develop sidewalks and trails to connect our community."

Non-Infrastructure

Citizen Support of Trails – 1,300 Respondents

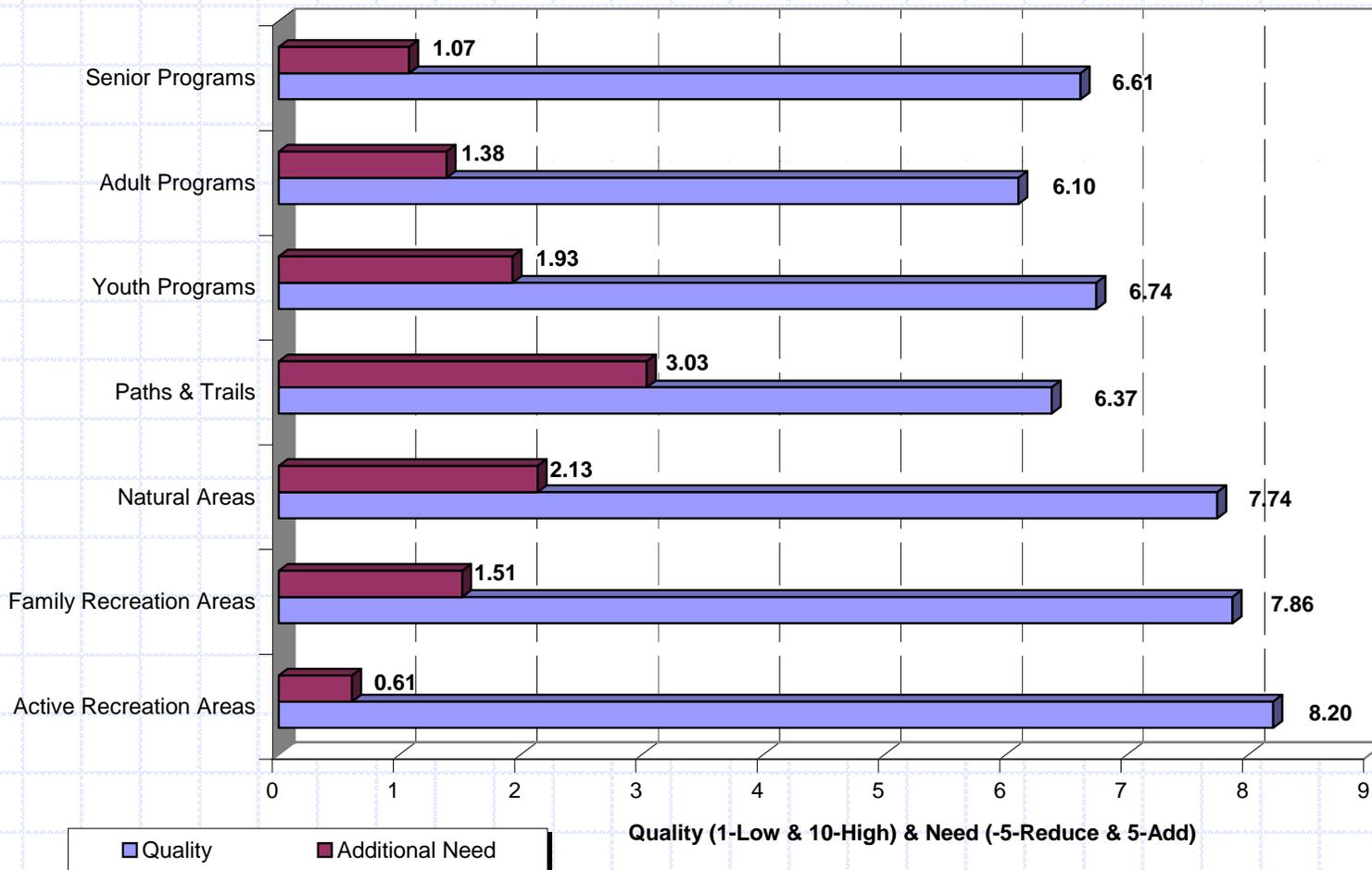
Additional Need by Availability of Selected Infrastructure Items



