

## **APPENDIX 1**

### **INVENTORY OF BICYCLE FACILITIES**

Bicycling occurs year round in the tri-state, both as a means for recreation and for utilitarian transportation. Bicycle trips for transportation purposes, including commuting to work, shopping or errands, are generally three to five miles in length. Recreational cycling may include everything from casual riding around the neighborhood to organized club rides. It is not unusual for bicycle day trips for purposes of recreation or touring to be 100 miles or more.

There are two major categories of bicycle facilities: 1) on-road facilities, and 2) separate facilities on their own right-of-way. Because the existing roadway network can be used by bicyclists to travel to almost any destination in and out of the region, the on-road facilities are the most important for bicycle transportation purposes. Separate facilities, such as bike trails or shared use paths, are designed and designated exclusively for bicycles and other non-motorized uses. Trails and greenways typically serve both recreation and transportation purposes and are important additions to the on-road facilities.

The OKI Bike Route Guides indicate roads and trails used by area bicyclists as recommended to other adults for bicycle travel. These bike maps, developed with the active involvement of area bicyclists, are available for the City of Cincinnati (1998); the four Ohio counties (Butler, Clermont, Hamilton, and Warren Counties; 1995) and three Northern Kentucky counties (Boone, Campbell, and Kenton Counties; 1993).

#### **ON-ROAD BICYCLE FACILITIES**

On-road facilities are the most important to bicyclists because they are accessible anywhere in the region. On-road facilities include shared lanes, signed bike routes, wide outside lanes, bike lanes (in urban areas), and paved shoulders (in rural areas). These facilities all require bicyclists and drivers of motor vehicles to interact together on the roadway, especially at intersections and driveway locations.

On-road facilities include all roadways, bridges, and viaducts in the region, except those that specifically prohibit bicycles (e.g., interstates and freeways). On some roads, bicycles and motor vehicles share either a standard lane (10-12 feet) or a wide outside lane (14 feet). A standard striped bike lane is five feet wide (not including curb and gutter or drainage grates) located on both sides of the road for the exclusive use of bicycles. Bike lanes are generally found in urban areas. Paved shoulders (varying in width from 4 -10 feet) are generally found in more rural areas.

Data on regional on-road bicycle use is extremely limited. The Cincinnati Cycle Club, however, records an average of 30,000 miles of commuter biking annually or an average of 800 miles for each of those reporting members. As an indication of per rider bicycle potential, an average of 4,300 total cycling miles each was recorded in 1994 among the

20 cyclists who helped with the 1995 update of the Ohio Bike Route Guides. Other data pertaining to local cycling activity was presented in Chapter 2.

In Kentucky, the major bicycle corridors are primarily shared roadways that traverse Northern Kentucky and provide opportunities for north-south and east-west travel. These roads, or appropriate alternates, are recommended for planning and funding priority for bicycle improvements including wide lanes, paved shoulders, bike lanes, edge-striping, and signage. Kentucky Route 8 is one of the most popular bike routes in Northern Kentucky, and the River Path Committee meets regularly to develop recommended improvements for this roadway. (See further information about the Kentucky River Path under Separate Facilities.)

### **Local Bicycle Plans, Programs, and Projects**

In the OKI region, four counties, five townships, and sixteen municipalities have prepared bicycle plans and/or are developing local bicycle transportation systems, including Boone County, Florence, Newport, Kenton County, Butler County, Liberty Township, West Chester Township, Oxford, Miami Township (in Clermont County), Anderson Township, Blue Ash, Cincinnati, Fairfax, Indian Hill, Loveland, Madeira, Montgomery, Mt. Healthy, Springdale, Warren County, Deerfield Township, Lebanon, Mason, Springboro, and Waynesville. The Hamilton County Park District, Anderson Park District and the MetroParks of Butler County are also participating in expanding the regional trails network, particularly the trails along the Little and Great Miami Rivers. In addition, the University of Cincinnati has prepared a bicycle transportation system for the campus and adjacent streets.

Existing bike facilities and those that have received funding commitments for development are shown in Figure 4-1, entitled "Major Bicycle Corridors" (Chapter 4).

Additional detail is provided about the following four local bicycle programs because they provide a representative sampling.

