

Status Report on Trails and Greenways in the OKI Region January 2011



Introduction

The Ohio-Kentucky-Indiana Regional Council of Governments is the federally designated Metropolitan Planning Organization (MPO) for transportation planning in the Cincinnati metro area. In addition to our multi-county geographic area, our transportation planning responsibilities are also multi-modal as they include freight and personal movement by motorized and non-motorized modes.

Shared use paths are a component of the regional transportation system including roadways. In some respects they can be considered a specialized network for non-motorized travel, just as the interstate highway system is for limited access motorized traffic. Like auto travel, the majority of non-motorized travel (bicycling and walking) still shares the local and arterial road system. While the regional trail system may be comprised of many local trail components, it excludes recreational loop trails less than four miles serving one park, walking paths and mountain bike trails.

Like the highway system, OKI's role for the regional trail system is to plan for a network of trail facilities, recommend guidelines for their construction and identify resources for implementation. This work is included the *Regional Bicycle Plan*. Implementation of these recommendations is normally initiated by local and state governments. The OKI staff provides technical assistance and coordination to trail groups and local governments in determining the detailed planning, design and funding requirements. A recommended resource for local trail groups is *Trails for the Twenty-first Century* available through Rails to Trails Conservancy. OKI also administers Transportation Enhancement funds, sub-allocated to us from the Federal Highway Administration through the Ohio Dept. of Transportation. OKI has prepared applicant guidelines for Ohio jurisdictions seeking these funds.

The following trail projects are regional in scope and in various stages of planning and development.

- **Ohio River Trail - New Richmond to Cincinnati (Lunken Airport)**
A feasibility study was completed and published in April, 2000 which identified a feasible route for a 16 mile shared use path at a cost of around \$7 million. In 2003, the multi-jurisdiction Ohio River Trail Planning Committee commissioned a follow-up study for supplemental planning and engineering and alternate alignments. The supplementary study considered a two bridge alternative for the Little Miami River at Beechmont and Kellogg Ave. which would use the existing Lunken trail along the west side of the Little Miami River. It also included a greater portion of the trail to be placed

along the Ohio River side of Kellogg (US 52) at the request of the local jurisdictions resulting in a higher estimated cost of \$17 million. The City of Cincinnati has prepared engineering plans for inclusion of the trail on the Kellogg Ave. bridge at the Little Miami River to connect the Lunken Bike Path to Magrish Preserve. Of the three alternatives for the connecting section of the Little Miami Scenic Trail between Beechmont and Kellogg Ave. (Beechmont bridge only, Kellogg bridge only or both bridges) the current plans call for both bridges with a new structure being built next to the Beechmont Ave. bridge. This will provide access to the Lunken Trail south along the Little Miami River and to the 2 miles of new paved trails in Armleder Park north of Beechmont. The Lunken and Armleder trails are to be connected under the Beechmont Ave. bridge in 2011. Anderson Township was appropriated \$220,000 in High Priority Project funding in the SAFETEA-LU transportation reauthorization bill adopted in August 2005 for a 1.4 mile portion of the trail between Sutton and Five Mile Roads. This segment was undertaken in 2010 on the north side of Kellogg partially on reserved greenway right-of-way and dedicated in April 2011. A crossing of Kellogg is included to access the Township's Kellogg Park.

Action Needed: Commitment to the preferred trail route. Continuing planning and advocacy by the Ohio River Trail Planning Committee; continuing financial and political support for trail development from the corridor communities, park districts, private interests, trail users, and state and federal governments.

Contacts: John Heilman (jheilman@oki.org) or Don Burrell (dburrell@oki.org), OKI Regional Council of Governments, 720 E Pete Rose Way, Suite 420, Cincinnati, OH 45202; Phone: 513-621-6300; Website: www.oki.org.

- **Ohio River Trail – Cincinnati (Lunken Airport to Downtown)**

There are two trail routes considered for this six mile corridor. The Oasis rail line along Riverside Dr. still carries freight and is in public ownership by the Southwest Ohio Regional Transit Authority for the potential of rail transit service. If this comes to be, construction plans will consider the possibility of rails-with-trails. Otherwise, if rail use for freight and transit is abandoned, the right-of-way could be used for a trail from downtown to Lunken Airport. In the meantime, with approval of the City of Cincinnati and SORTA, the Ohio River Way organization is proceeding with this trail alignment to use the inactive track of the Oasis rail line for a "temporary" alignment until the rail transit service is initiated. The Hamilton Co. Park District has agreed to supervise construction and maintenance. Ohio River Way is seeking the support of citizen groups for \$4 million in private funding to build this temporary trail.

For the second route, the City of Cincinnati is pursuing a trail route along the riverside. Council passed a motion in 2001 to open a trail along this route between Lunken and downtown by 2007. Planning, engineering, property acquisition and construction have been underway since that time. Construction funding from the Clean Ohio Trails fund was used for a one mile section between Corbin St. and Stanley Ave. at the Riverview

Academy which opened in June, 2004. Funding has been secured for an additional 0.8 mile from Lunken Airport to Carrel St. which was constructed in 2010. From Carrel, the trail has been extended 0.5 mile with a sidepath along Kellogg Ave. to connect with the trail at Stanley. An additional one mile segment has opened through the new International Friendship Park extending the trail to the Great American Ball Park. An appropriation of \$2.6 million was included in the SAFETEA-LU transportation bill adopted in 2005 to construct the trail between downtown and Salem Rd. Cincinnati will apply this toward improving the Salem Rd. bridge at the Little Miami River and connecting to the Lunken Trail. The City has also undertaken design of the remaining segments of this portion of the riverside trail to cope with existing development.