Non-Infrastructure

Citizen Support of Trails – 1,300 Respondents

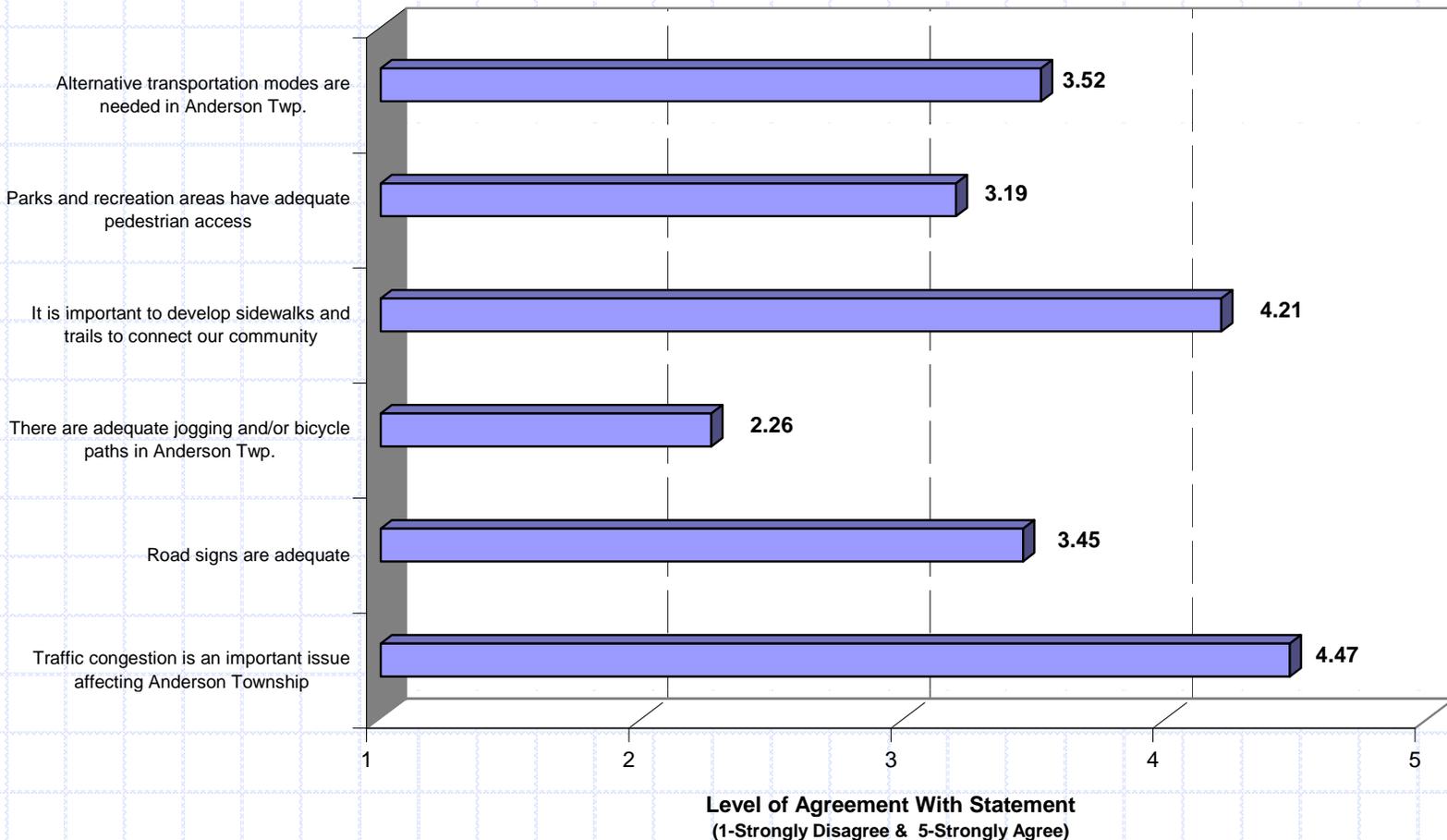
Parks & Recreation Activities



Non-Infrastructure

Citizen Support of Trails – 1,300 Respondents

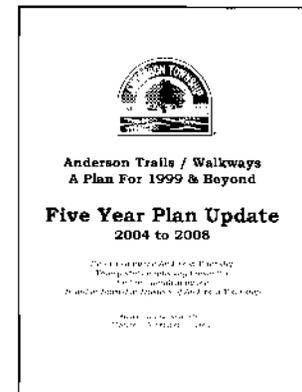
Transportation Statements



Anderson Trails Plan

2002 & 2005 Trails Plan Update

- ◆ Longer range planning horizon rather than annual decision that could be impacted by other factors
- ◆ Assurances to residents and ability for staff to plan ahead (engineering consultants, easement negotiation, etc.)
- ◆ Update old plan with new technologies (staff support, CAGIS maps)
- ◆ Utilize experience and retired engineers on TAC to better forecast trail expenditures
- ◆ Not reinventing, but refining, the wheel
- ◆ Other criteria include: cost, geographic distribution, timing of other projects, & linkages



