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# CONNECT NORWOOD

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# CONNECT NORWOOD



City of Norwood



Victor Schneider  
MAYOR

### Letter of support from the Mayor of Norwood, Ohio

I am writing to express my enthusiastic support for the Connected Norwood concept plan for the City of Norwood, Ohio. As the elected Mayor and bicyclist in our community, I firmly believe that the implementation of this plan will bring numerous benefits to Norwood and its residents.

First and foremost, a well-designed bike network promotes alternative transportation options, thereby reducing traffic congestion and improving air quality. By encouraging more people to bicycle, walk, or run for their daily commutes or recreational activities, we can contribute to a healthier and more sustainable environment for current and future generations.

Furthermore, the construction of the Connected Norwood plan enhances the safety of bicyclists and pedestrians by providing dedicated spaces away from motor vehicles. This not only reduces the risk of accidents but also encourages individuals of all ages and abilities to engage in outdoor activities, promoting a more active and vibrant community.

Additionally, investing in bike infrastructure can have significant economic benefits for Norwood. Studies have shown that cities with well-developed bicycling networks experience increased property values, higher retail sales, and a boost in tourism. By attracting visitors who come to explore our scenic routes and cultural attractions, we can stimulate local businesses and strengthen our economy.

Moreover, the proposed Connected Norwood plan aligns with Norwood's long-term goals of fostering connectivity and promoting healthy lifestyles. By connecting key destinations such as schools, parks, shopping areas, and public transportation hubs, we can create a more cohesive and accessible city for all residents.

In conclusion, I fully support, and prioritize the implementation of the Connected Norwood concepts plan for the City of Norwood. By investing in sustainable infrastructure, we can improve quality of life, enhance safety, and stimulate economic growth for our community.

Thank you for your attention to this matter. I look forward to seeing Norwood become a model city for bicycling and active transportation.

**Victor Schneider, Mayor  
City of Norwood**



MOBILITY

# Project aims to connect a city

CNU’s Legacy Project in Norwood, Ohio, examines strategies for connecting neighbors, neighborhoods, and the city as a whole to the larger region.

ROBERT STEUTEVILLE MAR. 7, 2024

Norwood is a small city of neighborhoods. An enclave surrounded by Cincinnati, Norwood has a “porch culture.” Residents hang out on their porches and greet their neighbors. However, traveling from porch to porch may be challenging, as the historically working-class city has four wards. Each ward is urban and densely populated but divided by 20th-century roadways crossing the city.

Many of Norwood’s former industrial jobs are gone. Still, the city could reinvent itself by connecting to new amenities—like the 34-mile CROWN (Cincinnati Riding or Walking Network) of multipurpose trails, which is currently being developed to link the region as a whole. The city of Norwood and the nonprofit Norwood Together asked CNU to co-sponsor a Legacy Project to boost health, quality of life, and the local economy. Stantec’s Urban Places led the citywide connectivity project for CNU. Legacy Projects leverage CNU’s planning and design expertise to impact the annual Congress’s host region long-term—CNU 32 will take place May 15-18 in Cincinnati.

## A Model for Expanding Walkable Urbanism

This Legacy Charrette report holds many lessons that are transferable to other communities wishing to create more walkable and bikeable routes for all.

Just as increased access to cars reshaped our communities after World War II, a new appreciation for moving beyond auto dependency to the ability to choose to walk and bike is central to enhancing neighborhood quality of life and public health—and to responding to changing housing market preferences. Competition to attract innovation jobs to our cities as well as the educated or creative workforce that supports these jobs are similarly aligned with walkable and bikeable neighborhoods that offer diverse housing choices for residents. National trends reveal that successful cities are growing their local and regional economy by prioritizing infrastructure and developments that promote walkable, bikeable communities and enhanced environmental responsibility.

The City of Norwood, entirely surrounded by the City of Cincinnati, has chosen this path. The City and Norwood Together reached out to The Congress for the New Urbanism (CNU) to hold a Legacy Charrette ahead of CNU’s 2024 Congress taking place in Cincinnati. The Congress [www.cnu.org/cnu32](http://www.cnu.org/cnu32) focused on unlocking obstacles to expanded pedestrian and bike connectivity within neighborhoods, between neighborhoods, and to the larger region. CNU in turn invited Stantec’s Urban Places to partner in leading an intensive, community-based, three-day charrette to develop a vision, goals, and strategies for a Connected Norwood.

### Why a “charrette”?

This well-established collaborative approach to planning brought diverse Norwood stakeholders, community leaders, public agency staff, other regional stakeholders, and residents together with nationally recognized planners and designers to envision and strategize transformative change.

### What is a Legacy Charrette?

Through its Legacy Projects, the Congress for the New Urbanism (CNU) recruits national design firms to work directly with local partners to create strategies that **empower** local leaders, advocates, and residents in communities to **implement** New Urbanist principles, **improve** residents’ access to services, employment, and retail on foot, and **stimulate** new investment without creating the conditions for displacement.

Legacy Projects leverage professional design assistance to execute projects within neighborhoods that have experienced decades of disinvestment, have majority minority populations, or have been overlooked by mainstream planning and investment strategies. These projects bring momentum and real strategies to neighborhoods in a way that values and taps into the lived experience of residents, facilitating engagement, discussion, problem-solving, and ultimately community support for change.

Each project is designed with a “start now” mentality, including implementation strategies that capitalize on momentum to view change on-the-ground in the very near-term. CNU Legacy Projects have an implementation rate of over 90% , shifting the narrative around planning and design in communities who often see professional, expensive plans shelved for decades.

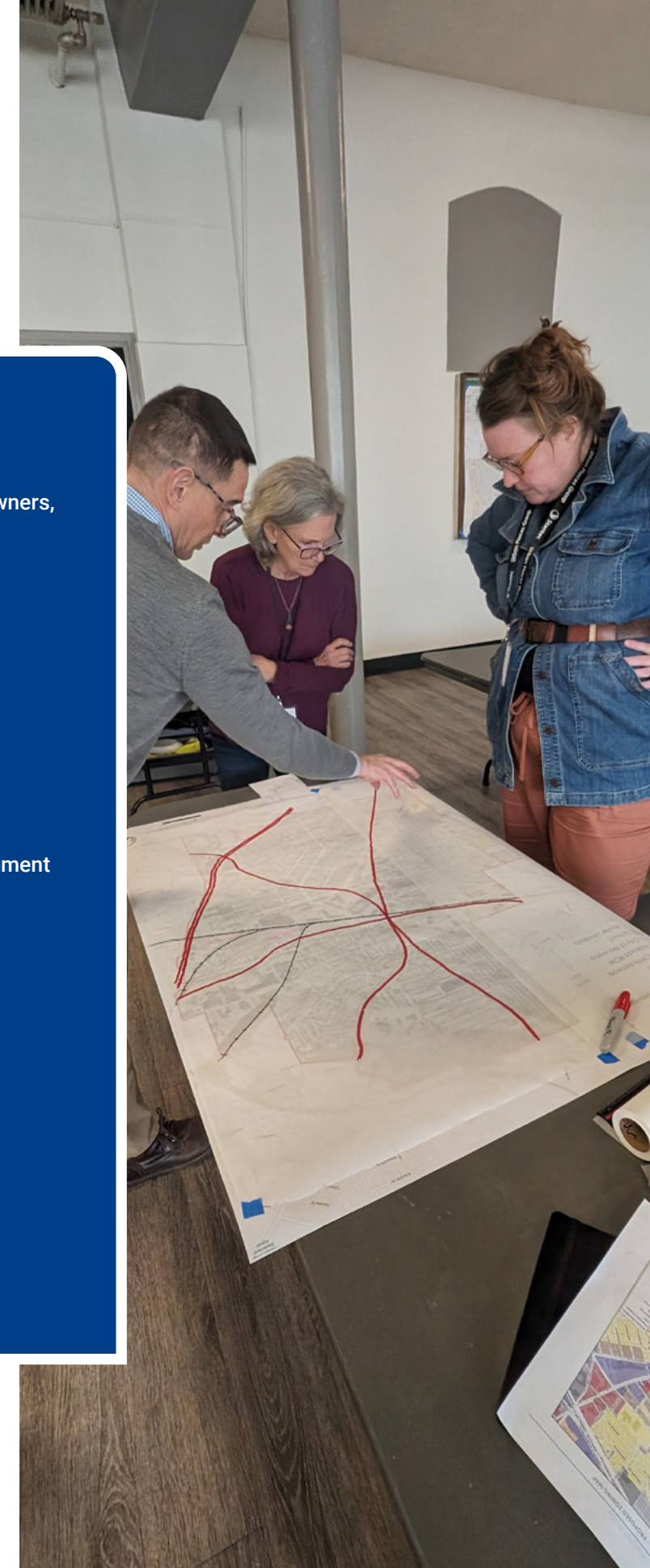


# SPONSORS



# CREDITS

- Residents, families, students, business owners, dog owners, children, and future leaders of Norwood who actively participated in this planning process
- Mayor Victor Schneider, City of Norwood
- Michal Skelly, City of Norwood
- Noah Powers, City of Norwood
- Michael Gabbard, City of Norwood
- Clint Zimmerman, City of Norwood
- Dennis McNamara, City of Norwood
- Mary C. Miller, Norwood Together
- Alisha Loch, Norwood Together
- Ron Mosby, Norwood Together
- Luke Ourednik, Hamilton County Planning and Development
- Andy Reser, OKI Regional Council of Governments
- Phil Armstrong, Videographer
- Brad Bowers, Tri State Trails
- Nick Lingenfelder, Factory 52
- Joe Klare, Norwood Cidery
- Pete Ventura, Ventura Builders Group
- David Dixon, Stantec – Stantec’s Urban Places
- Maggie Connor, Stantec – Stantec’s Urban Places
- Katy Shackelford, Stantec – Stantec’s Urban Places
- Timothy Tresohlavy, Stantec – Stantec’s Urban Places
- Jason Beske, Stantec – Stantec’s Urban Places
- Steve Shadix, Stantec – Stantec’s Urban Places
- CNU32 Local Host Committee
- Desiree Powell, CNU
- Margaret Gattis, CNU



## Norwood's Link into the Cincinnati CROWN regional trail system



The Wasson Way Trail, part of the 34-mile Cincinnati Riding or Walking Network (CROWN) Trail, shares a boundary with the City of Norwood, OH.

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- 02** Process
- 03** Mission and Overview
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- 06** Findings
- 07** Closing: Getting Started



## 01 INTRODUCTION TO THE CITY OF NORWOOD

Norwood is a proud and resilient post-industrial town, full of a diverse mix of residents who have been there for generations, as well as new residents who are just moving to the area. Young professionals, growing families, and empty-nesters work together to make this community our home.

Norwood, a three-square-mile enclave city surrounded by Cincinnati, is densely populated with 19,000 residents. We are a city of parks, sidewalks, and front porches. Walking the outdoors and greeting our neighbors is a way of life for this community.

We are proud of our diverse housing stock of grand Victorians, sturdy craftsmen, cozy bungalows, and multi-families including duplexes, triplexes, quadplexes, and apartments. Our school district with four elementary schools and a central middle and high school campus is completely walkable.

Our pre-world war infrastructure lends itself well to walkability, but our years of being an industrial town have reconfigured us to be more car-centric. We continue to work on restoring the pedestrian connectivity that once was to bring even more connection with our neighbors, between neighborhoods, and with the greater region.

*Example images of pedestrian treatments and unique local flavor.*





## 02 PROCESS

### How Norwood began working CNU

Preparation for CN32 in Cincinnati began in the summer of 2023, with the City of Norwood submitting its proposal to CNU's Legacy Charrette program centered on improving connectivity with community destinations. This request was fully supported by City leadership, including Mayor Victor Schneider, and partner Norwood Together (501(c)3). Norwood's submittal referenced significant barriers to mobility, such as the Norwood Lateral (SR 562), Montgomery Road (US 22), railroad corridors, Interstate 71, and topography constraints. The City's stated purpose is to **"plan for attractive, convenience, and safe routes for walking and biking"**, capitalizing on the momentum generated by the design charrette process, and **"use these concepts for more detailed, long-term planning, design, and engineering"** efforts after CNU32 is concluded.