A trail connection across the Ohio River to Newport (the Purple People Bridge) opened in 2003 on the old L&N bridge. Plans for the redevelopment of the central riverfront include continuing the trail through a park along the river between the new stadiums. A bike center with parking, showers and services will be included. Given the competition for various activities and limited space, it is important for trail advocates to keep decision-makers aware of the need to continue this trail into the heart of the city with the potential for future extension along the western riverfront. Replacement of the Waldvogel Viaduct should include provisions for this trail along US 50 (River Rd.) between State Ave. and the Mill Creek. This trail is also part of the Ohio to Erie Trail connecting Cincinnati and Cleveland.

Action Needed: Continued advocacy by interested trail groups, Cincinnati Bicycle Advisory Committee, Queen City Bike and the East End and Columbia-Tusculum neighborhoods. Public support for privately funding the temporary Oasis line trail. Continued budgetary support by the City for trail development and applications for construction funding from state and federal sources.

Contact: Jim Coppock (jim.coppock@cincinnati-oh.gov); Cincinnati Department of Transportation and Engineering, 801 Plum St., Cincinnati, OH 45202; Phone: 513-352-5305; Website <http://www.cincinnati--oh.gov/transeng/pages/-6807/>

- **Little Miami Scenic Trail (Southern Extension)**

In June, 2006, an additional 5 mile trail extension was opened south from Milford through Terrace Park to the Little Miami Golf Center on Newtown Rd. This segment included the remaining unpaved right-of-way originally purchased by Ohio in 1979. The Little Miami Scenic Trail is complete for 77 miles from the golf center to Springfield. In Springfield, there are connections to the 6 mile Buck Creek Trail to Buck Creek State Park and to the 15 mile Simon Kenton Trail to Urbana. At Xenia Station, the 18 mile Creekside Trail connects to Dayton, the 29 mile Prairie Grass Trail to London and the partially completed 11 mile trail to Jamestown. Within OKI, 50 miles of the Little Miami Scenic Trail pass through Warren, Clermont and Hamilton Counties. A 1998 OKI study of the Little Miami Scenic Trail between Loveland and Corwin (in Warren County) reported 150,000 to 175,000 trail users annually in this 27

mile section of the trail. Counts taken at the Loveland trailhead in 2006 for a weekend day in good weather resulted in an estimated user count of 1,500 cyclists and pedestrians (66% and 34% respectively). For the remaining undeveloped 3.5 miles from the golf center to the Lunken Bike Path, \$2.6 million has been approved for 2.8 miles to Clough Pike of which \$1.9 million are OKI CMAQ funds. Construction is expected in 2013. The land is owned by Hamilton County and Anderson Township Park Districts and City of Cincinnati. From Clough to Beechmont, the land is in public ownership but funding is needed for design and construction including a proposed trail bridge next to the Beechmont Ave. bridge over the Little Miami River. At Kellogg Ave., the Little Miami Scenic Trail will connect with the Ohio River Trail east to New Richmond and west to the Cincinnati Central Riverfront (described above).

Action Needed: Support and advocacy from public and private decision-makers; continued advocacy by the Cincinnati Cycle Club, Queen City Bike and OKI; financial and political support for trail development from corridor communities, park districts, private interests, trail users, and state and federal governments.

Contacts:

Jim Coppock (jim.coppock@cincinnati-oh.gov); Cincinnati Department of Transportation and Engineering, 801 Plum St., Cincinnati, OH 45202; Phone: 513-352-5305; Website: <http://www.cincinnati-oh.gov/transeng/pages/-6807/>

Ross Hamre (rhamre@greatparks.org), Hamilton County Park District, 10245 Winton Road, Cincinnati, OH 45231; Phone: 513-728-3555, Ext. 256.

Ken Kushner, kkushner@andersonparks.com Anderson Park District, 8249 Clough Pike, Anderson Township, Ohio 45255; Phone: 513-474-0003.

- **Murray Avenue Trail**

In 2004, the Village of Fairfax opened a 0.8 mile trail on a former interurban line next to Murray Ave from the Erie Ave. bike route to the Mariemont / Fairfax line at Settle St. With the Little Miami Scenic Trail extension to Newtown, there is interest to continue the Murray Ave. trail east through Mariemont and connect with an undeveloped segment of railroad right-of-way owned by the Hamilton County Park District in Columbia Twp. and connect with the Little Miami Scenic Trail at Newtown Rd. This connection would avoid travelling on Wooster Pike. In 2009, the City of Cincinnati extended this trail west to Red Bank Rd. and south as a sidepath to the intersection of Old Red Bank Rd., a total of 0.7 mile. From Old Red Bank, it is possible to access Ault Park's hiking trails.

Action Needed: Continued advocacy by interested trail groups and individual users, the Cincinnati Cycle Club and families of students in the Mariemont School District (which includes Terrace Park) for approval by Mariemont and Columbia Twp. Applications for construction funding from county, state and federal sources.

Contact: John Heilman (jheilman@oki.org) or Don Burrell (dburrell@oki.org), OKI Regional Council of Governments, 720 E Pete Rose Way, Suite 420, Cincinnati, OH 45202; Phone: 513-621-6300; Website: www.oki.org.