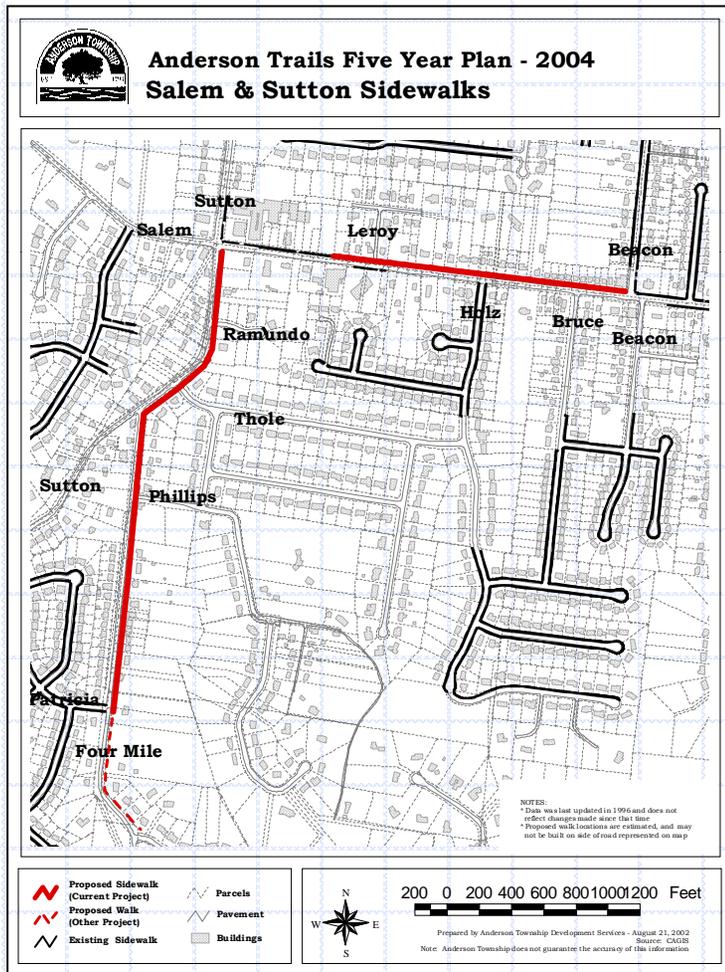
Anderson Trails Plan

2002 Trails Plan Update – Sample Ranking Sheet

ID	LOCATION	DISTANCE	COSTS	HOUSES	POINTS	BENEFIT FACTOR
A. Eight Mile Road - North						
1	Clough to Northport	2,050	\$82,500	1,356	8	131.49
2	Northport to Beechmont	1,430	\$92,785	1,500	13	210.10
B. Eight Mile Road - South Area						
1	Beechmont to Forest	3,500	\$173,250	655	8	30.24
2	Forest Rd (Veterans' Park to Merritt Grove)	3,650	\$172,900	486	7	23.06
3	Forest Rd (Merritt Grove to Coldstream Apts)	1,600	\$80,000	158	7	13.85
C. Salem / Sutton & Four Mile Area						
1	Salem Rd (Beacon to Sutton) & Sutton/Four Mile (Salem to Patricia)	5,295	\$262,102	952	9	32.70
2	Sutton Rd (Patricia to Watchview)	1,600	\$82,500	24	5.5	1.60
D. Bartels / Turpin High School & Clough Pike						
1	Bartels Rd (Turpin H.S. to Clough) & Clough Pk (Bartels to Corbly)	3,250	\$154,000	1,084	7.5	52.80
2	Clough Pk (Newtown to Bartels)	770	\$42,350	200	7.5	35.46
3	Corbly Rd (Clough to Berkshire Club)	760	\$37,620	200	3.5	18.62
4	Corbly Rd (Berkshire Club to Clough Ridge)	420	\$23,100	100	3.5	15.15
E. Nordyke Road						
1	Beechmont to Nottingwood	450	\$22,000	189	3	25.77
F. Wilson Elementary Area / Wolfangel Road						
1	Hunley Rd (Bretton to Wilson School)	1,800	\$100,000	266	2	5.30
2	Lawyer Rd (Hunley to Concordgreen)	1,400	\$55,000	135	2	5.00
3	Wolfangel Rd (Little Dry Run to Hampton Place)	1,400	\$69,300	160	6	8.66
4	Wolfangel Rd (Hampton Place to Clough/Delas Cove)	1,780	\$71,000	15	2	0.04
5	Newtown Rd (Stirrup to Turpin View)	1,900	N/A	50	2	N/A

Anderson Trails Plan

2002 Trails Plan Update – Sample Page Layout



YEAR 1 - 2004 - SALEM & SUTTON ESTIMATED COST: \$262,102

The first year of this plan entails sidewalks along Salem Road, moving west from their current terminus at Beacon Road. The sidewalk would then move south along Sutton Road to Four Mile Road, and finally traverse Four Mile south to Patricia Lane. This project would provide a project in the southwestern part of the Township, while also connecting several isolated neighborhoods to business districts along Salem Road, various METRO routes, and the redeveloped Beech Acres Park. It appears that right of way exists along Salem Road, and this area is relatively level. The right of way along Sutton and Four Mile allows for more flexibility in trail design.



**Salem West of Beacon
Looking West**



**Salem West of Beacon
Looking West**



**Salem Near Leroy
Looking West**



**Salem @ Leroy
Looking West**

Anderson Trails

Steps Leading to Construction

- ◆ TAC & Staff identifies and recommends project (s) based on Trails Plan
- ◆ Trustee approval and hiring of engineering firm
- ◆ Preliminary site inspection by staff, consultant, TAC representatives, and county engineers staff
- ◆ Preliminary design plan prepared
- ◆ Individual meetings held with property owners
- ◆ Public Hearing and authorization to proceed by Board of Trustees
- ◆ Plans revised as needed
- ◆ Easements secured as needed
- ◆ Project is bid and contract approved by Trustees

Anderson Trails

Implementation Efforts



- ◆ Additional 70,000 linear feet (13 Miles) installed
- ◆ Accepted responsibility for additional 6 miles of existing sidewalk that abuts new segments
- ◆ Approximately \$4,000,000 spent on construction (excluding engineering)
- ◆ Nearly \$6 Million in TEA, (ODOT) CMAQ (ODOT) & Clean Ohio Fund (ODNR) Grants – most is for forthcoming projects

Anderson Trails Impact

Before & After



Before



After



Before



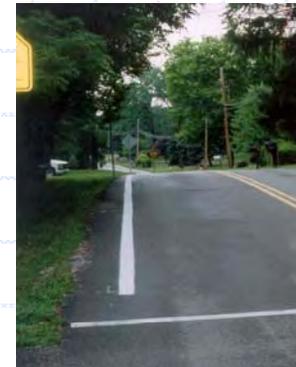
After



Before



After



Before



After

Anderson Trails Impact

Before & After



Before



After



Before



After



Before



After



Before

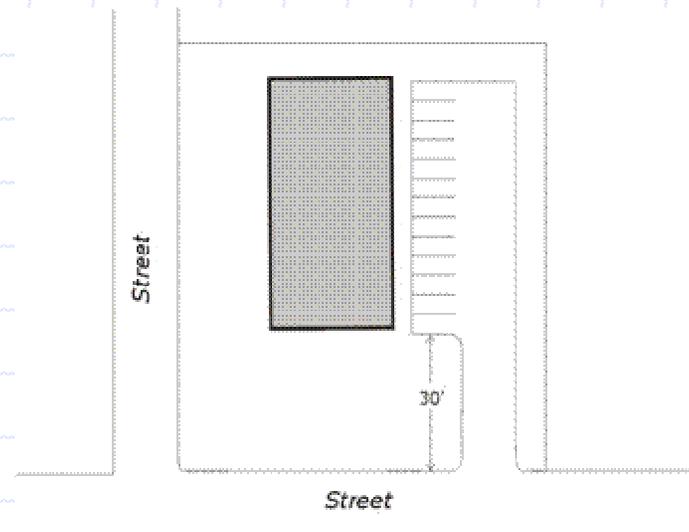


After

Anderson Township

Recent Changes Facilitating Construction

- ◆ Trustee Commitment to the plan
- ◆ Policy Revisions - Anderson Trails and flexibility with new subdivisions
- ◆ Zoning Changes - 2002 Parking regulations rewrite and subsequent modifications
- ◆ Miscellaneous private off site connections
- ◆ Sidewalk repair program
- ◆ Coordination with utilities