### How the Charrette was organized

A smaller group of project advisors, comprised of several local and regional agencies, committed to several months of preparation for the Legacy Charrette process. Initiating in November 2023 this group outlined the goals and anticipated outcomes of this planning process, identified stakeholders to contribute data resources, historical context, feedback opportunities, and partnerships, as well as logistical needs for the charrette workspace, setup, schedule, and promotional needs on the city webpage, email lists, local business outreach, and social media posts.

The Stantec team was selected by CNU to facilitate the Legacy Charrette as an inclusive design process, aligning Norwood's stated objectives within an iterative, energetic, equitable, and collaborative event lasting three days.

### Outreach

Community outreach began with the launch of an online survey in January 2024 that specifically reached local business owners to gauge their perspectives and observations about customers who walk or bike. The potential for on-street parking conversion to bikeway facilities was initially believed to be a potential tradeoff,

and therefore likely to be a controversial topic for merchants. Feedback from the survey and in-person during the charrette was mixed, with a balance of both pro-parking, and pro-bicycle facilities. Both sides, however, prioritized safety for all users above all else.

A promotional flyer was also generated to share dates of the three-way Public Design Workshop event, which was posted to the city website, and broadly shared via email and social media with local stakeholders.



Promotional flyer shared with local stakeholders ahead of the three-day charrette.

### Charrette work process

The Norwood Community Center (1810 Courtland Ave) was selected as the public venue for this charrette, providing a large open space, with ADA access, audio-video equipment, and could be reached by walking, biking, or driving. Planning staff arrived on the morning of Tuesday February 20th, to open the design studio space, orient facilitators with support staff, and perform a field tour of the city, highlighted by the identification of mobility barriers, important corridors, and key connections with the Wasson Way Trail.

A series of focus group "listening sessions" were organized across all three days, providing an opportunity for the design team to hear about Norwood's strengths, weaknesses, opportunities, and threats (obstacles) directly from those who live, work, play, and love the city! Focus groups included a broad number of invitees that included city leadership and policy makers, City Council members,

community neighborhood representatives, local business owners and developers, regional trail partners, students from Xavier and University of Cincinnati, as well as children from the Azalea Montessori Elementary Nature School.

The design studio was open to the public between 8 am and 5 pm each day for interested citizens who wanted to hear more about the process, or could not attend either of the evening 'report out' events.

- Wednesday (2/21) evening report out presentation included early observations and identified the key themes that were learned from attendees.
- Thursday (2/22) evening report out was dubbed the Public Open House, where the team presented more refined takeaways and conceptual designs for the Connect Norwood framework plan.

## DAY 1

### TUESDAY - FEB 20 - 2024

- 10:00 am - 12:00 pm // Set Up Design Studio
- 1:00 pm - 2:30 pm // Listening Session #1 - Policy Makers / Town Council
- 3:00 pm - 4:30 pm // Listening Session #2 - Community Neighborhoods A - North Group

## DAY 2

### WEDNESDAY - FEB 21 - 2024

- 8:00 am - 12:00 pm // Open Design Studio
- 10:00 am - 11:30 am // Listening Session #3 - Community Neighborhoods B - South Group
- 1:00 pm - 5:00 pm // Open Design Studio
- 3:00 pm - 4:30 pm // Listening Session #4 - Business Owners
- 5:00 pm - 7:00 pm // Public Report Out (themes)

## DAY 3

### THURSDAY - FEB 22 - 2024

- 8:00 am - 12:00 pm // Open Design Studio
- 8:00 am - 9:30 am // Client Directions Meeting
- 10:00 am - 11:30 am // Listening Session #5 - Youth
- 5:00 pm - 7:00 pm // Public Open House (takeaways)



## 03 MISSION & OVERVIEW

### Context

Extension of the Wasson Way Trail to the City of Norwood OH has unlocked direct access to an increasingly robust regional trail system—the “CROWN” (Cincinnati Riding or Walking Network). Inspired by a new opportunity to reach the region’s wealth of arts, performance, educational, recreational, economic and similar resources by foot or on a bike, the Norwood community asked CNU for assistance in unlocking similar opportunities across their own community.

Construction of the “Norwood Lateral”—a three-mile east/west expressway that connects Interstate highways I-75 with I-71—as well as increasing vehicular traffic along north/south Montgomery Road (US 22) that transformed this community “Main Street” into a major arterial roadway—had divided the city into four distinct quadrants (Wards). In turn, increased vehicular traffic generated by the convenience of these major roadways influenced development choices for many years that further isolated neighbors and neighborhoods.

CNU partnered with the City of Norwood, Norwood Together (a community organization focused on “equitable economic and community development”), and Stantec’s Urban Places to hold a Legacy Charrette focused on overcoming these barriers to enhance pedestrian and bike connectivity across this “city of porches.”

The next two pages summarize the Charrette’s findings—and describe a new era of opportunity for reconnecting this diverse community to itself—and to the larger Cincinnati region.

### Mission

Known for many years as a working-class community, Norwood’s economy and community life had long centered around a General Motors plant that opened in 1923 and at one time employed more than 6,000 workers. The first Camaro rolled off its production lines in 1967. When the plant closed in 1987 it still represented almost one-third of the city’s tax base. More recently the city has drawn a new generation of residents, attracted by convenient access to the larger region, traditional housing and relative affordability. Long-term and newer residents alike joined together to express strong interest in reinvigorating degraded pedestrian and bike connectivity as an essential step toward shaping the future of their shared community.

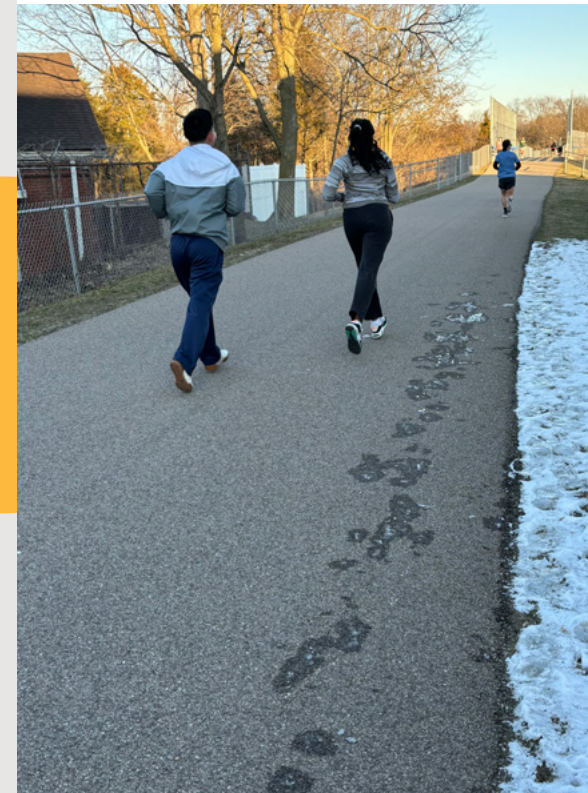
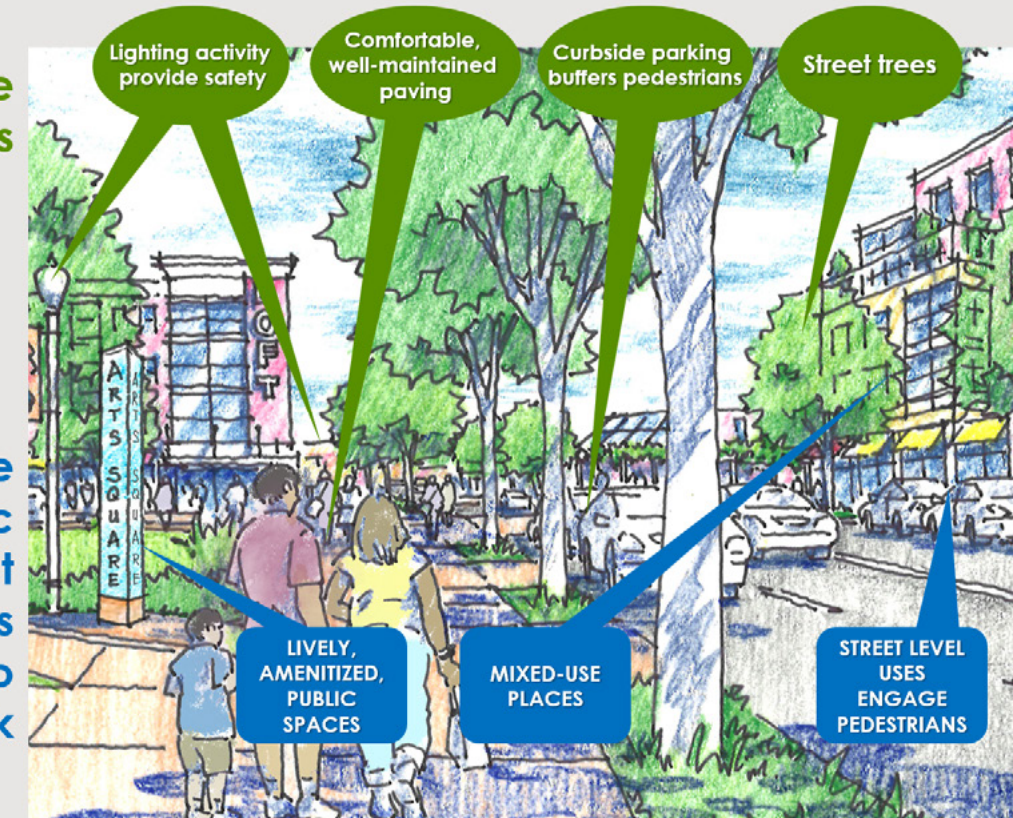
Norwood reached out to CNU with a clear mission in mind:

As a critical step toward enhancing mobility, livability, economic opportunity, and equity and inclusivity—for everyone in Norwood: *Develop an urban framework that reconnects Norwood’s neighbors and neighborhoods to each other via enhanced pedestrian and bike connectivity and expands the Norwood community’s pedestrian and bike access to the full spectrum of educational, cultural, economic, and other destinations across the larger Cincinnati region.*

Places that invite people to walk because they offer amenities, comfort, convenience, and safety

The Basics

The Magic that invites people to walk







## 04 SETTING THE STAGE

### How did we get here?

The Lateral Expressway and increasingly heavy traffic on Montgomery Road has divided their community, and inspired by access that the extended Wasson Way Trail offered to the Cincinnati region's 78 miles of riding and walking trails, leaders from across the Norwood community came together to call for restoring the walkability and bikeability that had once characterized their traditional neighborhoods and provided access to schools, shopping, friends, parks, libraries, and similar destinations.