- **Five Mile Trail**

The Five Mile Trail is a component of the Anderson Twp. Trail and Sidewalk Network. It was initially proposed in 1993 and was built with a combination of federal state and local funding. A 2.0 mile section of the Five Mile Trail was opened in July, 2007 between Newtown and State Roads. Most of this trail, from Newtown Rd. to Clough, uses Hamilton Co. right-of-way originally purchased for the extension of Five Mile Rd. From Clough to State Rd. the trail is on a sidepath on the west side of Five Mile Rd. At State, the trail crosses Five Mile Rd. and proceeds south through the Mercy HealthPlex and connects with the Anderson Government Center and Towne Center. A connection to the Little Miami Scenic Trail is also being sought to coincide with its extension along SR 32 to Clough Pike.

Action Needed: The trail has been very popular with local residents who are advocating for its extension. A feasible alternative for connecting to the Little Miami Scenic Trail should be determined and timed to join that trail when it is extended from the Golf Center to Beechmont Ave.

Contact: Tom Caruso, Anderson Twp. Trails Coordinator, Anderson Center, 7850 Five Mile Rd., Anderson Township, OH 45255 Phone: (513) 688-8400
tcaruso@andersontownship.org

- **Great Miami River Recreation Trail (The Great Connection)**

The Great Miami Recreation Trail, as proposed, extends more than 70 miles from Fairfield north through Hamilton and Middletown (Butler Co.), Franklin (Warren Co.), Dayton (Montgomery Co.), and Troy and Piqua (Miami Co.). The completed portions include 5 miles in Hamilton and Fairfield (the southern end), 11 miles in Middletown between SR 73 and Verity Pkwy., 5 miles in Franklin (Warren Co.), and 25 miles in Dayton (the northern end) with connections to Xenia and the Little Miami Scenic Trail. In the unincorporated areas and portions of Middletown, most of the right-of-way is owned by MetroParks of Butler County or the Miami Conservancy District.

From the Warren-Montgomery County line south to Hamilton, the trail is being implemented in four segments:

Segment 1 – 5 miles from the Montgomery County line through Franklin and Franklin Township, to Baxter Drive. Work on this section of the trail was completed and dedicated in October, 2006 by the Miami Conservancy District. This segment is now continuous into Dayton.

Segment 2 – 11 miles through Middletown along the Miami and Erie Canal and Great

Miami River greenway on property owned by the Miami Conservancy District. This will be constructed in four parts, the first from Bicentennial Commons north to SR 4 was completed in 2004, the second from Bicentennial Commons south to SR 73 was built in 2005 with funding from the Clean Ohio Trails Fund. The third, from SR 4 to Miami River Preserve, 1.2 miles, was completed in 2010. The fourth part will connect the Preserve to the existing terminus at Baxter Drive in Franklin (Segment 1, above) and is not currently scheduled.

Segment 3 – 8 miles from SR 73 to Rentschler Forest through Fairfield, Liberty and Lemon Townships and Monroe. Preliminary design and environmental studies have been done, but no funding for engineering or construction has been determined.

Segment 4 – 5 miles from Rentschler Forest through Fairfield Township and Hamilton, connecting with the north end of the existing trail at the Main Street bridge. The new Main Street bridge crossing the Great Miami River includes space on the south side sidewalk for trail use. Construction funding has been secured through a grant from the Hamilton Community Foundation and construction could be started in 2011 pending resolution of property issues.

Transportation Enhancement and Clean Ohio Trails funding was obtained by Fairfield for a 1.7 mile section which was completed in 2004. This extended the existing 3 mile Hamilton trail south from Joyce Park to Waterworks Park for a total of nearly 5 miles.

The possibility of extending the Great Miami Trail south from Fairfield to Hamilton County's Shaker Trace trail is being considered. This would require crossing into the Whitewater River watershed possibly using on-street bike routes. While Shaker Trace is currently an 8 mile loop trail within Miami Whitewater Forest, the Regional Bicycle Plan recommends extending a connection 9 miles to Shawnee Lookout park on the Ohio River. The park districts and communities have formed an "Extend the Trail Committee"--led by the Miami Conservancy District--to oversee the preparation of necessary environmental and preliminary engineering studies.

Action Needed: Continuing planning and advocacy by the Extend the Trail Committee; financial and political support for trail development from the corridor communities, private interests, trail users, and state and federal governments.

Contacts: James Johnson, (jjohnson@miamiconservancy.org) 335 Bannock Avenue, Dayton, OH 45404; Phone: 937-461-7617 Website: <http://www.miamiconservancy.org>
Jonathan Granville (granvillejr@butlercountyohio.org) MetroParks of Butler County, 2051 Timberman Road, Hamilton, OH 45013; Phone: 513-867-5853

- **Miami 2 Miami Connection**

The Miami 2 Miami Coalition was formed in 2001 to coordinate several independent trail projects in southeast Butler and southwest Warren Counties. A common goal was trail access to both the Great Miami River Trail and the Little Miami Scenic Trail. The

Coalition planning committee was assembled with representatives from twenty private advocacy groups and local government departments. A feasibility study was completed in October, 2002 which recommends two route alignments to connect the Great Miami Trail at Hamilton with the Little Miami Trail at Kings Mills. Both the north and south routes are recommended for implementation and will include shared roads, bike lanes and separate shared use paths. The northern route passes through Liberty and Deerfield Townships and the City of Mason. Around 2 miles of completed trail are available connecting Reserves and Wetland Parks in Liberty Township and parallels SR 129. A trailhead has been built at Maud-Hughes Rd., under the SR 129 bridge, and the trail built approximately ½ mile to the west including a stairway with channels for bikes. Liberty Twp. is planning to complete the ½ mile gap to Wetlands Park and has also included sidepath facilities in the proposed 2011 widening of Bethany Rd. from Butler-Warren Rd. to Mason. The southern route goes through Hamilton, Fairfield, Mason and West Chester and Deerfield Townships. In West Chester, 1.5 miles of trail was built in 2004 along the Miami-Erie Canal between SR 747 and the township line. This was extended along the canal into Fairfield 1.5 miles to the SR 4 Bypass in 2008. In Mason, the southern M2M route follows the re-aligned Tylersville Rd. which includes an adjacent sidepath along the north side of the road (this does not preclude cycling in the road). Both routes join to cross the Little Miami River on an abandoned railroad bridge rehabilitated and now part of the 8 mile Lebanon Connector project.