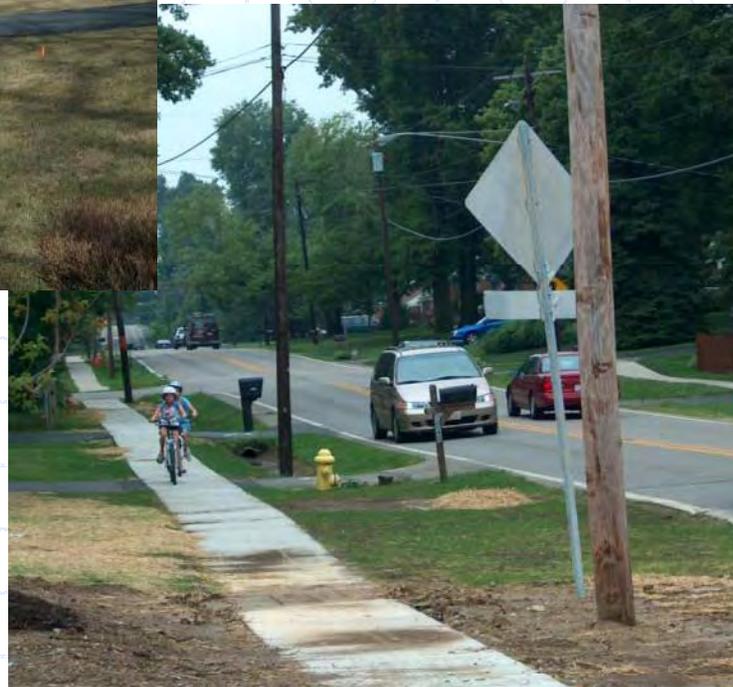
Anderson Township

Zoning Text Changes

- ◆ Sidewalks shall be installed with all new developments or expansions greater than 50% in floor area or parking requirement
- ◆ Sidewalks or pedestrian connection from site to frontage sidewalk
- ◆ Connections to trails and public transportation
- ◆ Funding of off site improvements related to subject property, which benefit are agreed to by developer

Anderson Township

Recent Changes Facilitating Construction



Misc. Off Site Connections



Sidewalk Repair

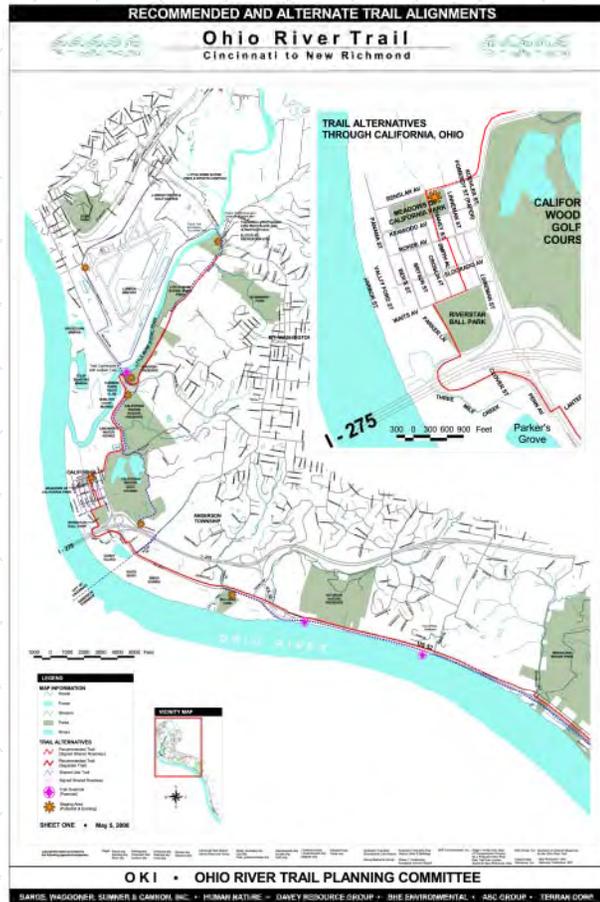
Anderson Township

What's Next

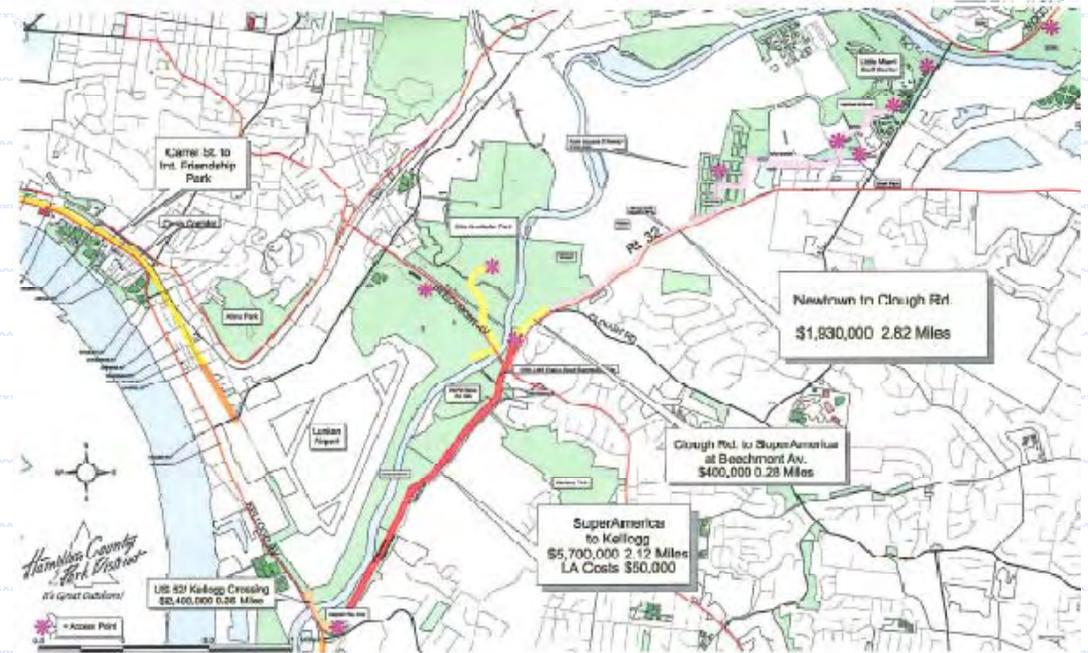
- ◆ Multi-Use Trails
- ◆ Bicycle Routes
- ◆ Beechmont Pedestrian Connections
- ◆ Improve Roadway Crossings
- ◆ School Area Improvements (Safe Routes to School Grant)
- ◆ Roadway Widening in Less Dense Areas