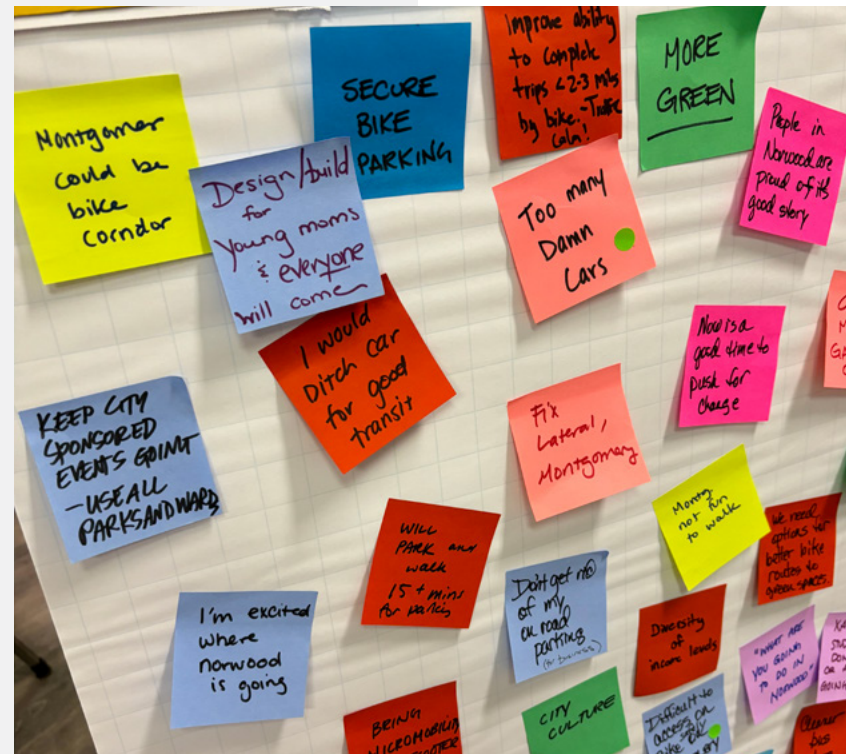
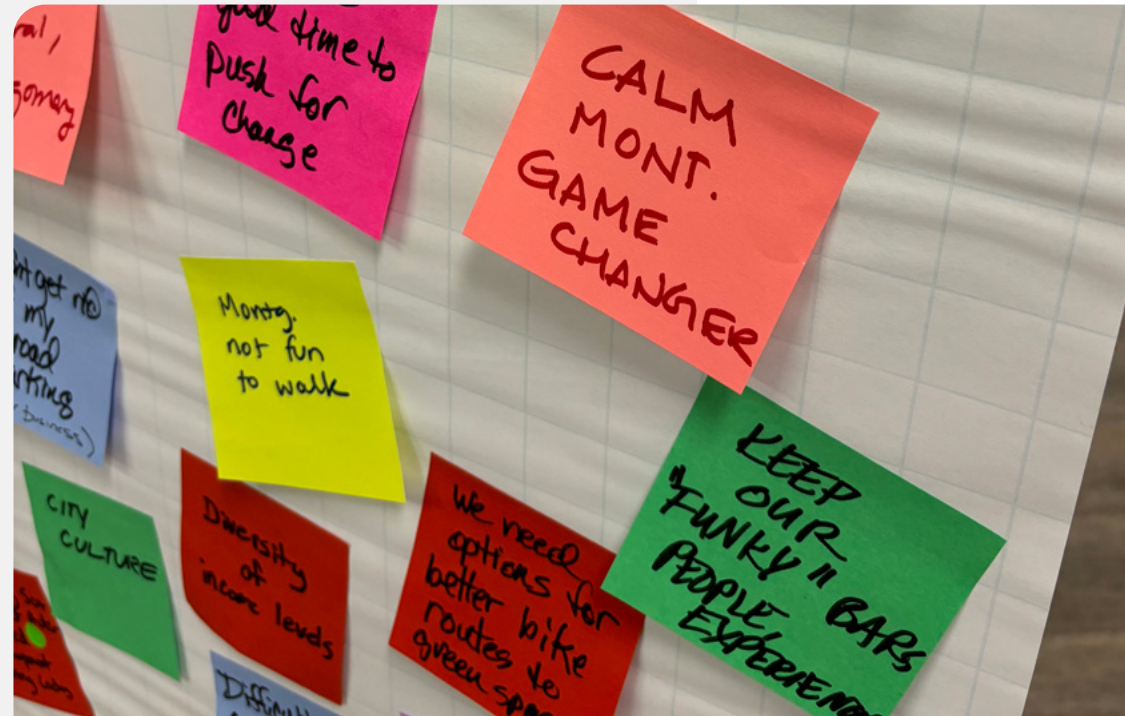
Norwood is ready to overcome its 20th century obstacles to 21st century pedestrian and bike connectivity.

### What we heard?

Stakeholders consistently voiced strong interest in overcoming obstacles to pedestrian and bike connectivity. Of particular interest, parents and educators pointed to the benefits of enhanced access for students not only to their local schools, but also to Xavier University, the University of Cincinnati, and a wealth of regional arts, cultural, and recreation destinations. Many stakeholders desired safe and convenient access to local businesses and to fill vacant neighborhood storefronts.

### Technical analysis.

Conceptual planning and design identified a series of multimodal connectivity improvements that meet basic thresholds for feasibility, safety improvement, and cost effectiveness.



## Strengths and/or obstacles to mobility



**Sample of the feedback we received from this planning process and focus group discussions**

**National trends are shaping the future of communities**

A perfect storm of trends that shape our communities underscores the community-building value of walkable and bikeable places. Demographic changes are generating the strongest demand for traditional urban neighborhoods since World War II. A growing shortage of the “knowledge” workers who fuel economic growth and prefer to live and work in these traditional urban neighborhoods is making these places central to regional economic development strategies. Meanwhile, reversing sprawl to focus growth inward toward existing neighborhoods is essential to reduce auto-dependency and greenhouse gas emissions that contribute to climate change. Electric vehicles (EVs) are currently gaining market share, and over the next 15 to 25 years, the advent of connected and then autonomous mobility will strongly favor compact communities that support shared mobility rather than owned.

**Demographic opportunity: housing demand is heading toward walkable, bikeable communities.** For decades, households with children dominated US housing markets, fueling a flight to single family houses in suburbs. Today and going forward, demographic trends support a return to more traditional city living. The share of new households without kids is growing faster than traditional family households. According to Harvard’s Joint Center for Housing Studies, this group is projected to constitute roughly 80% or more of all net new households over the next two decades—these households will dominate the housing market, which in turn constitutes two-thirds of North America’s real estate economy. In place of large backyards and convenient auto access to highways, these households prefer living in close knit traditional neighborhoods with convenient walkable, bikeable access to shops, parks, services, and amenities like local eateries. Their peer households with kids are also increasingly choosing these same neighborhoods that offer the opportunity to walk and bike to school or extracurricular activities.

**Economic imperative: economic growth is heading toward regions with robust walkable, bikeable communities.** Today and for the foreseeable future, roughly nine out of ten net new jobs will require some higher education. Yet, like the rest of the developed world, an aging US population faces a growing labor shortage. Today and going forward, jobs and investment increasingly follow educated and creative workers to the places where they want to live and work. These workers overwhelmingly choose cities and regions that offer them walkable, bikeable alternatives to auto-dependence. And they generate economic benefits across the education and skills spectrum. The Economic Policy Institute reports knowledge and innovation jobs provide higher “job multipliers” than traditional industries. The City of Buffalo projects that each additional knowledge industry job generates five additional jobs—often in industries that are losing jobs.

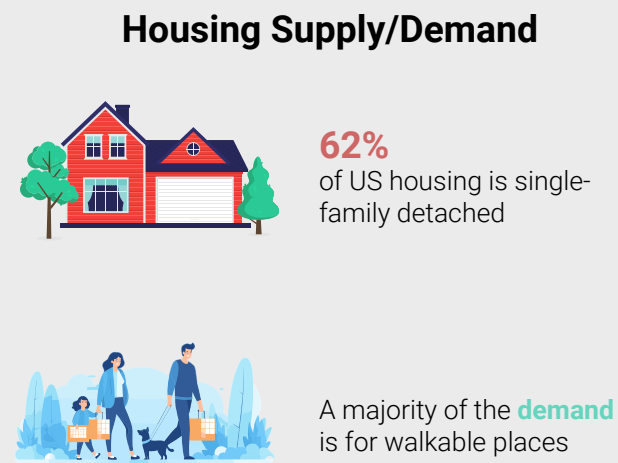
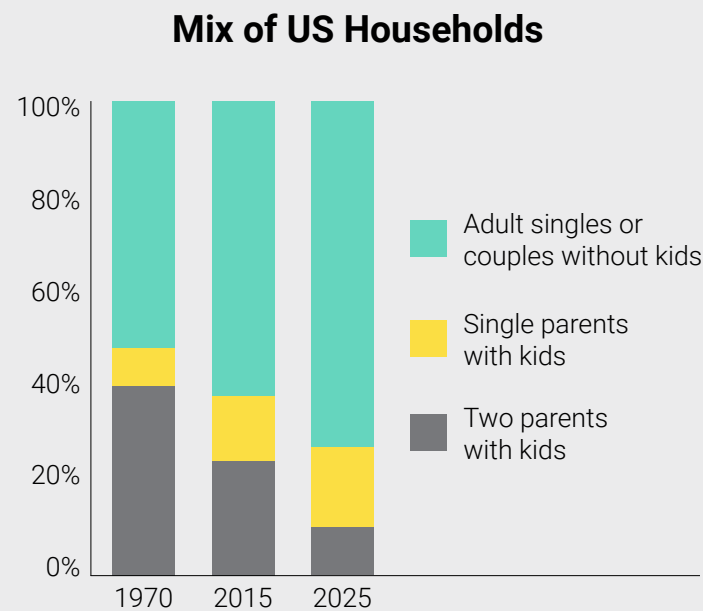
Note that the increasing appeal of the city’s traditional neighborhoods and housing stock, combined with the

introduction of mixed-use development, like Factory 52, are already drawing innovation jobs and investment to Norwood. Enhancing livability and pedestrian and bike connectivity across Norwood—and to these new businesses—will support their growth and attract similar innovation jobs and investment.

**Mobility innovations and climate change are reinforcing forces “driven” by demographic and economic changes.**

The American automobile fleet turns over roughly every 15 years. Over the next two decades, the capability of “connected vehicles” with the technology to coordinate with traffic signal infrastructure and other vehicles, followed by self-driving autonomous vehicles, will significantly enhance the convenience and lower the cost of shared mobility for denser, mixed-use communities, like Norwood, that offer a critical mass of riders and destinations. According to the American Automobile Association (AAA) it costs roughly \$10k-15k per year to own, insure, and operate a private automobile. Living in a walkable, bikeable neighborhood that also supports shared mobility will not only enhance quality of life but also cut annual mobility costs—in effect creating a subsidy that could exceed \$5k per year to live in a walkable, bikeable neighborhood. And reducing auto dependence represents the most effective step every region can take toward enhanced environmental responsibility to counteract climate change.

**Full stop: a note about equity and inclusion.** All of these trends flash significant warning signs for an acceleration of displacement (i.e., gentrification) already occurring in traditional urban neighborhoods across North America. As the popularity of urban living has soared, so has suburban poverty. Since 2000, the number of households living at or below the poverty line in suburbs has already increased by more than 60% as lower income households are displaced from traditional urban neighborhoods and downtowns. Norwood and other communities will need to balance improved walkability and bikeability, which increases quality of life and therefor market demand for their neighborhoods, with more robust affordable housing, workforce readiness and training, and disadvantaged business initiatives to ensure that enhanced walkability and bikeability benefits the full Norwood community.