Action Needed: Continuing planning and advocacy by the Miami 2 Miami Coalition; continuing financial and political support for trail development from the corridor communities, park districts, private interests including land developers, trail users, and state and federal governments.

Contacts: John Heilman (jheilman@oki.org) or Don Burrell (dburrell@oki.org), OKI Regional Council of Governments, 720 E Pete Rose Way, Suite 420, Cincinnati, OH 45202; Phone: 513-621-6300.

- **Lebanon – Countryside YMCA Trail**

A testimony to perseverance, the 8 mile Lebanon Connector was dedicated for use on October 1, 2005. The project was initiated more than eight years previously to connect Lebanon to the Little Miami Scenic Trail and has been beset with many problems. The trail begins near the Lebanon railroad depot on South St. near Harmon Park and serves the new Justice Center, the Countryside YMCA and the developing industrial areas with sidepaths along Fujitec and Kings View Drives. The trail crosses the Little Miami River on an abandoned railroad bridge rehabilitated to connect to the Little Miami Scenic Trail. Construction was funded by Transportation Enhancement, Clean Ohio Trails, local and private funds. The river crossing between Kings Mills and South Lebanon is a strategic connection that will also be used by the Miami 2 Miami Connection.

Action Needed: Continued support from trail users for the jurisdictions involved in implementing the facility and to use the trail for to access the businesses served and the Little Miami Scenic Trail.

Contacts: Scott Brunka (sbrunka@ci.lebanon.oh.us) or Jason Millard (jmillard@ci.lebanon.oh.us) , City of Lebanon, 50 S. Broadway, Lebanon, OH 45036, (513)-932-3060.

- **Mill Creek Greenway**

The Millcreek Restoration Project--with the assistance of an advisory committee and a team of consultants— prepared a *Mill Creek Watershed Greenway Master Plan* in 1999. The master plan outlines a number of different projects, including trails, which have sought funding from various city, county, state, and federal sources, as well as from the Supplemental Environmental Projects Fund derived from fines levied against polluters and administered by the Ohio Environmental Protection Agency. Segments of the trail currently open include 0.5 mile in Reading, and, in Cincinnati, 1.5 miles from Caldwell Park to Este Ave. at Dan's Creek that opened in 2009 (a 0.12 mile trail continues along Dan's Creek into Seymour Park), and a 0.5 mile section from Ludlow to Crawford St. that opened in 2010. Extensions of this segment totaling 1 mile are planned for 2011 from Ludlow to Mill Creek Rd. and from Crawford to Winton Rd. adjacent to Salway Park. Future phases are planned to connect these segments and extend the trail south to the mouth of the Mill Creek and Ohio River Trail. A recent threat to the integrity of the public lands by the proposed dissolution of the Millcreek Conservancy District was averted by reorganization.

Action Needed: Continuing advocacy by the Millcreek Restoration Project, the Millcreek Watershed Council, and the Millcreek Valley Conservancy District for implementation of the recommendations in the *Greenway Master Plan*; continuing financial and political support for trail and greenway development from the corridor communities, private interests, trail users, and state and federal governments.

Contact: Robin Corathers, Millcreek Restoration Project, 1617 Elmore Court, Cincinnati, Ohio 45223, (513) 731-8400, <http://www.millcreekrestoration.org>

- **West Fork - Millcreek Greenway**

The West Fork of the Mill Creek originates in Colerain Twp., flows east through Winton Woods Lake, then south to its confluence with the main stem of the Mill Creek in Arlington Heights. The West Fork Mill Creek Task Force is coordinating the greenway designation and, ultimately, trail development. There is one mile of existing trail through Woodlawn connecting to Glenwood Gardens County Park and Glenwood Crossing shopping center. Woodlawn has obtained Clean Ohio Trails funds for design and construction of a ½ mile extension south to the Wyoming city limit to connect to

the Wyoming trail. Wyoming was awarded \$480,000 in Clean Ohio Trails funds in 2005 for a 0.6 mile segment from Oak Park to the northern city limits with Woodlawn which was completed in 2010. There is potential to also extend the trail upstream to connect with the trail system in Winton Woods.

Action Needed: Continuing advocacy by the West Fork Mill Creek Task Force, the Millcreek Watershed Council, Cities of Woodlawn, Wyoming and Lockland, Hamilton County Park District; continuing financial and political support for trail and greenway development from the corridor communities, private interests, trail users, and state and federal governments.