Anderson Trails Plan

What's Next – Multi-Use Trails



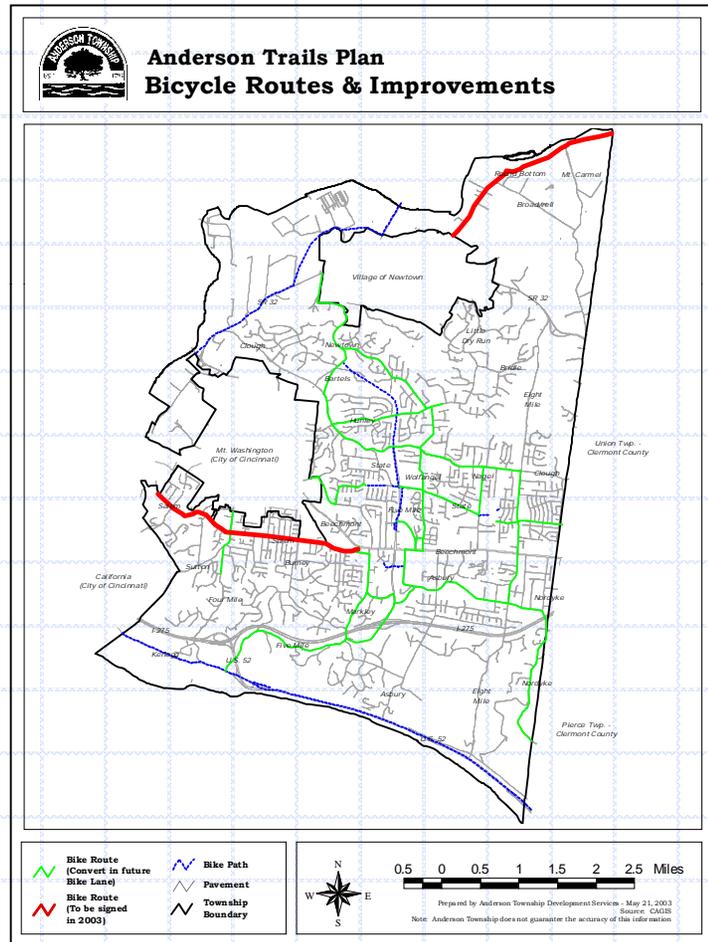
Ohio River Trail



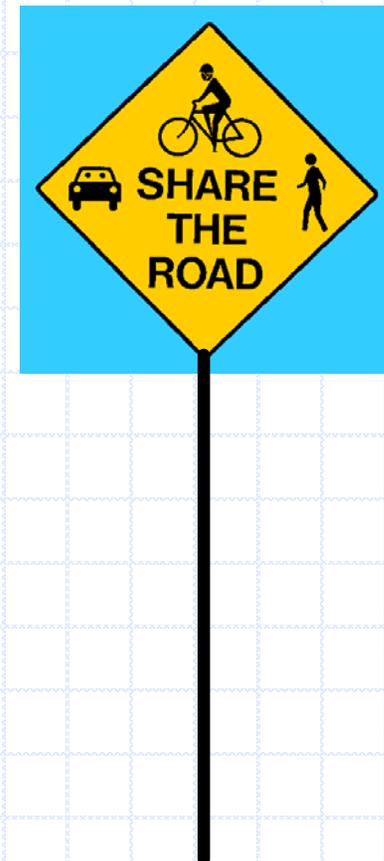
Little Miami Trail

Anderson Trails Plan

What's Next – Bicycle Routes



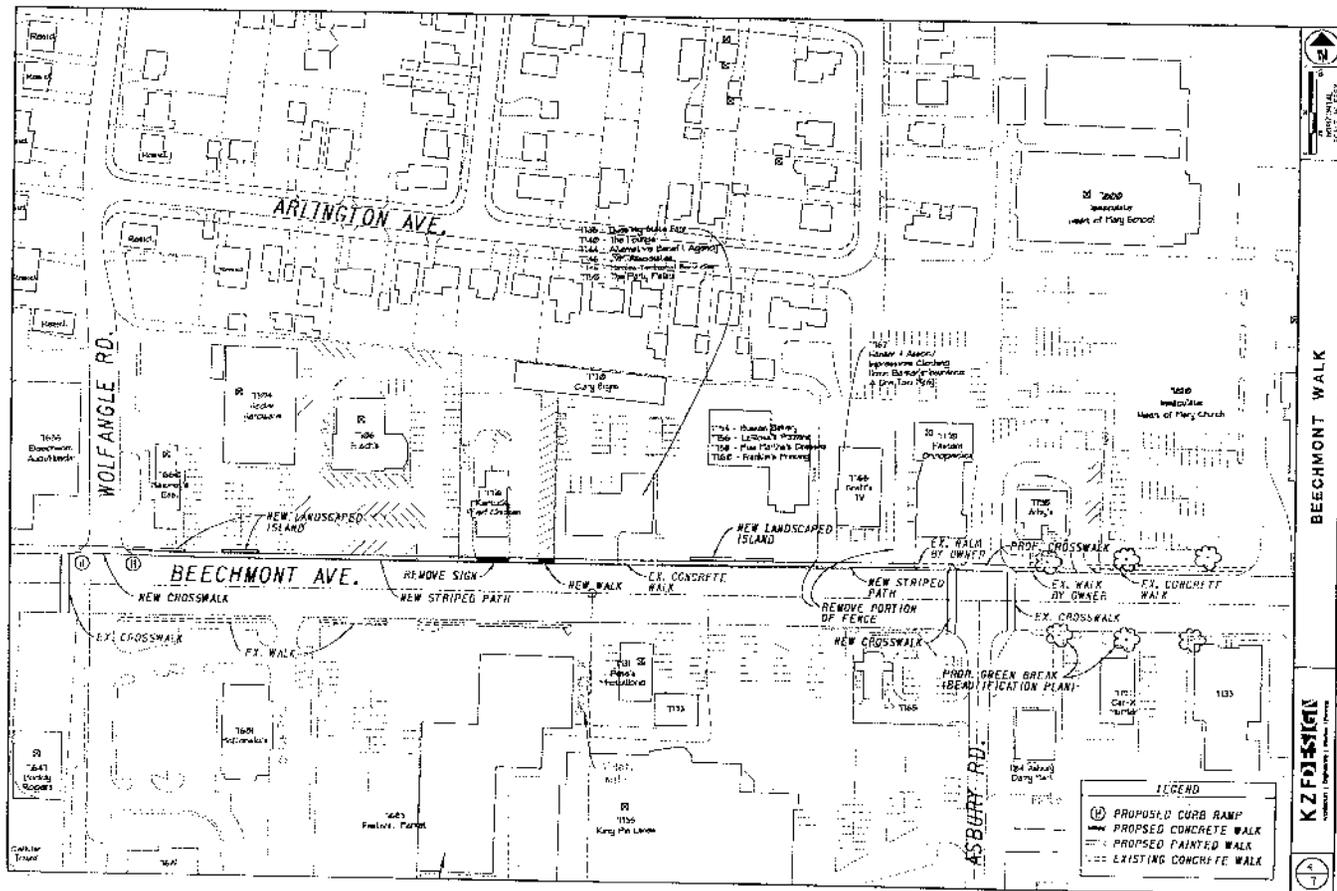
System Map



Signage Concepts

Anderson Trails Plan

What's Next – Beechmont Pedestrian Connections



CONCEPTUAL MAP OF NEW BEECHMONT CONNECTIONS

Anderson Trails Plan

What's Next – Beechmont Pedestrian Connections



Before & After

Beechmont Sidewalks



Striped Paths



Neighborhood Access

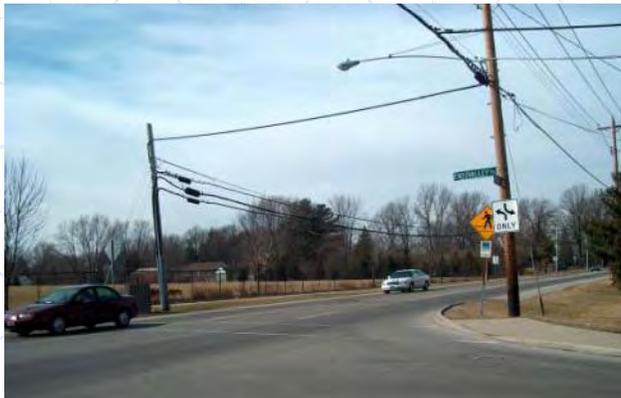
Other Connections

Anderson Trails Plan

What's Next - Improve Roadway Crossings



Refuge Island



Crossing Areas



Crossing Signage



Anderson Trails Plan

What's Next – School Area Improvements

- ◆ Sidewalk/Handicapped Ramp Improvements (New and Existing)
- ◆ Crossing Improvements – Signage, Pavement Markings, “Bricks & Mortar” projects
- ◆ Bike Facilities & Parking – Don't forget (or prohibit) bikes, bike lanes, bike signage, bike racks, etc.
- ◆ Traffic Calming/Diversions

Anderson Trails Plan

What's Next – School Area Improvements



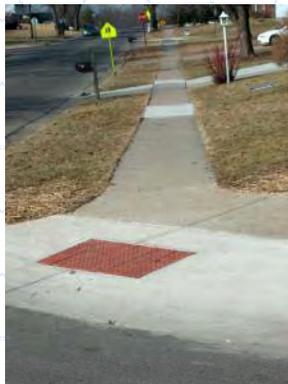
Sidewalks



Sidewalks



Sidewalks



Improved Ramps/Walks



Bike Racks



Temp. Traffic Calming

Anderson Trails Plan

What's Next – School Area Improvements

Non-Infrastructure

- ◆ Public Awareness – Walk to School Days, Signage, etc.
- ◆ Traffic Education – Newspaper articles, etc.
- ◆ Student Education – School programs, newsletter, take home flyers, class assignments
- ◆ Engage Students & Parents – Use students & parents for suggestions on assignments
- ◆ Partner with Law Enforcement – LOOK Program (Local Officers Observing Children)
- ◆ Surveys of citizens, parents & PTA Focus Group – What are impedances to walking to school (are there things “under the surface”)
- ◆ Change local policies/regulations – zoning, subdivision, etc.
- ◆ Staff & School Assessment of Missing Opportunities

Anderson Trails Plan

What's Next – School Area Improvements

Non-Infrastructure

Public Awareness – Walk to School Day

To Go From This....

To This....

Dangerous journey | No sidewalks at schools



Students from Edgewood High School near Trenton in Butler County walk alongside busy Ohio 73 Tuesday afternoon after bus service was cut this year. Narrow shoulders and no sidewalks create a hazardous situation.