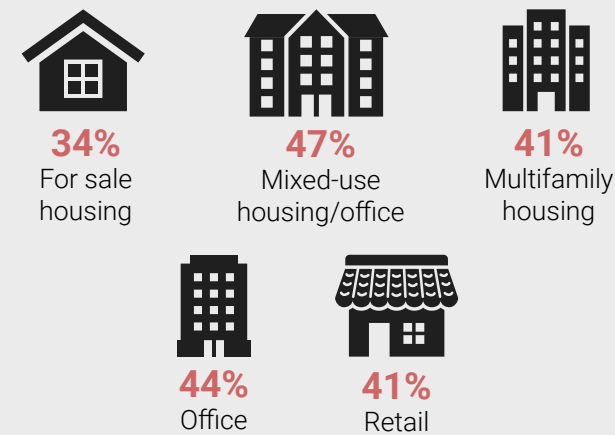


**Paying more to drive less**

What Americans really want out of a neighborhood, wherever it is

**Value premium (\$/SF) for locating in mixed-use, walkable/bikeable places**

(35 largest US metros as of 2021)



Source: Data from Smart Growth America, 2024

**Key destinations and barriers to mobility**

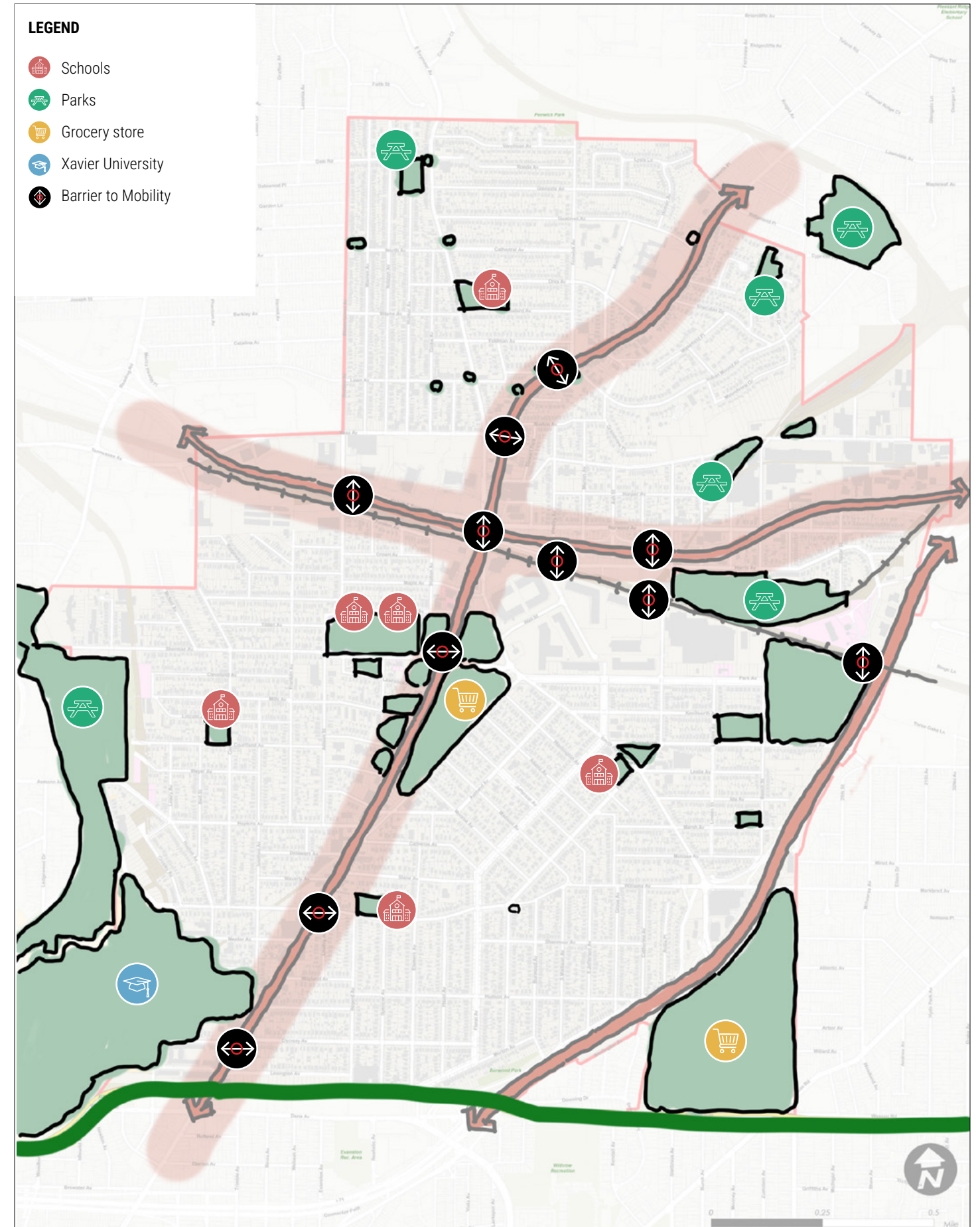
This plan emphasizes multimodal connections with the destinations that Norwood residents visit most often, beginning with city parks, schools, grocery stores, or the Wasson Way Trail. With help from our partners and charrette attendees, we were able to map most of these destinations in parallel with significant barriers to mobility. Major highways divide Norwood into four distinct districts (wards). The Norwood Lateral (SR 562), Montgomery Road (US 22), and the railroad tracks, in particular, serve as physical and psychological barriers that limit the walkability and bikeability. The I-71 corridor along the eastern edge of Norwood represents another barrier that divides the City of Cincinnati, in addition to topography constraints that limit walkability.

Working collaboratively with those who cross these barriers on a daily basis was critically important to identify these significant crossing locations, where potential improvements for visibility, safety, speed reduction, or similar investments infrastructure may yield the most benefit.



**Challenges or barriers to making key connections destinations**

- A** Norwood Lateral expressway: sunken, only 4 crossing locations
- B** Railroad corridor parallel to Norwood Lateral, with overhead transmission lines
- C** Montgomery Road (US 22): vehicle-oriented, skewed intersections, lacking pedestrian treatments
- D** I-71: eastern edge barrier
- E** Topography: western and northern edges





## 05 VISION AND CORE GOALS

**Vision:** Transform Norwood into a fully walkable and bikeable community that connects people to each other and the places they want and need to go

### Goals:

#### 01

**CONNECT NEIGHBORS** with inviting, tree shaded sidewalks and an extensive network of safe and convenient bike routes along our low-speed, low-volume residential streets.

#### 02

##### CONNECT NEIGHBORHOODS...

**a.** Over the next ten years by overcoming the current connectivity challenges posed by the Norwood Lateral Expressway and Montgomery Road's transition from a local Main Street into a regional arterial.

**b.** Over the longer-term by reclaiming these barriers as integral mobility infrastructure appropriate for a traditional "city of porches"— reclaim Montgomery Road as the community's Main Street, and transform The Lateral into an urban walkable and bikeable tree-lined boulevard.

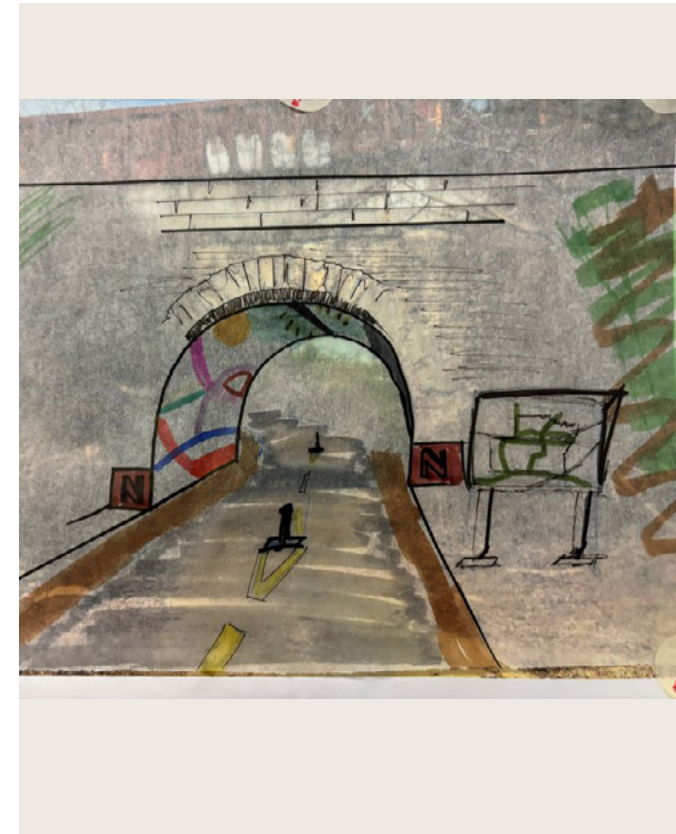
#### 03

**CONNECT NORWOOD** with the region via the Wasson Way Trail, and improving our current sidewalks and bikeways.



EXISTING HARRIS AVE TUNNEL

## In the near-term.....



INITIAL CONCEPT SKETCH FROM CHARRETTE PROCESS



PROPOSED HARRIS AVE TUNNEL

## In the near-term.....




EXISTING LEXINGTON AVE AT WASSON WAY TRAIL



INITIAL CONCEPT SKETCH FROM CHARRETTE PROCESS.



PROPOSED LEXINGTON AVE AT WASSON WAY TRAIL

 POTENTIAL DEMONSTRATION PROJECT FOR SS4A PLANNING GRANT

# Thinking about the longer-term.....



**EXISTING MONTGOMERY ROAD**



**POTENTIAL MONTGOMERY ROAD CONCEPT - OPTION 1 - RETAIN 4-LANES**



**POTENTIAL MONTGOMERY ROAD CONCEPT - OPTION 2 - REDUCE TO 3-LANES**

Montgomery Road (US 22) is owned and maintained by Ohio DOT, meaning that the City of Norwood would have to work collaboratively with the State of Ohio, and adjacent property owners on any plan to reportion this important corridor.

Relaunch the Pike (2021) - Montgomery Road Redevelopment Plan is an initial, feasibility study review of this corridor, and provided a valuable starting point for these concepts.

## Example of Main Street transformation, Columbus, OH



The High Street corridor has been redesigned as a bus-rapid transit (BRT) main street, that balances all modes of travel. Gateway elements to slow vehicles, three vehicle lanes, bicycle facilities, expanded sidewalks, bus shelters, loading zones, curb extensions, and safe pedestrian crossings. Image Credit: [https://commons.wikimedia.org/wiki/File:Columbus,\\_Ohio\\_JJ\\_77a.jpg#/media/File:Columbus,\\_Ohio\\_JJ\\_77a.jpg](https://commons.wikimedia.org/wiki/File:Columbus,_Ohio_JJ_77a.jpg#/media/File:Columbus,_Ohio_JJ_77a.jpg)



Columbus OH's High Street cap represents a light weight, less expensive, approach to decking over a highway to create pedestrian and bike continuity along a signature community "Main Street"—and an example of a longer-term goal for Montgomery Rd.



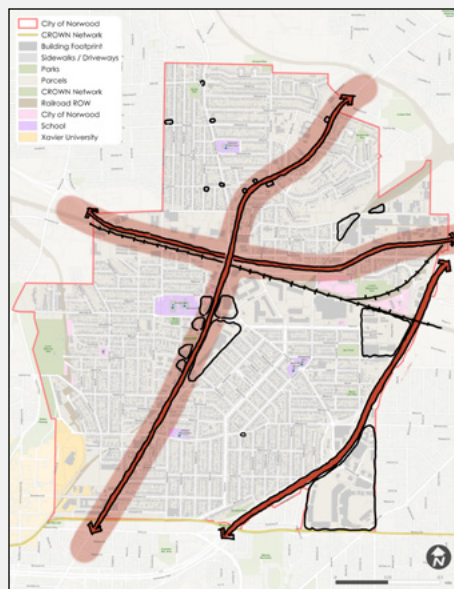
# 06 FINDINGS

## Opportunities and challenges

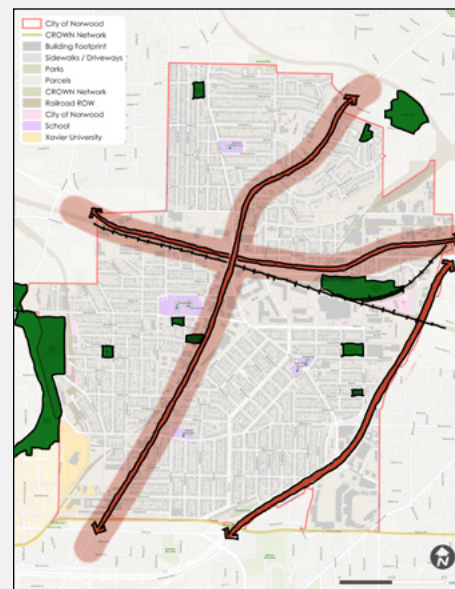
With a vision and goals identified, the project team looked for opportunity areas with the greatest potential for catalytic change. Often the initial first step begins with addressing the 'weakest link' that could initiate momentum for redevelopment. Physical barriers like major roadways and railroad corridors were found to be geographically aligned with several local business center and/or employment destinations. City parks and schools were similarly identified, though located more proximate to residential neighborhoods than along significant barriers.