Contact: Cyndi Simmons, Recreation Director, Village of Woodlawn, 10050 Woodlawn Blvd. Woodlawn, OH 45215, Phone: 513-771-7713
Alan Weiner, Anchor Brothers Properties, Ltd.; 9909A Springfield Pk., Cincinnati, OH 45215; Phone: 513-595-8673

- **Williamsburg - Batavia Hike / Bike Trail**

A network of potential trails and bikeways was identified in the Clermont County 2000 Vision Plan for the SR 32 corridor. A 13 mile segment has been identified for implementation which would connect Batavia and Williamsburg villages. The route under study would also pass through Batavia and Williamsburg Townships as well as East Fork State Park. Trail development in the Park will be facilitated by public ownership of the land, several miles of abandoned roadway that predate the establishment of the park, and potential for upgrading existing park trails. Portions of the route outside the park will likely be shared roads using low volume rural roads. In 2004, a preliminary feasibility study was prepared for the Clermont County Park District to review the desired corridor and split the route into segments with "independent utility" for staged implementation. The study also estimated construction costs at around \$3 million. Initial priorities of the Committee are being focussed on the eastern 3 mile segment from Williamsburg to the campground at East Fork Lake State Park. The 2005 SAFETEA-LU transportation re-authorization act included \$240,000 of High Priority Project funds for the trail which will be applied to this 3 mile segment. At this time, two trail projects have been completed in 2009 including reconstructing 0.25 mile of old SR 32 from Broadway in Williamsburg to Williamsburg-Batavia Rd., and a trail bridge crossing Cain Run connecting to a park road. These two connections of existing roads have created a 2.5 mile route from Williamsburg to the overlook at East Fork Lake. The remaining 0.5 mile connection to the campground is expected to be built in 2012. Implementation has required an interagency agreement between Clermont Count Parks, Ohio Dept. of Natural Resources and the US Army Corps of Engineers. When completed, this trail could be incorporated into the route of the American Discovery Trail.

Action Needed: Continuing planning and advocacy by the Williamsburg-Batavia Hike

Bike Trail Committee; continuing financial and political support for trail development from the corridor communities, Clermont Co. Park District, East Fork State Park administration (ODNR), trail users, and state and federal governments.

Contact: Chris Clingman, (clclingman1@aol.com) Clermont Co. Park District, 2228 Highway 50, Batavia, OH 45103; Phone: 513-732-2977

- **Oxford Perimeter Path**

A local trails committee, including Miami University students and faculty, is working to establish a shared use trail surrounding the City of Oxford. Feasibility studies have been done and a route selected which connects parks, schools and residential areas. Implementation will be facilitated by University ownership of much of the property where the trail will go. A 1 mile section of the trail has been built in the Oxford Community Park. Funding is being sought to extend the trail south and east to SR 732 and US 27.

Action Needed: Continuing planning and advocacy by the Oxford Perimeter Path Committee; continuing financial and political support for trail development from the City of Oxford, Oxford Township, Butler County and Miami University. Inclusion of the trail in the development of the proposed US 27 Oxford bypass around the south and west sides of Oxford.

Contact: Doug Hamilton, BikeWise Oxford, 9 N. Beech St. Oxford, OH 45056, www.bikewiseoxford.com ; Gail Brahier, Oxford Parks and Recreation, 6025 Fairfield Rd., Oxford, OH 45056, gbrahier@cityofoxford.org

- **Kentucky Route 8 River Path**

The Kentucky Route 8 Riverpath is a 1998 proposal of Forward Quest, a Northern Kentucky business alliance for economic and cultural promotion. The route extends 45 miles along the Ohio River from the Campbell - Pendleton County line to Route 8's end in northern Boone County and is intended to result in a separate shared use trail following the Ohio River and Ky. Route 8. The route would connect 32 parks and pass through Newport and Covington. The River Path Committee was organized with separate sub-committees for the Boone, Campbell and Kenton County route segments. Professional staffing of the committee through Forward Quest was ended in 2003 and the committee has become dormant. As yet, no sections of this trail have been built, however KY 8 itself remains a popular cycling route. Renewed interest in the portion of the route through Dayton, Bellevue, Newport and Covington came about in 2007 with the Vision 2015 program. This includes a "Riverfront Commons" walking and biking trail and a Licking River Greenway (see below). A one-mile loop trail has been built in Campbell County's Pendery Park. Recreational Trails funding was obtained for a segment connecting Pendery Park and Melbourne, however property easements were withdrawn and the funding was redirected to extend the trail system

within Pendery Park. Campbell County continues to seek funding for a 2 mile trail to connect Melbourne and Silver Grove. Another one-mile loop trail has been built in the Giles-Conrad Park on Route 8 in Boone County. Southbank Partners is working on establishing the section of the trail through Dayton, Bellevue, Newport and Covington. The proposed route for the Kentucky River Path can be followed with a map in the promotional brochure.

Action Needed: Local trail advocates in one or all three counties need to reorganize, reformulate the project goals and resume planning and advocacy work to raise financial and political support for trail development from Boone, Campbell and Kenton Counties and the corridor communities, trail users, private interests, and state and federal governments; research into alternative funding resources. Support for the Southbank Partners Riverfront Commons trail is needed in the face of active riverfront commercial development.

Contact: Don Burrell (dburrell@oki.org), OKI Regional Council of Governments, 720 E Pete Rose Way, Suite 420, Cincinnati, OH 45202; Phone: 513-621-6300.

- **Licking River Greenway**

While trail proposals along the Licking River have been suggested in the past, a Licking River Greenway Master Plan was initiated in 2007 based on the Vision 2015 Urban Renaissance recommendations. The project encompasses the portion of the river from its confluence with the Ohio River, south to the I-275 overpass for a system of parks and trails. A steering committee was formed and a consultant hired to prepare a development plan which was completed in 2008. Activities to implement the trail have been undertaken by Southbank Partners and the City of Covington. The first section to open in 2009 as a dirt trail is along the river flood plain between 16th St. and Levassor Ave., approximately 0.74 mile. In 2010, Covington was awarded a \$80,000 Recreational Trails grant from the Ky. Dept. for Local Government to relocate this section of the trail to the top of the adjacent levee. Total cost is estimated at \$267,000 and construction is expected to begin in 2011.