Walking along roads puts students in peril

By Michael D. Clark
Enquirer Staff Writer
and Sue Kiserwiler
Enquirer contributor

A new \$12.2 million school opened Tuesday less than 500 yards from the Bernard family home – but the Bernard kids won't ever walk to the school, because of the danger.

Instead, first-grader Trey and sophomore Adrienne will get on the bus in front of their house and ride the short distance to the new Motroe K-12 School in Butler County.

"I don't understand how you can have a new school and a school zone with no sidewalks," says Jennifer Bernard, Trey and Adrienne's mom. A 6-inch shoulder along busy Yankee Road hardly suffices for a safe walkway, she says. "There is so much truck traffic on this road, and those semis would plow you over."

The Motroe school isn't the only one

Without sidewalks
Complete list of 35 schools built in past 10 years, or being built, without sidewalks. AE

built for bus and car access – but not for students on foot.

An Enquirer survey of school districts in Greater Cincinnati and Northern Kentucky found that 35 of 42 public schools built in the past decade, or now under construction, have no sidewalks connecting the nearest neighborhood.

The lack of sidewalks might be academic except for one thing: As schools increasingly face budget cuts, buses are among the first to go.

Almost 6,000 high school students in the region lost bus service this year after voters defeated levies in March and August.

See STUDENTS, Page A6

Jennifer Bernard's two children attend Motroe K-12 School in Butler Co.

"I don't understand how you can have a new school and a school zone with no sidewalks. ... Those semis would plow you over."



KEEPING KIDS SAFE



Summit Elementary School students (from left: Madison Greenwell, 9, Katie Shen, 8, and Emma Claunch, 10) and Anderson firefighter/paramedic Don Wegman (whose son David goes to the school) wait for students to arrive at the Anderson Township school for Walk Our Children to School Day, a national effort to promote pedestrian safety Wednesday. The school also featured firelighters, police and sheriff's officials to teach children about the safety rules in and around the neighborhood around the school.