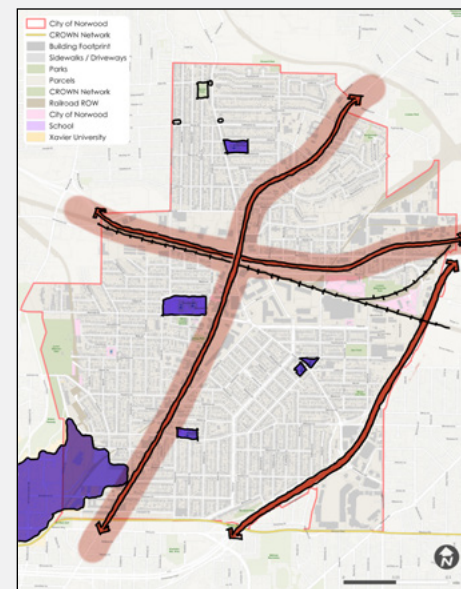
Barriers to mobility



Business and employment centers



Local parks and open spaces



Norwood schools and XU



At-grade railroad crossing is challenging for pedestrians, and largely unmarked.



Missing ADA curb ramp to the sidewalk.



Section Avenue bridge has narrow sidewalks and wide car lanes, without bicycle treatments.



Unmarked and very wide pedestrian crossings.

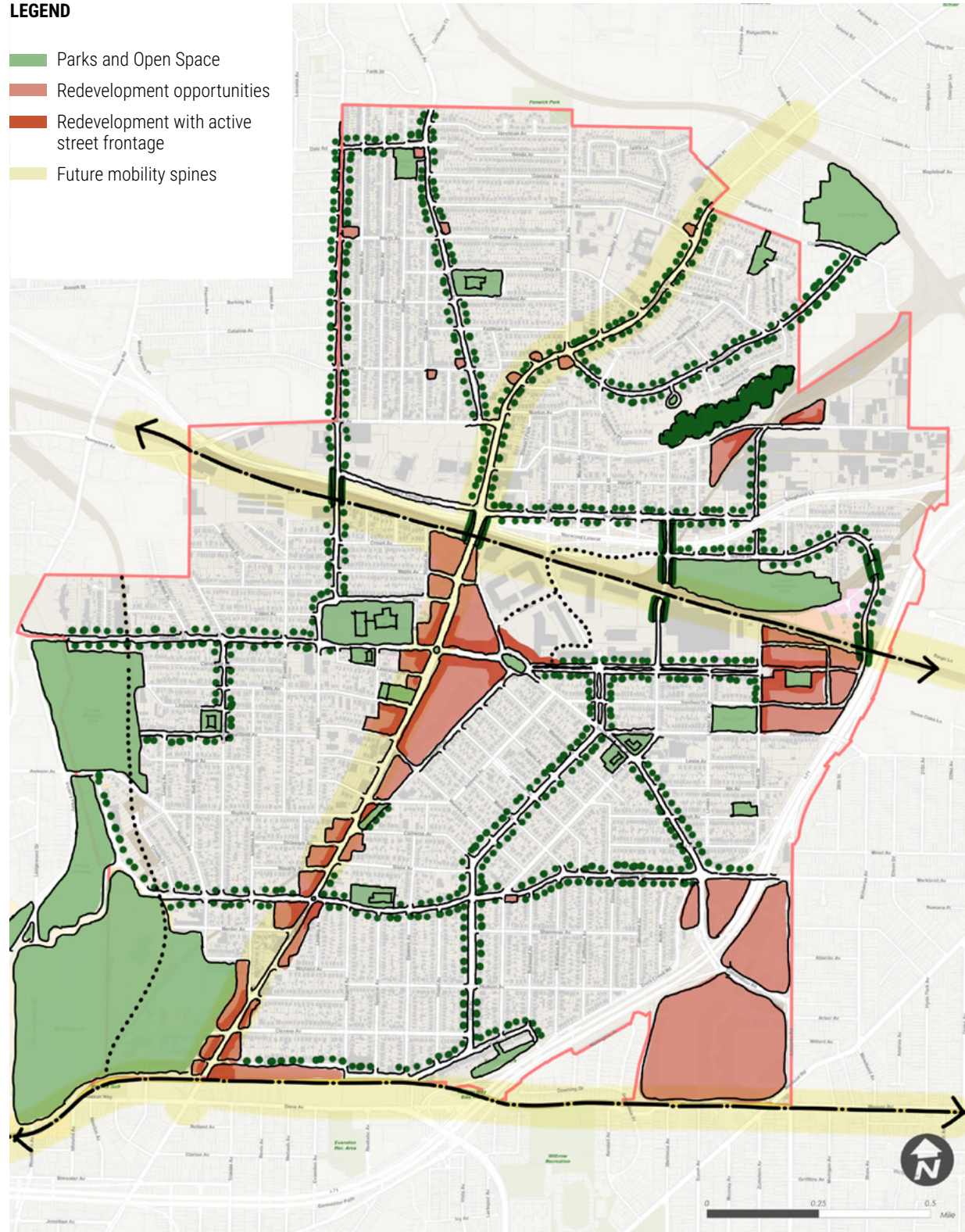


## Framework

Our planning and design team used this combination of challenges and opportunity areas to identify corridors of importance, significant crossings of physical barriers, and refine a general framework for enhancing mobility. This framework was formalized in a single diagram that was shared and described during the Legacy Charrette closing workshop.

### LEGEND

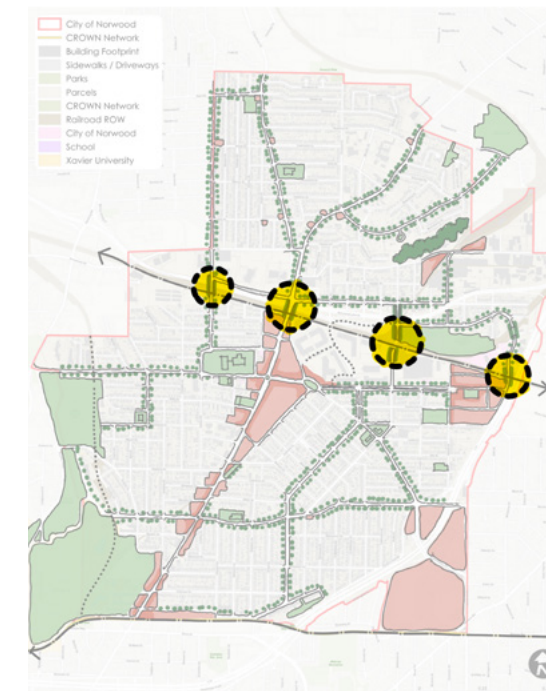
- Parks and Open Space
- Redevelopment opportunities
- Redevelopment with active street frontage
- Future mobility spines



Conceptual framework plan for Connect Norwood

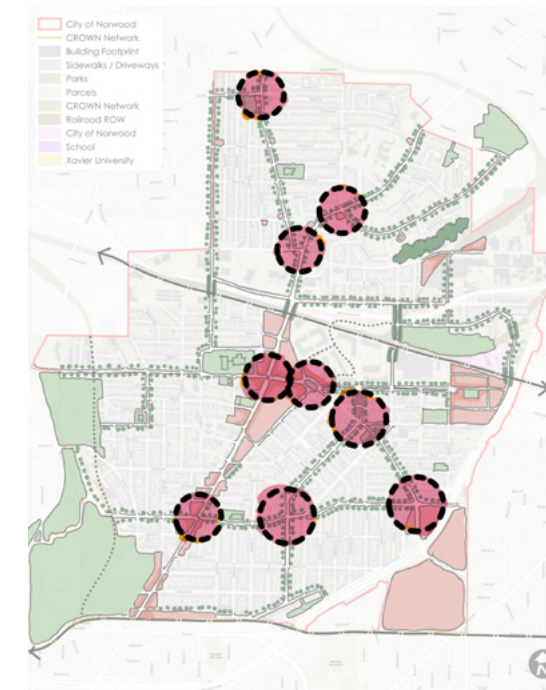
## Improvement projects

The elements of a function multi-modal network include the following:



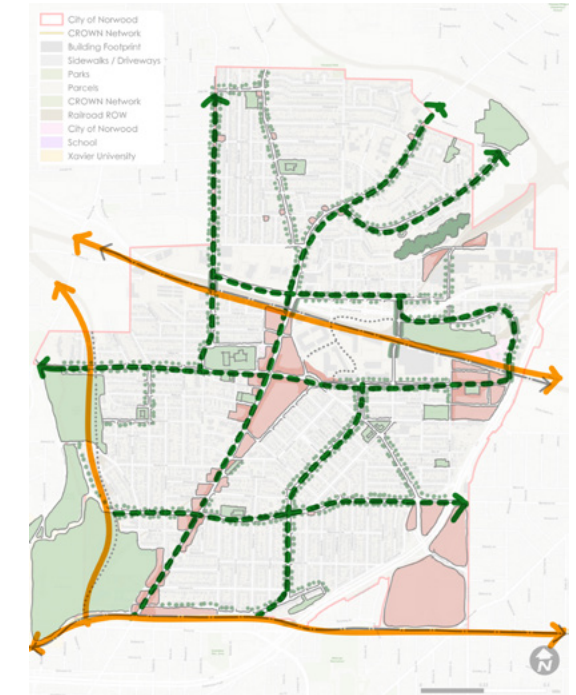
### CROSSINGS

Locations where significant barriers or deterrents to walking and biking exist that must be overcome through strategic effort and/or investment.



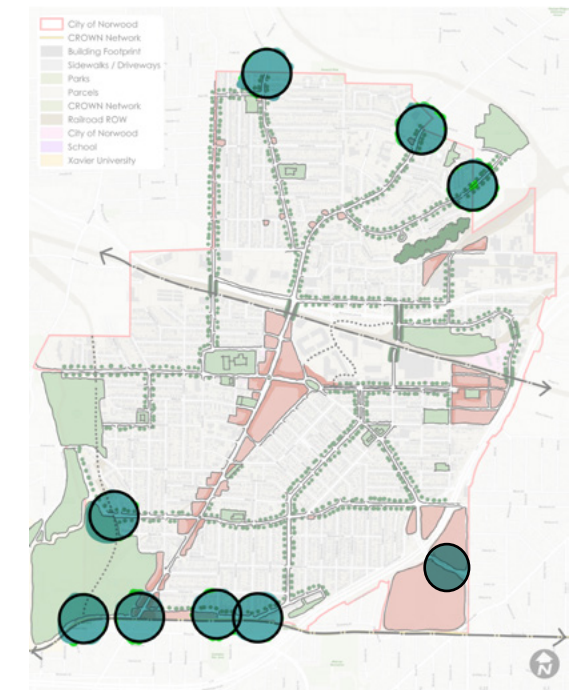
### INTERSECTIONS

Locations where conflicts between walkers, bikers, and automobiles make the space unsafe or complicated to use.



### CORRIDORS

Corridors are designated as important pathways necessary to provide safe and protected space for people to walk and bike. The corridor enhancements identified are necessary to create important links to and through the community and provide access to vital destinations.