Action Needed: Participation on the steering committee; continuing financial and political support for trail development from the corridor communities, park districts, private interests including land developers, trail users, and state and federal governments.

Contacts: John Heilman (jheilman@oki.org) or Don Burrell (dburrell@oki.org), OKI Regional Council of Governments, 720 E Pete Rose Way, Suite 420, Cincinnati, OH 45202; Phone: 513-621-6300. Natalie Gardner, Covington Parks and Recreation Dept., 859-292-2107, recreation@covingtonky.gov

- **Stonehouse Trail**

In 2005, a citizens group organized in the Camp Springs area of Campbell County, Ky to create a trails network in their rural area. There was concern about the lack of safe routes to walk and bicycle. Also there is interest in the area for equestrian activities with several stables in the area. An application for \$100,000 of Recreational Trails funding was submitted by the non-profit group Camp Springs Initiative to the Ky Office for Local Government in 2007. Total project cost is \$125,000 including local match. The application proposed a total of 30 miles of trail, 10 miles of which was reported as existing. Much of this distance is planned as dirt trails on private property using easements and intended for horseback riding, hiking and mountain biking. At this time the project is still working on securing permanent easements for the trails and no more have been built.

Action Needed: The non-profit Camp Springs Initiative needs to continue working with property owners in the area to arrange trail easements. The Ky Office for Local Government has granted an extension of the funding to accommodate the arrangement of the trail easements.

Contacts: Carolyn Allender, Camp Springs Initiative, PO Box 103, Camp Springs, Ky., 41059. Don Burrell (dburrell@oki.org), OKI Regional Council of Governments, 720 E Pete Rose Way, Suite 420, Cincinnati, OH 45202; Phone: 513-621-6300.

- **CVG Airport Multi-Use Trail**

In 2007, a citizen's group, Friends of the Airport Trail, was formed to investigate the feasibility of a 22 mile multi-use trail to surround the Cincinnati – Northern Kentucky International (CVG) Airport in Boone County, Ky. The concept came from the Baltimore-Washington International Airport Trail which surrounds that airport. The committee has been successful in getting the approval of the airport board and the Federal Aviation Administration. The proposed route would be located on airport property and the Donaldson Rd. right-of-way. Two sections are proposed for construction at this time. One will be a sidepath included in the 2.5 mile South Airfield Road highway project to be built in 2011. The other is a 3.5 mile shared use path from South Airfield Rd. north along the east side of the airport to Lincoln Rd. Funding for this section has not been secured.

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- **Dearborn Trail (Aurora – Lawrenceburg Trail)**

In Dearborn County, Indiana, the communities of Aurora, Greendale and Lawrenceburg are developing a trail system along the Ohio River to connect the three

cities. The one mile Lawrenceburg Riverwalk portion has been completed along the top of the floodwall. Greendale completed a one mile trail atop the levee parallel to US 50. Both of these segments end near the Argosy Casino and a connection along streets in Lawrenceburg is available. The 4 mile connection from the end of the Riverwalk to Aurora was built as a rail-to-trail conversion along an unused rail corridor. Funding was obtained from the Indiana Dept. of Transportation, and, after several years of obstacles, the trail was dedicated on March 4, 2006 with a trailhead at Manchester Landing in Aurora. A ¼ mile gap at the American Electric Powerplant in Lawrenceburg was closed and dedicated in October 2007. From Manchester Landing, a sidepath has been built west along George St. to the bridge where a sidewalk will be replaced to accommodate the trail. At Aurora's Lesko Park, an existing one-mile trail follows the Ohio River south. This will become a walking path when a new bike trail is built through the park with a Transportation Enhancement grant received by Aurora in 2007. Construction is expected in 2011.

The City of Rising Sun (Ohio County) funded design studies for the inclusion of bike lanes (8 ft. shoulders) with the reconstruction of SR 56 between Aurora and Rising Sun. The project will be administered by the Indiana Dept. of Transportation and is expected to be completed in 2012. The American Discovery Trail has been re-routed from US 50 to the Dearborn Trail as far as Laughery Creek Rd. where it turns west.

Action Needed: Continuing support and advocacy by the Dearborn Trails Committee to complete a trail connection through or around Argosy Casino; financial support and monitoring of trail construction from the corridor communities, trail users, private interests, and state and federal governments. Promotion of the facilities is encouraged to maximize their use by local residents and tourists visiting the casinos.

Contact: Karla Fry Schmeltzer, Executive Director, Main Street Aurora, www.mainstreetaurora.com, (812) 926-1100 Mike Northcutt, City of Rising Sun, 812-438-2260 or mike@cityofrisingsun.com Don Burrell (dburrell@oki.org), OKI Regional Council of Governments, 720 E Pete Rose Way, Suite 420, Cincinnati, OH 45202; Phone: 513-621-6300.

- **Ohio River Way**

This project proposes a greenway with trail along both sides of the Ohio River between Maysville Ky. and Madison In. (around 120 miles), thus encompassing the portion of the Ohio River within the OKI planning area. The proposed Ohio River Trail, the Kentucky River Path and Dearborn Trail projects described above would be components of this trail. Additional greenway preservation and trail development will be advocated for other local governments in the corridor. The project is coordinated by The Ohio River Way, Inc. and includes other cultural, educational and economic enhancements of the corridor based on the river theme. (This project also coordinates activities with the state and national Ohio River Scenic Byway designated in 1998 for

the north shore of the Ohio River through Ohio, Indiana and Illinois.) In 2007, Ohio River Way, with the approval of the City of Cincinnati, has undertaken a feasibility study for building a temporary trail in the Oasis Line corridor between downtown Cincinnati and Lunken Airport. This would replace the inactive railroad tracks with a "temporary" trail until commuter transit service is initiated. (See Ohio River Trail above.)