Anderson Trails Plan

What's Next – School Area Improvements

Non-Infrastructure Traffic Education – Articles & Stories

ANDERSON AREA REFRESHER COURSE

Question: What vehicles are permitted on the public roadways in Anderson Township? Are skateboards, scooters, etc., legal?

Answer: While motorized vehicles are the main users of roadways, they are not the only use allowed on public streets. Under Ohio law, the roadway may also be used by pedestrians, motorized wheelchairs, and bicycles, provided they are obeying applicable traffic laws, and a sidewalk is not available. If a sidewalk

is available, then pedestrians and motorized wheelchairs cannot use the roads.

At the same time, with the exception of a bicycle, any device that is moved by human power such as a skateboard, motorized wheelchair, roller blade, etc., is never permitted on the roadway. In addition, only motorized vehicles displaying applicable license tags, such as cars, motorcycles, etc., are permitted on the roadways. Motorized scooters, wheelchairs, or go karts are not permitted, again, unless they display proper license tags.



Skateboards have their own rules and they're not for the road.

About refresher course

Volunteers with the Anderson Township Transportation Advisory Committee have created a series of driver education "refresher" questions for common transportation situations.

These scenarios are simple reminders to drive safely, and are provided with the assistance of the Hamilton County Sheriff's Office in recognition of National Transportation Week, hosted each year in May.

For more information about transportation issues in Anderson Township, contact the Development Services Department at 474-5123 or sssevers@andertownship.org.

ANDERSON AREA REFRESHER COURSE

Question: What is the proper procedure to follow when I approach a slow or stopped vehicle? Are rules the same for approaching school buses, postal carriers, farm vehicles or bicyclist?

Answer: In most situations, the proper course of action in passing a slow moving or stopped vehicle involves first slowing down to ensure adequate passing distance. Then, drivers can give a turn signal and change lanes. Be sure to leave adequate distance between your car and the slow moving vehicle so as not to alarm the driver of the other vehicle. Then, merge back into your proper lane with the appropriate turn signal.

While these steps should be followed to pass a bicyclist, farm vehicle, public or private bus (METRO), charter van, the rules

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are different for school buses.

When a school bus is stopped with its stop arm extended, all traffic should stop to allow for children loading to or from the bus.

The exception to this rule occurs on roadways with two or more travel lanes in one direction, such as Broadmont Avenue. In



When a school bus is stopped with its stop arm extended, all traffic should stop for a school bus that is stopped with its stop arm extended.

In this situation, only the traffic traveling the same direction as the school bus must stop.

ANDERSON AREA REFRESHER COURSE

Question: Which way should pedestrians along the side of the road face when walking or riding a bike? When should they walk or ride? And who has the right of way if a hiker or walker is in a crosswalk?

Answer: In today's automobile-dominated world, most of us focus on the safety that cars and trucks provide.

However, one fact that we should not ignore is that walking and cycling account for a full 10 percent of all trips we make. Some 13 percent of all traffic fatalities are bicyclists or pedestrians, so it's wise to know the right thing to do when walking or riding.

For your safety, keep in mind that drivers don't see walkers, runners and cyclists as easily as they see other vehicles, and many driv-

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ers expect everyone on the road to act like a car. For safety's sake, follow these rules when walking and running on or near the roadway:

- Walk/run facing traffic if no sidewalk is available. This helps you see vehicles as they approach you.



Walk/run facing traffic if no sidewalk is available. This helps you see vehicles as they approach you.

- Look left-right-left before crossing a street and keep looking left as you cross.

- Always cross at a corner and use crosswalks whenever possible. Motorists are required to yield for pedestrians at all crosswalks, but all it takes is an inattentive driver to cause an accident. Make sure

- vehicles see you before crossing any road.
- Driveways can be dangerous. Watch out for cars backing up.
- Obey all traffic and pedestrian signals.

Dress to be seen: Wear light-colored clothing in the daytime and wear reflective gear after dark.



COURTESY OF STEVE SEEVERS

Bicycle safety is an important topic for parents and children to discuss.

ANDERSON AREA REFRESHER COURSE

Question: What safety tips can I share with children when they ride their bikes?

Answer: • Always ride with traffic in single file. Never ride against traffic.

- Always wear a helmet.
- Obey all traffic rules. Cyclists must follow the same rules as motorists.

- Use hand signals for turns (left arm straight = left turn; forearm up = right turn).

- Dress to be seen. Wear bright clothing and/or reflective clothing. Remember that cars are usually looking for other cars – not bicycles.

- Know your capabilities, as well as your bike's capabilities.

Check out these Web sites:

- Walking Safety: <http://www.nhtsa.dot.gov/kids/bike->

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tour/pedsafety/

- Cycling Safety: www.nsc.org/library/facts/bicycle.htm.

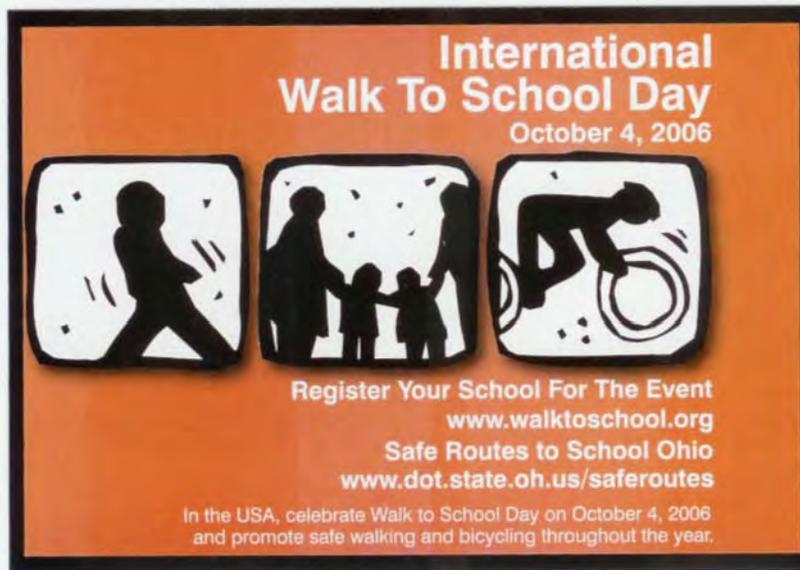
- Running Safety: www.dummies.com/WileyCDA/DummiesArticle/id.449.html