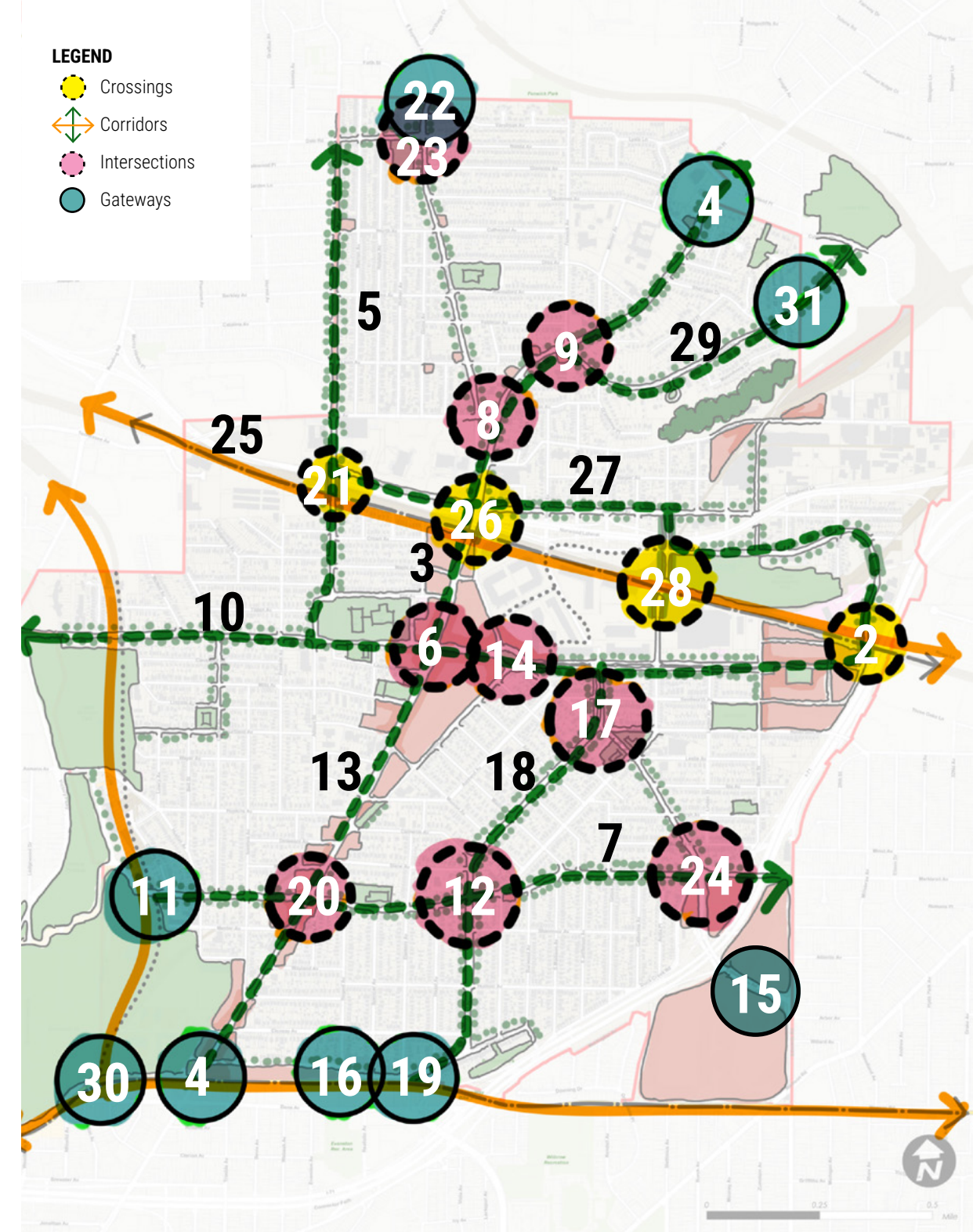


### GATEWAY

Strategic locations where a walker or biker transitions into or out of Norwood. These spaces should be inviting and safe, intuitive to understand, and representative of Norwood's distinct sense of place.

**Table of individual projects, by category. Numbers align with map of projects.**

Project No.	Project Location	Project Type	Brief Description
1	Floral Avenue / Morton Avenue	Corridor	Improve pedestrian safety and connectivity at Wasson Way Trail entrance
2	Harris Underpass	Crossing	Enhance visibility, lighting, and safety for non-motorized travel through railroad tunnel
3	Montgomery Rd near Lateral	Corridor	Consider redevelopment potential and enhanced bridge / deck options to cross the Norwood Lateral
4	Montgomery at North/South ends of Norwood	Gateway	Enhance entry/exit of City with gateway treatment to slow vehicles speeds
5	Section Avenue	Corridor	Improve pedestrian and bicycle facilities along corridor and at intersections
6	Sherman @ Montgomery	Intersection	Improve pedestrian and bicycle safety at signalized intersection
7	Williams Avenue	Corridor	Improve pedestrian and bicycle facilities along corridor and at intersections
8	Montgomery @ Ross	Intersection	Improve pedestrian and bicycle safety at signalized intersection
9	Indian Mounds @ Montgomery @ Fenwick	Intersection	Improve pedestrian safety and connectivity at non-signalized crossing
10	Sherman Avenue / Park Avenue	Corridor	Enhance streetscape and non-motorized facilities along this east-west corridor
11	Millcrest Park	Gateway	Enhance entry/exit of City and Millcrest Park with gateway treatment
12	Williams @ Floral	Intersection	Enhance signalized intersection crossing for pedestrians and bicyclists
13	Montgomery Road	Corridor	Consider road diet to 3-lanes, and enhance streetscape for Norwood's Main Street corridor
14	Sherman @ Park @ Smith	Intersection	Improve pedestrian safety and connectivity at these non-traditional signalized intersections
15	Smith @ Rockwood	Gateway	Enhance entry/exit of City and Rockwood Shopping Center with gateway treatment to slow vehicle speeds
16	Regent Ave	Gateway	Enhance entry/exit of City with gateway treatment at Wasson Way Trail
17	Smith @ Floral	Intersection	Improve pedestrian crossing and visibility at signalized intersection
18	Floral (N/S)	Corridor	Improve pedestrian streetscape, crossings, and slow vehicle speeds along this corridor
19	Lexington @ Wasson Way Trail	Gateway	Enhance entry/exit of City with gateway treatment at Wasson Way Trail
20	Williams and Montgomery	Intersection	Improve geometry of intersection, visibility, and pedestrian crossing at signalized intersection
21	Section Bridge	Crossing	Improve safety and connectivity across bridge over Norwood Lateral
22	Carthage Entry	Gateway	Enhance entry/exit of City with gateway treatment to slow vehicles speeds
23	Dale @ Carthage	Intersection	Improve pedestrian safety at non-signalized intersection
24	Smith @ Williams	Intersection	Improve safety and pedestrian facilities at signalized intersection
25	Rails with Trails	Corridor	Seek funding opportunity for Rails-with-Trails alongside existing railroad corridor
26	Montgomery Bridge	Crossing	Improve safety and connectivity across bridge and signalized intersections
27	Norwood Ave / Harris Ave / Sanker Blvd	Corridor	Enhance pedestrian accessibility along these east-west corridors
28	Forest Underpass	Crossing	Improve non-motorized accessibility and safety under railroad bridge, and over Norwood Lateral
29	Indian Mound Avenue	Corridor	Enhance pedestrian accessibility along this corridor and at intersections
30	Xavier University	Gateway	Enhance entry/exit of City with gateway treatment along new alignment of Wasson Way Trail
31	Indian Mount to Linder	Gateway	Enhance entry/exit of City with gateway treatment to slow vehicles speeds



**Individual projects, by category, for implementation strategy and prioritization.**

### Implementation strategies

To help Norwood focus on those strategies that will maximize their time and resources, it is helpful to prioritize along two dimensions: degree of potential impact (benefit) and feasibility of implementation (constructability). Considerations of impact are intuitive and straightforward: how big is the effect we expect from this initiative? To assess feasibility requires a clear understanding of the practical pathways for making the project happen. We must consider the following questions:

- How are we going to pay for this investment?
- Are we capable of doing this work? If not, are there others who are willing to help us?
- Would the public support this project?
- Are there people who would champion this work in the face of obstacles?

It's important to know that "Not feasible" can sometimes be code for "not how we do things" or "too much effort." Don't be afraid to take bold steps to try new things, especially when the project can be transformational for the community.

#### Low Impact, High Feasibility: Quick Wins

11	Millcrest Park – Gateway
12	Williams @ Floral - Intersection
16	Regent Ave – Gateway
18	Floral (N/S) – Corridor
19	Lexington @ Wasson Way Trail - Gateway
22	Carthage Entry – Gateway
30	Xavier University – Gateway

#### Low Impact, Low Feasibility: Momentum Builders

21	Section Bridge – Crossing
23	Dale @ Carthage – Intersection
24	Smith @ Williams – Intersection
26	Montgomery Bridge – Crossing
27	Norwood Ave / Harris Ave / Sanker Blvd - Corridor
28	Forest Underpass – Crossing

The project team conducted an impact and feasibility evaluation of projects and divided the projects into four categories. These categories were then used to inform the action phasing.

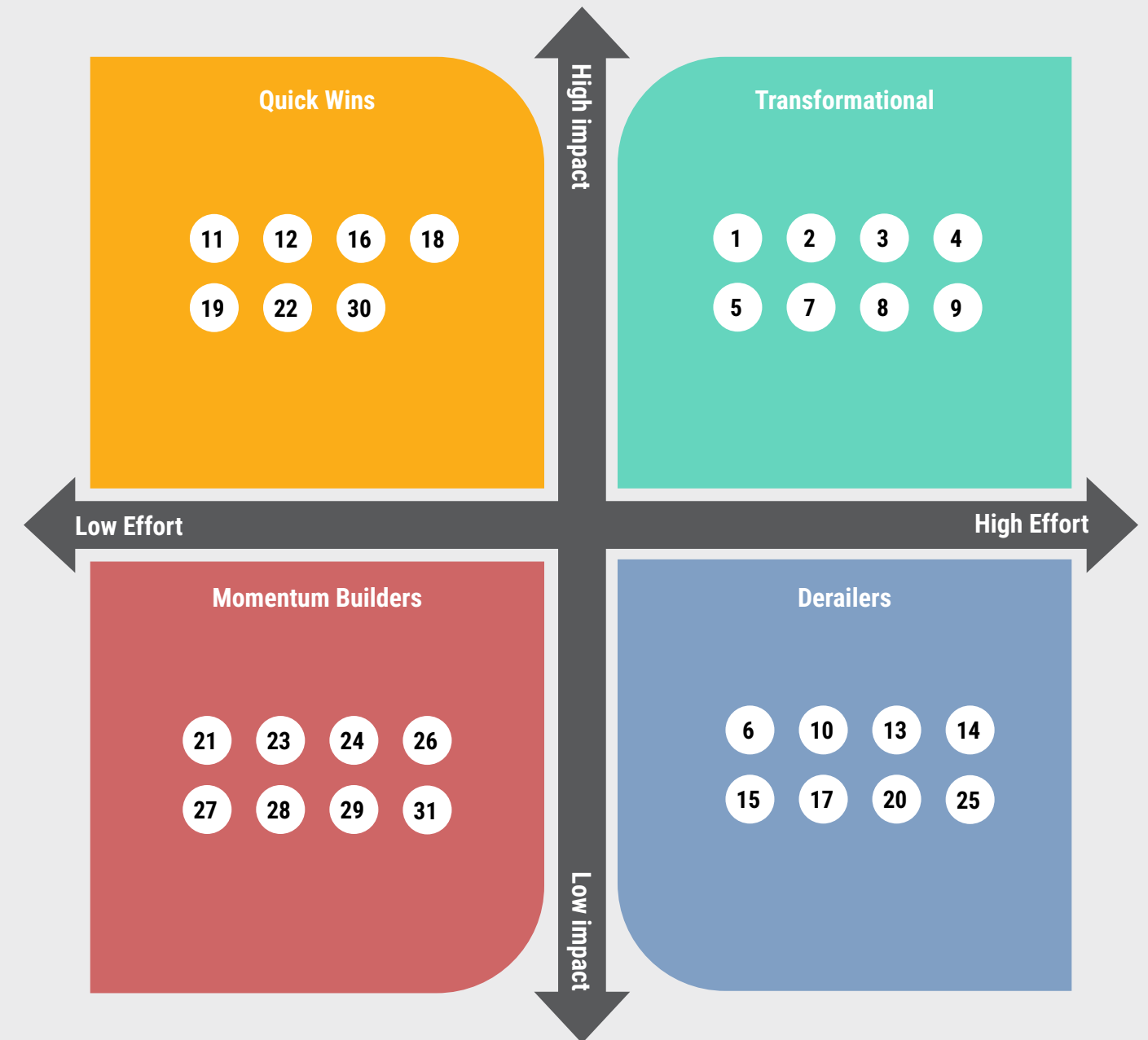
- **Transformational** Projects are those that are the best use of time and resources and the most likely to produce significant results toward the project's goals.
- **Quick Wins** are projects that are relatively easy to accomplish but may have little impact. These are great project to help build or maintain support while larger scale or more transformative projects are being pursued.
- **Momentum Builders** tend to be smaller less impactful projects that can be pursued incrementally and only when excess time and resources become available.
- **Derailers** are projects that have the potential to be game changers, but often consume a lot of time, energy, attention, and resources and in some cases can be contentious or controversial. Projects in this category should be taken on with ample resources and robust community outreach.

