



*Lawrenceburg, IN  
Trail Feasibility Study  
Executive Summary*



April 22, 2016

## Lawrenceburg Trail Feasibility Study – Executive Summary

### Overview

#### *What we did...*

The City of Lawrenceburg commissioned Context to help evaluate and prioritize multiple trail segments within the City's local trail network. We were asked to develop tools for decision making around nearly two dozen local and regional criteria. This Feasibility Study assessed each trail segment's likelihood of providing multi-modal access by weighing Design Features, Construction Features, Community Support, and Funding Resources.

The City provided necessary stakeholder feedback to help narrow down high level, trail corridor alignments to simple segments that we documented on an overall Recommended Trails Planning Exhibit. This exhibit over aerial photography, coupled with site visits, allowed the team to view and better understand City wide trail segment relationships.

We then merged feedback with readily available GIS line work and contour mapping to generate a base for a more detailed study. This base data also provided reference for developing Preliminary Route Segment Plans. Although these plans are still high level, preliminary planning exhibits, they provide a much closer view and level of detail that we referenced to better understand opportunities and constraints.

Once our preliminary routes were finalized, we assessed each trail segment with various trail development types, i.e. new trail construction, shared lane conditions along existing roadways, and widening of existing trails to accommodate multi-modal transportation. Each trail segment was assessed with parameters for Special Features that included trail amenities, crosswalk enhancements, trail heads, unique features, and potential land acquisition. This information was the basis of a detailed Design and Construction Cost Matrix.

The Trail Priorities Matrix summarizes our efforts and findings while ranking each of the trail segments against local and regional criteria. Our findings are displayed by a number, symbol, and brief description. The higher the associated number, the more favorable the trail is in that specific category. The symbols and descriptions further illustrate the trail's feasibility in respective categories. The total at the end of the matrix provides the City with an overview of the most feasible trail segments. This compilation of data is provided to support subsequent decision making and prioritization of community trail development.

## Trail Segment Summaries

### *Riverfront Trail Connector*

Filling a major void along the Ohio River Trail between the City of Greendale's existing trails and Lawrenceburg's Riverfront Trail, this trail segment is a major component to the local and regional networks. Baring construction complexities of the levee terrain and associated permitting requirements, this trail exhibits favorable characteristics in most of the aspects we reviewed. Design features are highly favorable providing unique experiences of crossing railroad tracks along the levee via a pedestrian bridge with scenic views to naturalized areas. Having survey data readily available aids the beginnings of a detailed design process. This trail segment aligns extremely well with local and regional planning efforts. With a moderate budget, earmarked local funds, and high eligibility for grant opportunities, the Riverfront Trail Connector surfaces to the top of feasible trail segments.

### *Lawrenceburg Riverfront Trail*

Building the Riverfront Trail into our study is a bit different than the other segments. Since this trail development effort is about widening an existing trail, we were sure to represent costing accordingly and reflect the trails holistic value similar to the other trail segments in the Trail Priorities Matrix. As such, the trail ranks high on the matrix, but may quickly reduce itself if a decision is made to remove cart access as a priority. Enhancing the trail to accommodate carts does not improve regional connectivity. Similarly, funding opportunities remain minimal for the localized enhancement. Construction features and complexities remain challenging on levee terrain. As a whole, the Trail Priorities Matrix indicates the Riverfront Trail is of upmost importance to sustain as it exists today for both local and regional interests.

### *Levee Access Trail*

Providing direct access from the US 50 retail area to the Boat Launch and Riverfront Trail, the Levee Access Trail is a key proponent of inner-local connectivity. Although the regional planning efforts don't mention this segment specifically, the Levee Access Trail does serve as a spur of the Ohio River Trail connecting users to local commerce opportunities and other planned trail segments. The scenic value increases as the trail extends south towards the levee. Coordinated efforts with owners, easements, and right of ways do exist in the low land area. However, gently sloping terrain and low construction complexities make this trail very appealing. With low overall costs and being moderately well positioned for funding opportunities, the Levee Access Trail ranks in the upper tiers of the Trail Priorities Matrix.

### *US 50 Trail*

Setting the stage for connecting the western retail area to downtown Lawrenceburg, the US 50 Trail segment that we studied remains just shy of crossing Tanners Creek and spurring into downtown. This crossing will be critical for the success of inner-local connectivity and is recommended to be included in future studies. Safety features required to develop the trail adjacent to the busy highway add up in costs, along with the extensive ownership, easement, and right of way coordination. Although the trail has local connectivity value, the scenic value adjacent to the busy highway amidst multiple curb cuts is not very appealing. The segment aligns with many of the regional planning goals. However, it's not specifically referenced in their plans as a priority. The US 50 Trail remains locally important, but is ranked lower given its regional insignificance.