Anderson Trails Plan

What's Next – School Area Improvements

Non-Infrastructure:

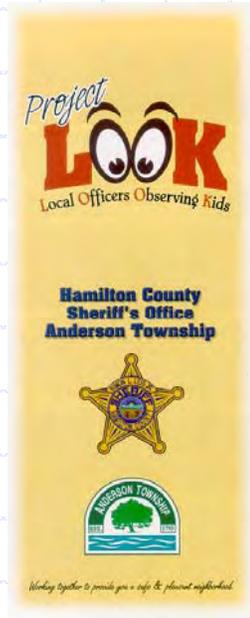
Engage & Educate Students & Parents



Anderson Trails Plan

What's Next – School Area Improvements

Non-Infrastructure: Partner With Local Law Enforcement



PROGRAM OUTLINE

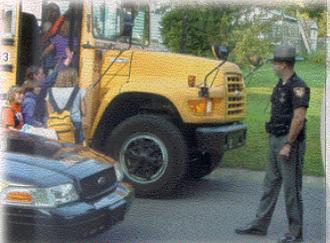
When available, the Community Resource Officers and Patrol Officers will begin their patrol prior to the start of the school day. Patrol Officers will engage in preventive patrol along school bus routes, major walking routes, and surrounding areas of schools in the assigned sector.

Community Resource Officers and Patrol Officers will investigate any unusual or suspicious person, vehicle, or situation that they come across or any suspicious activity that has been reported to them.

The Community Resource Officers will work cooperatively with the Forest Hills Transportation Office to communicate with the bus drivers in reference to any suspicious activity that they may observe while picking up and dropping off children during the beginning and ending of each school day. Any suspicious activity reported will be immediately investigated.

The Community Resource Officers will check the safety of children that are walking alone or waiting by themselves for the bus. As we are maximizing our efforts in making Anderson Township a safer place for our children, we encourage parents and concerned citizens to act as *L.O.O.K.-outs* and report anything they see suspicious or unusual by calling 9-1-1 if an emergency, or the non-emergency number if it is not. The non-emergency number is 513-825-2280.

<p>COVER THE BASICS →</p>	<p>REHEARSE with children their full name, address, and phone number (including area code) and how to make emergency phone calls from home and public phones.</p>	<p>WALK the neighborhood with your children. Show them safe places they can go to in an emergency, like a neighbor's house or an open store.</p>	<p>EXPLAIN to your children that a stranger is someone they don't know well. A stranger can be a man or woman, well-dressed or shabby, kind or threatening, pretty or ugly. If a stranger tries to follow them or grab them,</p>
<p>CHECK your neighborhood for areas that threaten children's safety, like brush in wooded areas, overgrown shrubbery,</p>	<p>TEACH children that no one, not even someone they know, has the right to touch them in a way that makes them feel uncomfortable. Tell them they have the right to say "No" to an adult in this situation.</p>	<p>TELL children never to accept gifts or rides from someone they don't know well.</p>	<p>they should run away, scream, and make lots of noise. Tell them to run to the nearest place where there are people and to shout "This person is trying to hurt me!" or "Stay away from me," instead of a simple "Help."</p>
<p>abandoned buildings, bad lighting, vacant lots littered with debris, no sidewalks, or bike paths next to busy streets.</p>	<p>AT SCHOOL & PLAY →</p>	<p>ENCOURAGE your children to walk and play with friends, not alone, and to stay in well-lighted, open areas where others can see them.</p>	<p>DON'T HANG a house key around your child's neck. It's a telltale sign that you won't be at home when they return from school. Put it inside a pocket or sock.</p>
<p>TELL your children to stay away from strangers who hang around playgrounds, public restrooms, and empty buildings.</p>	<p>ENCOURAGE your children to look out for other kids' safety and report anything they see that doesn't seem right.</p>	<p>TEACH your children to write down and report to you the license numbers of people who offer rides, loiter around playgrounds, or appear to follow them.</p>	<p>DO NOT WRITE your child's name or address, etc. on the outside of their clothes, backpacks, or school items.</p>
<p>AT HOME ALONE →</p>	<p>MAKE SURE your kids can reach you by telephone at work. Post your work number, along with numbers for a neighbor, the police and fire departments, and the poison control center near all your home phones.</p>	<p>TELL your children never to open the door to a stranger when they are alone in the house or apartment.</p>	<p>TEACH your children to walk confidently and stay alert to what's going on around them.</p>
<p>MAKE SURE YOUR NEIGHBORHOOD IS AS SAFE AS YOUR HOME.</p>	<p>HAVE your children check in with you at work or with a neighbor when they get home. Agree on rules for having friends over and going to someone else's house when no adult is present.</p>	<p>MAKE SURE they know how to work the door and window locks and that they use them when they are inside alone.</p>	<p>CAUTION them about answering the phone and accidentally letting a stranger know they are alone. Kids can always say their parents are busy and take a message.</p>



Anderson Trails Plan

What's Next – Roadway Widening



Before



After

12 17 2008

Anderson Trails

Keys to Our Success

- ◆ Citizen commitment - supporting tax levy, donation of easements, surveys, education
- ◆ Trustee commitment - resulting from citizen demand, visionary (planning), monetary support (over \$3 million in local funds), Tax Increment Financing funds
- ◆ Transportation Advisory Committee - volunteers to champion the effort
- ◆ Staff - very time consuming and must be dedicated
- ◆ Partners - County Engineer, ODOT, Forest Hills School District, Anderson Park District, Public Library, Developers, OKI, Owners/Operators of Community Destinations
- ◆ Living Document – somewhat flexible and receptive to community changes and review

Thank you -

Questions & Comments.

For More Information:

www.andersontownship.org/Committees/AndersonTrails.htm

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