#### High Impact, High Feasibility: Transformational

1	Floral Avenue / Morton Avenue - Corridor
2	Harris Underpass – Crossing
3	Montgomery Rd near Lateral – Corridor
4	Montgomery at North/South ends of Norwood – Gateway
5	Section Avenue – Corridor
7	Williams Avenue – Corridor
8	Montgomery @ Ross – Intersection
9	Indian Mounds @ Montgomery @ Fenwick - Intersection

#### High Impact, Low Feasibility: Derailers

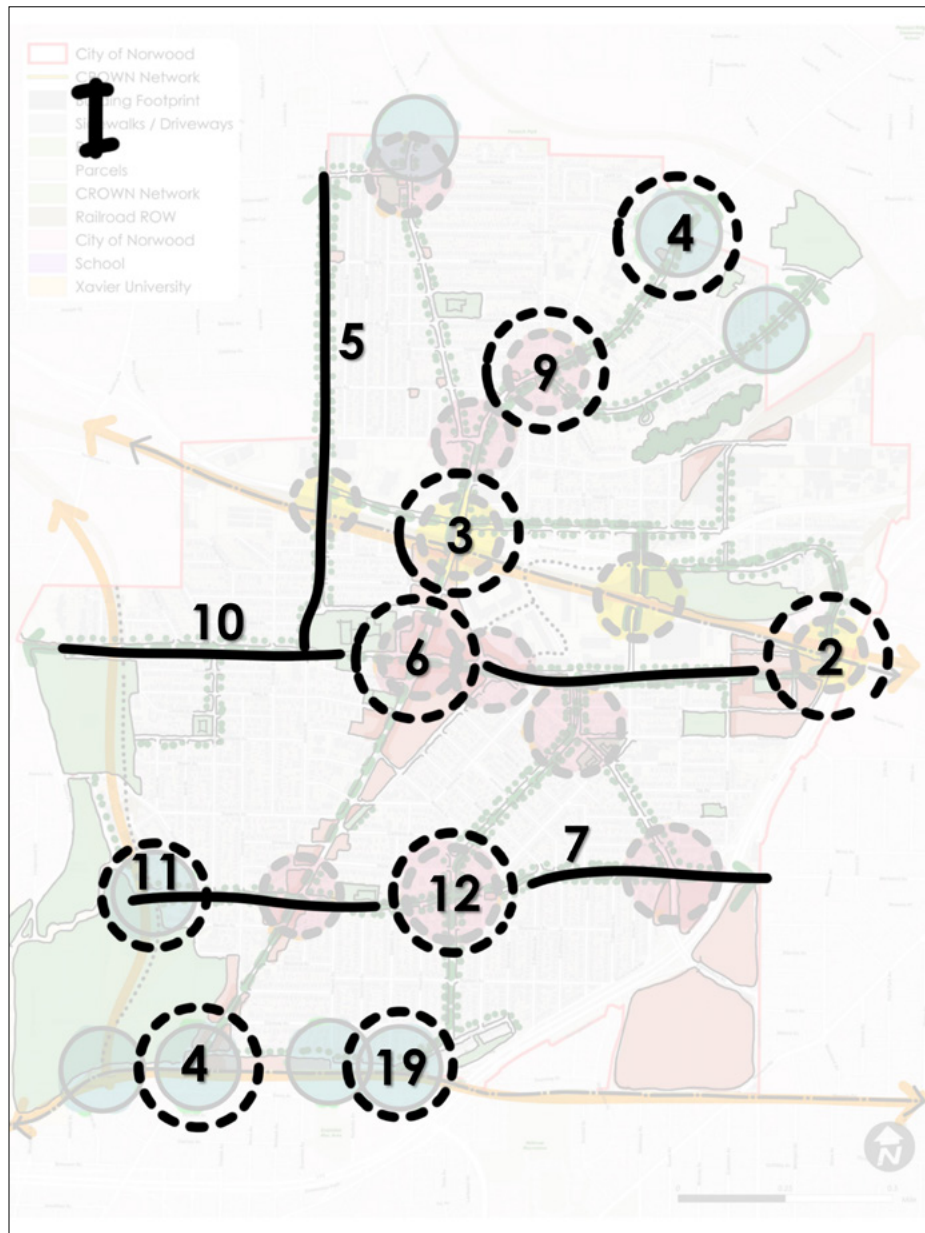
6	Sherman @ Montgomery – Intersection
10	Sherman Avenue / Park Avenue – Corridor
13	Montgomery Road – Corridor
14	Sherman @ Park @ Smith - Intersection
15	Smith @ Rockwood – Gateway
17	Smith @ Floral - Intersection



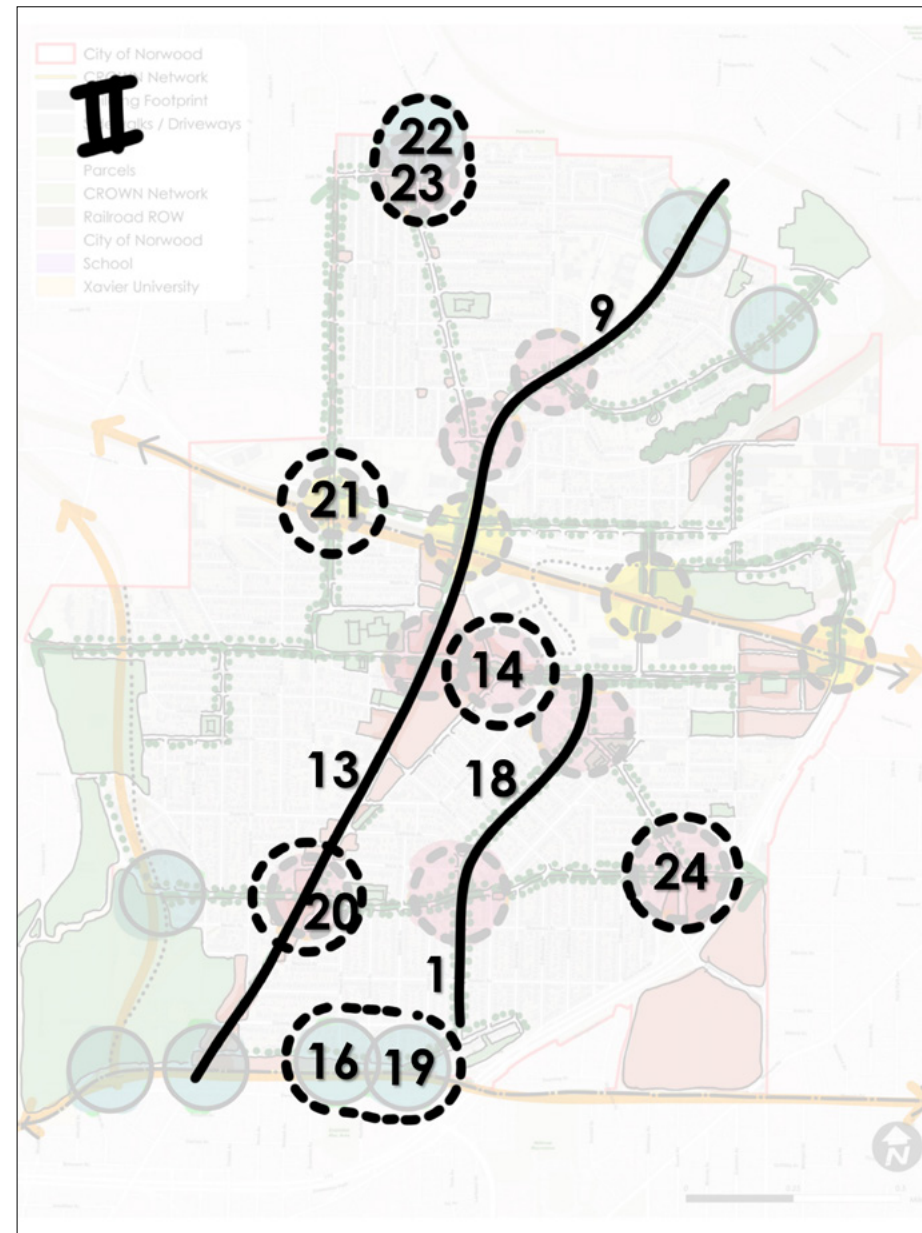
Project implementation matrix measuring the relative potential impact (benefit) and potential effort (constructability) of projects

**Action phasing priority**

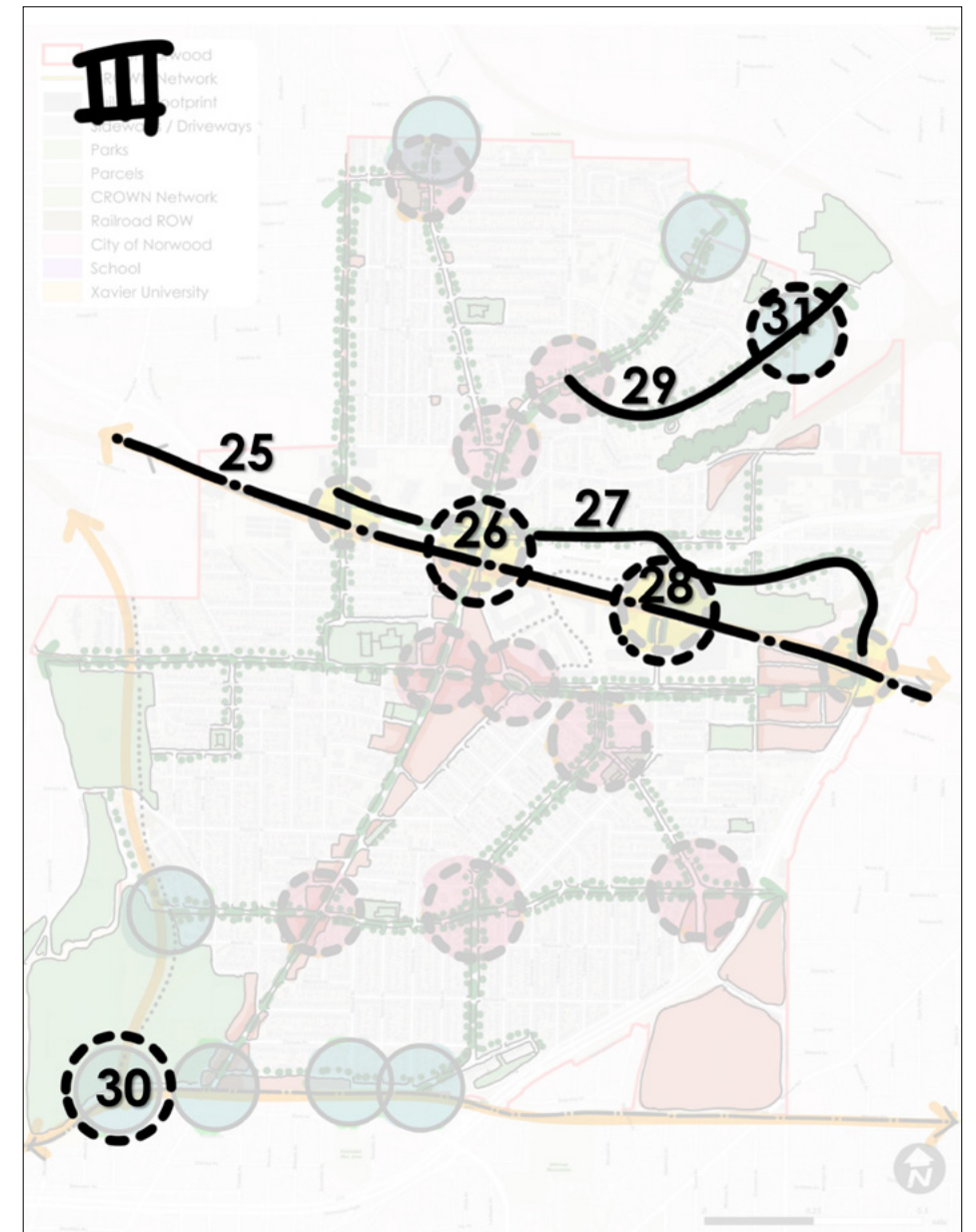
Some projects are necessary set the stage for success or clear barriers from the path, while others will only achieve results once other progress has been made and the community has built momentum. This Action Phasing prioritization provides a strategy for phased implementation, given constrained resources. The prioritization methods emphasize creating a network for walking and biking to community destinations. If the opportunity to implement a project arises before the proposed phase, the phasing schedule should not prevent it from being implemented. Recommendations that require re-striping should be implemented when roads are scheduled to be repaved and painted. Likewise, shared lane markings should not be added when a street is scheduled to be repaved in the next year. Ultimately, the recommendations should be balanced by the City to ensure coordination with planned maintenance schedules.