Action Needed: Ohio River Way no longer has a professional staff, however its programs, including trail advocacy are being continued by its board and volunteers. Continued monitoring and advocacy for funding and political support for trail development from the corridor communities, trail users, private interests, and state and federal governments; research into alternative funding resources.

Contact: Charles Baylis, ORW Recreation and Heritage Trail and Greenway, <http://www.ohioriverway.org/ohio-river-trail/>

- **Western Corridor Trail**

For years, OKI has shown an abandoned C&O rail corridor as a possible rail transit line or a shared use path. This line ran from the Mill Creek Valley through Fairmount, Western Hills, Green and Colerain Townships. Railroad use was discontinued in the 1970s, although, north of the Great Miami River in Crosby Twp., it remains an active CSX line from Butler Co. In the meantime, in Hamilton Co., the railroad trestles were demolished, the underpasses filled in and the right-of-way sold to adjacent land owners and commercial enterprises. As part of OKI's 2006 Western Hamilton County Transportation Study, the County's property ownership records for the corridor were checked and the railroad right-of-way is indeed gone and will no longer be shown as a trail.

Action Needed: In the 1980s, with the opening of the Little Miami Scenic Trail, the C&O corridor was considered to be a possible rail-trail for western Cincinnati and Hamilton County. In response to that demand, the Hamilton County Park District enlarged their Miami Whitewater Forest and constructed the Shaker Trace, a popular 8 mile loop recreational trail. While the C&O line is no longer available for a shared use path, plans for the Great Miami River Trail include a 10 mile shared use path connection between Miami Whitewater Forest and Shawnee Lookout Park at the mouth of the Great Miami River (see the above section on the Great Miami River Trail). The loss of the C&O corridor as a trail opportunity also makes it imperative to accommodate bicycle use on the existing street system of western Hamilton County both as special bike lane projects and as part of roadway improvement projects to include bike lanes.

Through Trails and Routes

The trails previously described are of regional scope. In addition, the following state and

national routes originate or pass through the OKI region.

- **The Ohio to Erie Trail**

The O to E Trail is intended to be an off-road trail facility from the Ohio River (Cincinnati) to Lake Erie (Cleveland) using both abandoned railroad and canal routes. Currently around 80% is completed including the Little Miami Scenic Trail locally. More at:

<http://www.ohioerietrail.org/Map.aspx>

- **The Buckeye Trail**

The Buckeye Trail is a 1,200 mile circular route around Ohio passing through Clermont Co. with a spur route to Eden Park in Cincinnati. It is primarily used by hikers and uses trails, private properties and low traveled roads. It is marked with blue blazes and maintained by the Buckeye Trail Association. See more at: <http://www.buckeyetrail.org/>

- **Ohio Cross State Bicycle Routes**

This is a network of nine routes crossing Ohio using low traveled roads intended for bicycle touring and documented by Columbus Outdoor Pursuits. Detailed maps are available for each of the routes. Routes A, B and C originate in Hamilton County and go to Toledo, Cleveland and Marietta respectively.

See: <http://www.outdoor-pursuits.org/bicycling.php>

- **American Discovery Trail**

The ADT crosses the United States from Cape Henlopen, Delaware to San Francisco, California. In Elizabethtown, in western Hamilton Co., it splits into a north and south route between here and Denver. The ADT primarily follows low-travelled roads and is used by hikers and cyclists. Where possible, off road trails are used. When complete, the Williamsburg – Batavia Hike Bike Trail and the Dearborn Trail will be integrated into the ADT route. More about this trail can be found at: <http://www.discoverytrail.org/index.html>

- **North Country National Scenic Trail**

This trail is designated through the National Park Service and passes through the northern tier states from Lake Sakakawea in North Dakota to Lake Champlain in New York. Within Ohio, and the OKI region, the North Country Trail follows the route of the Buckeye Trail.

See: <http://www.nps.gov/noco/>

- **Underground Railroad Bicycle Route**

This route was developed by the Adventure Cycling Association in 2007 and follows a representative route used by slaves escaping bondage in the south. It originates in Mobile, Alabama and ends in Owen Sound, Ontario, Canada. For the most part, it follows low travelled roads although it joins the Little Miami Scenic Trail in Milford. Also in Milford, there is a spur route to downtown Cincinnati and the Underground Railroad Freedom Center. See: <http://www.adventurecycling.org/routes/undergroundrailroad.cfm>

- **United States Bicycle Route System**

A proposed network of bicycle routes connecting major cities has been developed by the American Association of State Highway and Transportation Officials (AASHTO) and the Adventure Cycling Association (ACA). Within the recommended "corridors" local authorities are to identify specific low travelled roads or trails on which to make the desired connections. These routes are then adopted by local road authorities and recommended to the respective state departments of transportation for signing and mapping. Within the OKI region, US Bike Route 25 has been identified and goes from Mobile, AL to Detroit, MI. passing through Louisville, Cincinnati and Dayton. Within the OKI Ohio counties, Hamilton, Clermont and Warren, the suggested route follows that of the American Discovery Trail and Underground Railroad Route from the Cincinnati riverfront to the Newtown trail head of the Little Miami Scenic Trail, then to Xenia. The Kentucky section has not been defined as yet. See:

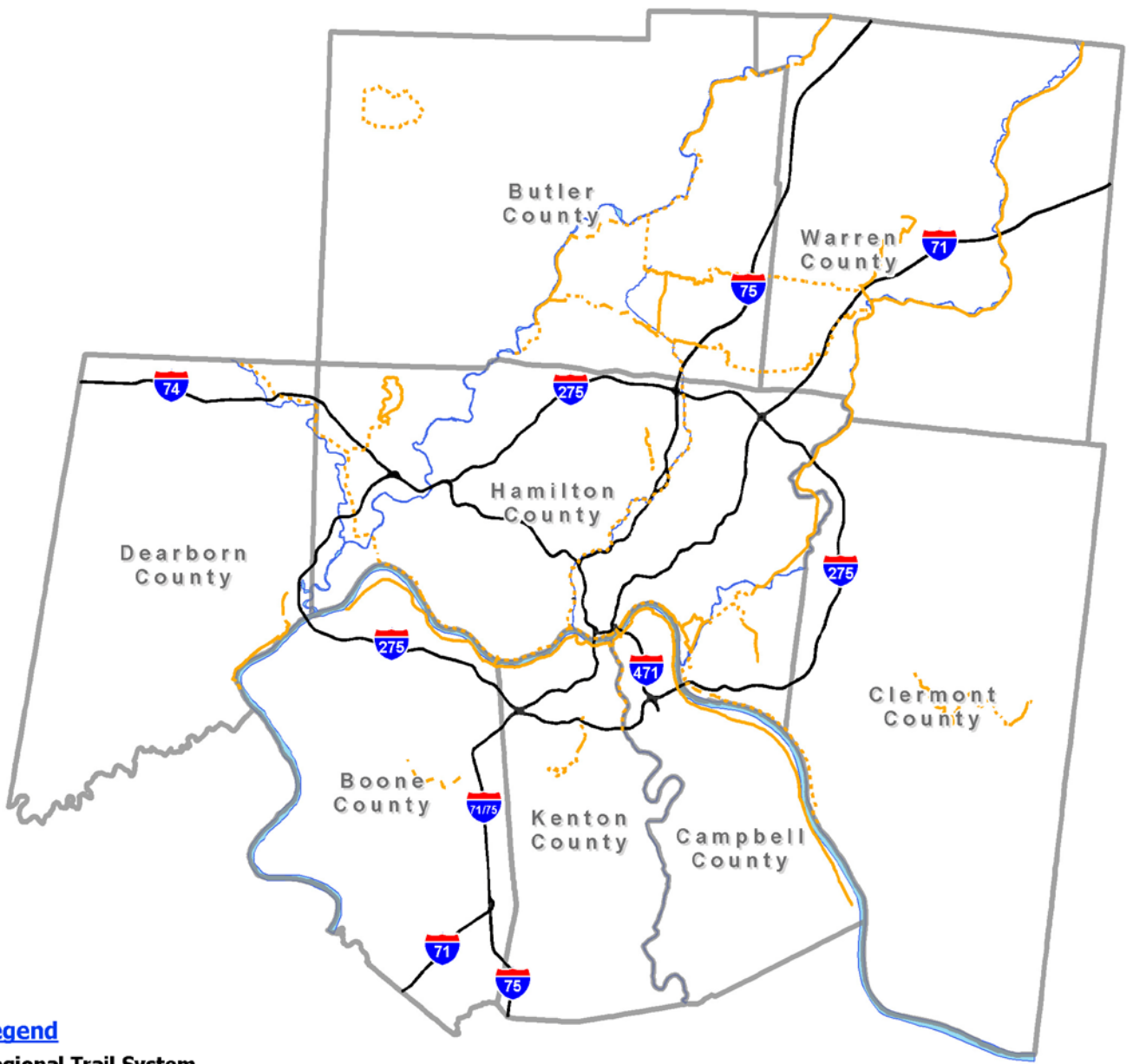
<http://www.adventurecycling.org/routes/nbrn/USBRSCorridorMap.pdf>

2011 draft update 1/30/11

Regional Trail System (miles)

County and Trail Name	Existing	Planned	Total	Estimated Planned Trail Cost* (millions)
Butler	18	49	67	25.3
Great Miami Trail	12	16	28	7.2
Miami 2 Miami Connection	5	24	29	10.2
Oxford Perimeter Trail	1	9	10	7.9
Clermont	9	17	26	7.6
Little Miami Scenic Trail	6	0	6	---
Williamsburg-Batavia Trail	3	11	14	4.0
Ohio River Trail	0	6	6	3.6
Hamilton	27	40	67	46.4
Little Miami Scenic Trail	12	4	16	10.8
Ohio River Trail	7	7	14	19.1
Mill Creek Greenway	3	14	17	7.1
West Fork Mill Creek Greenway	2	1	3	1.5
Whitewater Canal Trail	0	12	12	4.4
Five Mile Trail	3	2	5	3.5
Warren	48	12	60	5.9
Great Miami Trail	5	0	5	----
Miami 2 Miami Connection	2	12	14	5.9
Little Miami Scenic Trail	33	0	33	---
Lebanon Connection	8	0	8	---
Boone	1	15	16	6.4
Northern Kentucky River Path	0	11	11	5.2
Gunpowder Creek Trail	1	4	5	1.2
Campbell	10	46	56	12.6
Northern Kentucky River Path	0	26	26	12.4
Stonehouse Trail	10	20	30	0.2
Kenton	2	21	23	10.2
Northern Kentucky River Path	0	8	8	4.7
Banklick Creek Trail	1	7	8	2.1
Licking River Greenway	1	6	7	3.4
Dearborn	5	2	7	1.8
Dearborn Trail	5	2	7	1.8
OKI Region	120	202	322	116.2

SOURCE: OKI. *Costs represent construction only.



Legend

Regional Trail System

- Existing
- ... Planned
- - - Committed