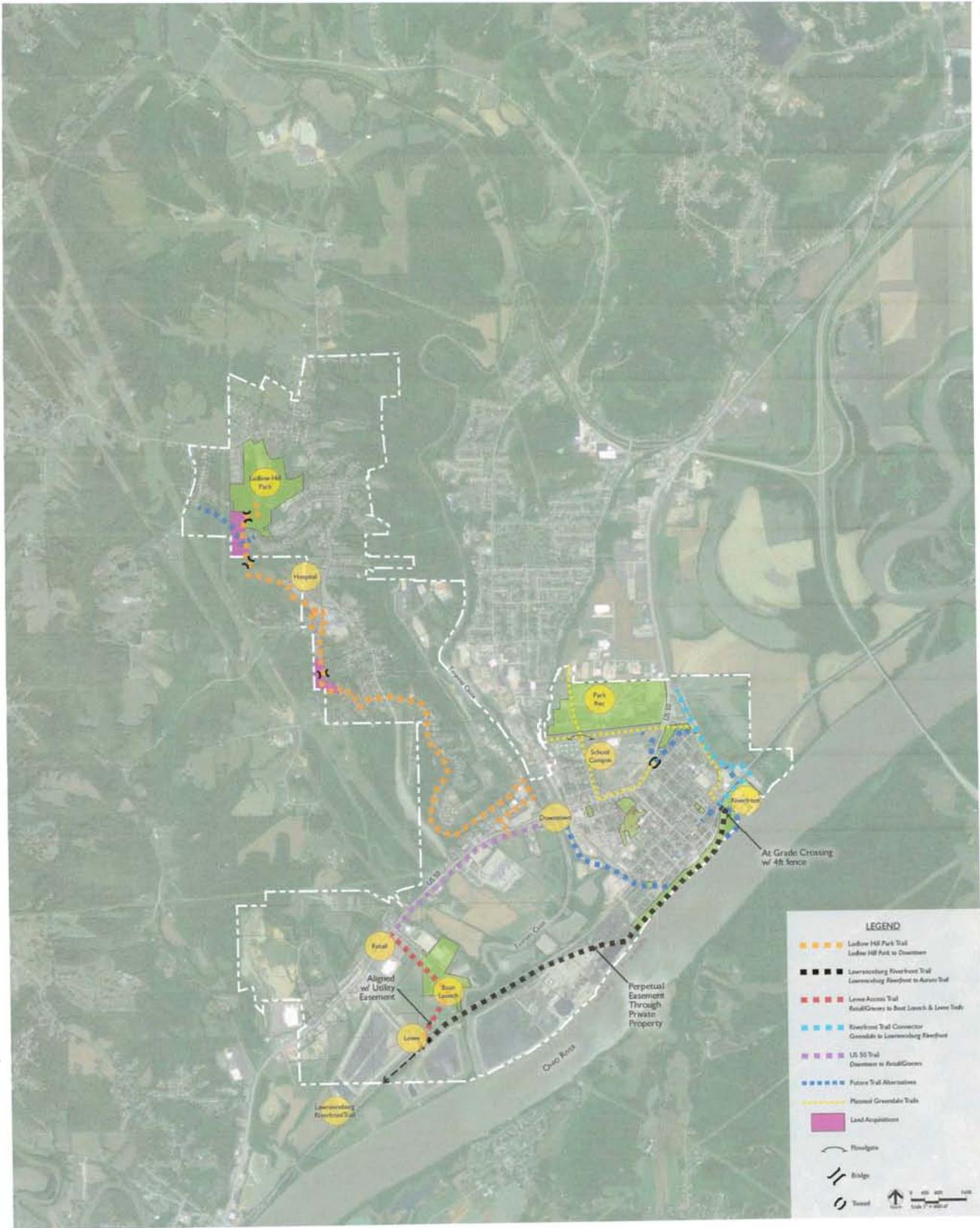
### *Ludlow Hill Park Trail*

Connecting local parks, hospitals, and neighborhoods towards downtown, the Ludlow Hill Park Trail spans a long distance providing much local connectivity. Given its dependence upon the US 50 Trail and the Levee Access Trail, and its lack of mention in regional planning efforts; the Ludlow Hill Park Trail remains regionally insignificant. Although the design features would take full advantage of the terrain and scenic value with boardwalks, pedestrian bridges, etc., the extreme nature of the terrain and construction complexities quickly elevate this trail to have the highest overall cost. Lower eligibility for funding, lack of regional interests, and complex development requirements force the Ludlow Hill Park Trail to rank lowest on the Trail Priorities Matrix.