**I-Immediate Action:** achievable, low(er) cost, potential for catalytic change



**II-Intermediate Strategies:** Transformative, additional coordination needed outside of Norwood



**III-Long-term Strategies:** 'Nice to have', highest cost, aspirational



2 Harris Ave tunnel



6 Montgomery @ Sherman



19 Lexington Ave @ Wasson



28 Forest Ave Railroad crossing



5 Section Ave



18 Floral Ave



21 Section Ave bridge



30 Dana Ave crossing

**Funding**

Many types of walking and biking improvements can be funded through a variety of federal, local, and private sources. Federal funds are well suited to higher cost infrastructure projects. Improvements that involve mainly paint, such as shared lane markings, could be implemented through routine maintenance, set-aside funds, or grouped as one federal funding application. The City of Norwood should plan for the cost of ongoing maintenance for general maintenance (e.g. debris cleaning, snow plowing, filling potholes) and paint, as

grants for maintenance are rare. Whenever possible, it is more cost effective to implement walking and biking facility projects as part of roadway resurfacing, reconstruction, water main, storm sewer, or sanitary sewer construction, or as part of a roadway widening or reconfiguration. Where feasible, roadway reconfigurations can significantly reduce project implementation costs, and may take advantage of repurposing roadway lanes or additional roadway width that do not require roadway widening or ROW acquisition.

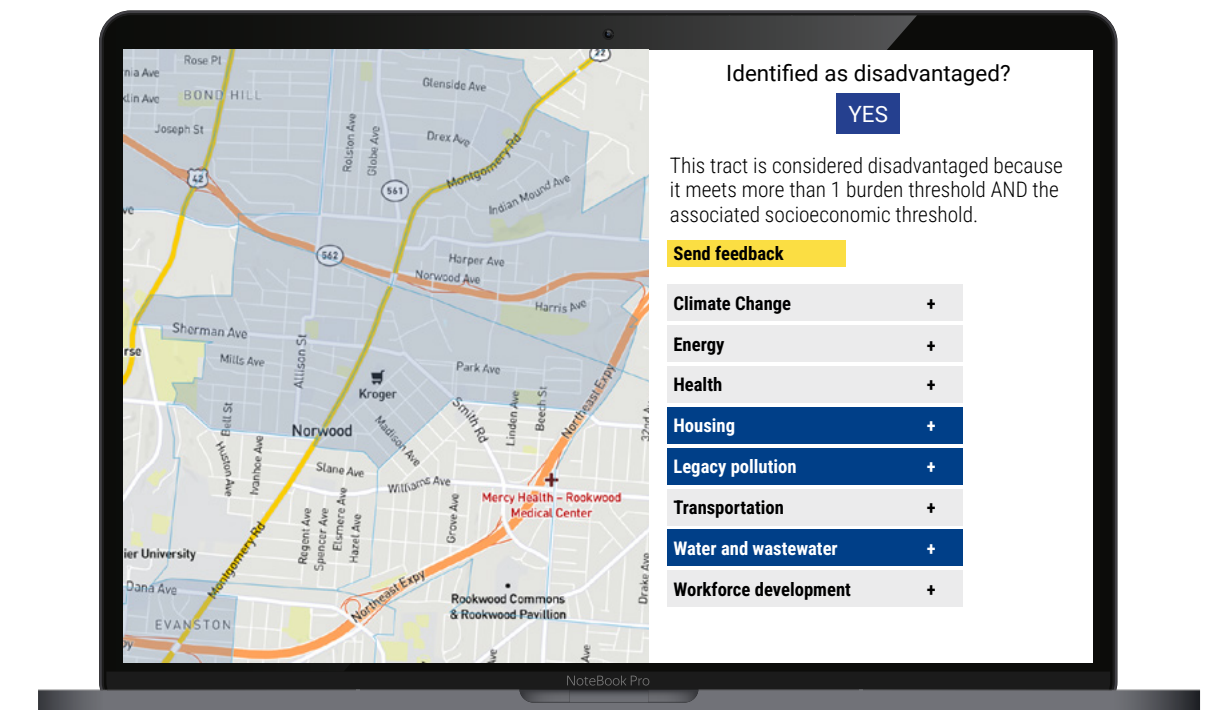
**List of highest priority grant funding strategies to help advance elements of this plan in the NEXT YEAR**

Grant	Recommended Applicant	Category	Applicable Project Type	Cost Share Requirement	Deadline
Safe Streets and Roads for All (SS4A) Planning	City of Norwood	Walking and Biking Infrastructure	Comprehensive Safety Action Plan, Demonstration Projects, Behavioral or Operational Activity Pilot Programs	20%	Next: May 16, 2024 Final: August 29, 2024
Congestion Management and Air Quality	City of Norwood	Walking and Biking Infrastructure	Signal timing, signal upgrades, walking and biking infrastructure	20%	June 07, 2024
Bloomberg Asphalt Art	City of Norwood, Norwood Together	Placemaking	Visual art on roadways and pedestrian spaces	In-Kind	June 12, 2024

**Comprehensive list of available funding programs that are considered viable and may be used to help advance the project over time**

Grant	Recommended Applicant	Category	Applicable Project Type	Cost Share Requirement	Deadline
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	City of Norwood	Walking and Biking Infrastructure	Transformational mobility investments	20% with potential for match waiver	January 8, 2025
Community Development Block Grants	City of Norwood	Walking and Biking Infrastructure, Placemaking	Streetscape improvement, Sidewalks, Transit Stops, Wayfinding	20%	Typ. January
Clean Ohio Trails Fund	City of Norwood	Walking and Biking Infrastructure	Off road trails	25%	Typ. March
Recreational Trails Fund	City of Norwood	Walking and Biking Infrastructure	Off road trails	20%	Typ. March
Safe Streets and Roads for All (SS4A)	City of Norwood	Walking and Biking Infrastructure	Off road trails	20%	Typ. March
NatureWorks	City of Norwood	Public Outdoor Recreation	Land acquisition for parkland and trails, Trails, Trail Support Facilities including trailheads and restrooms	25%	June 1, 2024
Transportation Alternatives	City of Norwood	Walking and Biking Infrastructure	Walking, Biking and Transit infrastructure	20% (min)	June 07, 2024
Active Transportation Infrastructure Investment Program (ATIIP)	City of Norwood and Tri-State Trails	Walking and Biking Infrastructure	Planning and design >\$100k, or construction	20% with potential for match waiver	June 17, 2024
Our Town	City of Norwood and Norwood Together	Placemaking	Public art space design	50%	Typ. August
Land and Water Conservation Fund	City of Norwood	Public Outdoor Recreation	Land acquisition for parkland and trails	50%	Typ. November

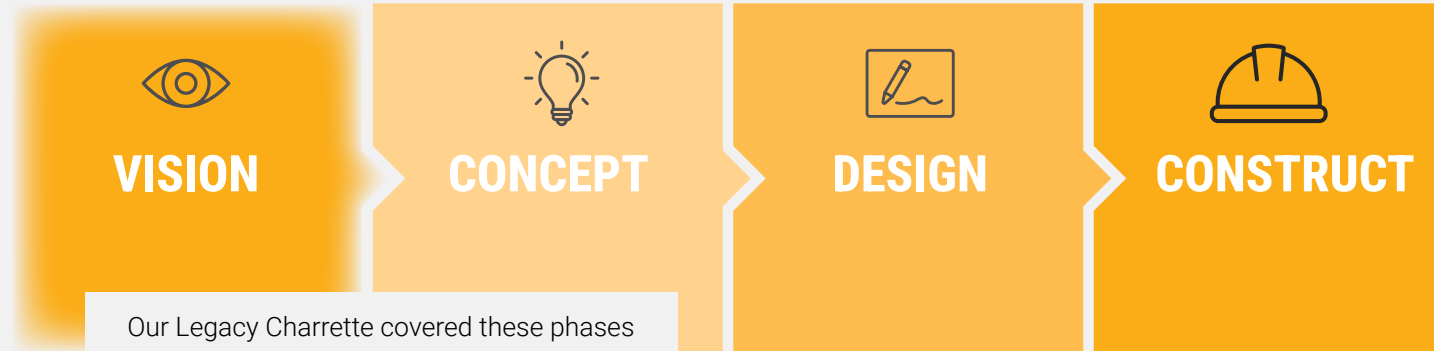
**Special Note:** Under the Justice40 initiative, a minimum of 40% of all federal investments must be directed at disadvantaged communities. Census Tracts prioritized for federal funding are indicated on the Climate and Environmental Justice Screening Tool (CJEST).



Climate and Environmental Justice Screening Tool - <https://screeningtool.geoplatform.gov>



## 07 CLOSING: GETTING STARTED



### Next steps

#### CITY OF NORWOOD should...

- Submit for SS4A planning grant to USDOT for a comprehensive safety action plan, demonstration projects, and behavioral activity pilot program for the City of Norwood
- Submit a CMAQ application to OKI for new signals, signal timing upgrades and bicycle accommodations on Montgomery Road
- Prepare a comprehensive pedestrian and bike connectivity plan
- Require the use of ODOT Multimodal Design Guide for all pedestrian or bicycle improvements within submitted development projects
- Establish a Bicycle and Pedestrian Advocacy Committee, and Designate a Program Coordinator
- Adopt bicycle parking requirements
- Prepare an annual Community Walking and Biking Report Card to track progress toward goals
- Seek to achieve Bike Friendly Community Status through the League of American Bicyclist

#### NORWOOD TOGETHER should...

- Submit an Asphalt Art grant to Bloomberg Philanthropies with the City of Norwood as a partner for a strategic intersection or gateway beautification project
- Organize community education & encouragement activities, like a demonstration project as a 'test-fit'
- Conduct annual bicycle activity and attitudes survey
- Conduct annual walking and biking counts to measure progress over time
- Serve as the Norwood community bike advocacy group

#### Norwood City School District should...

- Establish a Safe Routes to School Task Force
- Promote Walk 'n Role Day to School Day (May)
- Provide ample bike parking at all facilities
- Consider early dismissal for walker and bikers
- Organize walking/biking buses with parents and volunteers

#### ODOT should...

- Incorporate elements from the Montgomery Road (US 22) Relaunch the Pike redevelopment plan (2021) and consider Complete Street engineering redesign of this corridor, with road diet and streetscape improvements
- Coordinate with Xavier University and Tri State Trails to extent the Wasson Way Trail further west, and safely across Dana Avenue

#### Hamilton County / OKI Regional Council of Governments should...

- Incorporate City of Norwood mobility projects into County or MPO list of transportation needs

#### CNU should...

- Share/leverage resources from other community success stories and prior legacy charrettes, to learn from other communities



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# CONNECT NORWOOD

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