## Closing

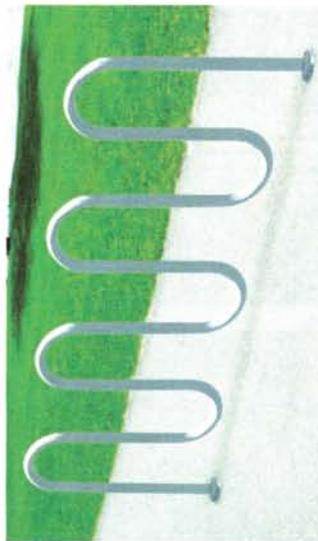
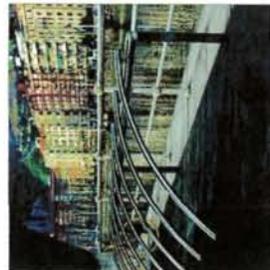
### *Prioritizing...*

Deciding to invest into our communities trail network is not always black & white. This Trail Feasibility Study's efforts are all pre-design. So, be sure to think of this tool similar to a master plan that offers a bit of flexibility to massage and weight the analyzed categories differently as ongoing feedback is provided and decisions are made. Although this document provides an excellent sounding board to guide decisions within the bounds of select criteria, it will be Leadership's responsibility to continue to balance and prioritize investments into community trail development yielding cohesive decision making. After all, this cohesion in context of the local and regional communities is what the City of Lawrenceburg set out to understand.



Trail Amenity Parameters

Bike Racks



Bike Repair Stations

Optional but recommended



Pet Waste Stations



Drinking Fountain/Bottle Filler

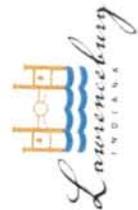
Installed at entrances, and ideally at neighboring parks.





# Trail Priorities Matrix

| Trail Name   | Design Features |                        |              |                     | Construction Features            |                      |                 |                         | Community Support               |                                     |                                |                           |                              |                |   |                    | Funding Resources     |                            |              |             |                     |   |    |
|--|-----------------|------------------------|--------------|---------------------|----------------------------------|----------------------|-----------------|-------------------------|---------------------------------|-------------------------------------|--------------------------------|---------------------------|------------------------------|----------------|---|--------------------|-----------------------|----------------------------|--------------|-------------|---------------------|---|----|
|  | Multi-Modal     | Scenic Value/Character | Connectivity | Survey Requirements | Ownership Right of Way Easements | Geotech Requirements | General Terrain | Construction Complexity | Lawrenceburg Comprehensive Plan | Lawrenceburg Downtown Action Agenda | Lawrenceburg Park and Rec Plan | 2014 Regional Trails Plan | Regional Transportation Plan | OKI Bike Route | OKI Funding for Transportation Alternatives | Leadership Support | Regional Significance | Jurisdictional Obligations | Overall Cost | Local Funds | MPO OKI Trail Funds | DNR Trail Funds (Dec. Trail Program) 10,000-200,000 80/20 |    |
| Riverfront Trail Connector                               | 3               | 3                      | 3            | 3                   | 1                                | 2                    | 1               | 1                       | 3                               | 3                                   | 3                              | 3                         | 3                            | 3              | 3   | 3                  | 3                     | •                          | 3            | 2           | 3                   | 3   | 49 |
| Lawrenceburg Riverfront Trail (East Access Improvements) | 3               | 3                      | 3            | 2                   | 1                                | 2                    | 1               | 2                       | 3                               | 3                                   | 3                              | 3                         | 3                            | 3              | 3   | 3                  | 3                     | •                          | 5            | •           | 2                   | 3   | 48 |
| Levee Access Trail                                       | 3               | 2                      | 2            | 3                   | 2                                | 3                    | 3               | 3                       | 2                               | 2                                   | 1                              | 1                         | 1                            | 1              | 2   | 2                  | •                     | 5                          | •            | 2           | 3                   | 43  |    |
| US 50 Trail  | 3               | 1                      | 2            | 3                   | 2                                | 1                    | 2               | 2                       | 2                               | 2                                   | 2                              | 2                         | 2                            | 2              | 2   | 3                  | •                     | 3                          | •            | 2           | 3                   | 38  |    |
| Ludlow Hill Park Trail                                   | 3               | 3                      | 2            | 1                   | 1                                | 1                    | 1               | 1                       | 2                               | 2                                   | 1                              | 1                         | 1                            | 1              | 2   | 1                  | •                     | 1                          | •            | 1           | 3                   | 27  |    |



## Lawrenceburg Trails Lawrenceburg, IN - February 24, 2016