#### CITY OF LOVELAND

The very popular Little Miami Scenic Trail travels through the City of Loveland. When Loveland updated its Comprehensive Plan recently, a chapter was incorporated that describes a bicycle transportation system for the city. This was an important addition to the plan because it recommended roadway improvements to enable the residents of Loveland, and other visitors to the city, to travel by bicycle to the Little Miami Scenic Trail and to other destinations in the city. Bike lanes are currently planned for West Loveland Avenue, between Lebanon Road and Loveland-Madeira Road. At the intersection with Loveland-Madeira Road, the bike lanes will transition to wide outside lanes. These end at the intersection with the Little Miami Scenic Trail

#### CITY OF CINCINNATI

The City of Cincinnati's 1976 Bicycle Master Plan forms the basis for developing a bicycle transportation system that includes bike paths, bike lanes, signed bike routes, shared lanes, and wide outside lanes. The City's full-time bicycle/pedestrian coordinator, an

engineer in the Department of Transportation and Engineering, is coordinating improvements and additions to the system.

Two city policies are important elements of the Cincinnati Bicycle and Pedestrian Program. The first is a requirement, passed by resolution of the city council, that every new roadway project will be evaluated for bicycle and pedestrian improvements early in the planning process. An explanation must be provided for all projects that do not include bicycle and pedestrian improvements. The second is a city policy that requires, during street rehabilitation, the replacement of all storm-water inlets with ones that are bicycle-safe.

In 1993, Cincinnati received \$640,000 from Ohio's Transportation Enhancement Program to build a network of continuous, on-street, bicycle-friendly corridors to serve downtown and other important destinations. The following enhancements have now been completed:

- restriping 4.6 miles of bicycle lanes and wide curb lanes on Victory Parkway, Martin Luther King Drive, Este Avenue, Winchell Avenue, and Bank Street;
- signing 7.5 miles of bicycle routes connecting the University of Cincinnati with existing signed bicycle routes;
- upgrading storm water grates on 56.4 miles of bicycle routes;
- installing 10 bicycle lockers; and
- installing 75 bicycle racks.

The Cincinnati Bicycle/Pedestrian Advisory Committee provides a means for citizens to advocate pedestrian improvements, plans, and projects. Since 1993, Cincinnati Bike/PAC has sponsored "Bike to Work Week" in May of each year. Beginning in 1996, the Bike to Work Rally was expanded to include transit and rideshare activities and was promoted as "B-BOPP to Work" (Bike, Bus, or Pool, and Pedestrian).

#### CITY OF FLORENCE

In 1992, the Boone County Planning Commission prepared a Pedestrian/Bike Path Plan for the City of Florence and neighboring portions of Boone County. The City of Florence, through their capital budgeting process and coordination with the Kentucky Transportation Cabinet - District 6, is beginning to construct a combined bicycle/pedestrian system that includes sidewalk/bike paths along Ewing Boulevard, Spiral Drive, Meijer Drive, and Woodspoint Drive. Bike lanes have also been added to both sides of Houston Road between Turfway Road and Woodspoint Drive. When KY 18 was resurfaced in 1997, the shoulders were paved for bicycle and pedestrian use between Florence and Burlington.

#### KENTON COUNTY

In 1998, the Kenton County Bicycle Plan was prepared by the Northern Kentucky Area Planning Commission. The plan identifies a county-wide network of Primary, Secondary, Touring and Local Bikeways which include most arterial and collector streets. The bikeway network is hierarchical much like the street system it uses. The plan has given

consideration to traffic generators such as schools, parks and libraries. A primary purpose for the plan was to comply with federal and state requirements for funding applications for appropriate facilities as independent projects, or in combination with maintenance and reconstruction projects. The Bicycle Plan is being followed with a Pedestrian Plan to improve the safety and convenience of walking.

### **Bridges and Viaducts**

Rivers and interstate highways create potential barriers for bicyclists traveling around and through the OKI region. Bicycle access to bridges and viaducts is an important part of the on-road system. Several bridges of importance to bicyclists have been completed or are underway, including the following five examples. In most cases, the replacement bridges have wide shoulders for bicycle travel as well as 4.5 foot railings. In some cases, there are, or will be, sidewalks for pedestrians.

- The I-75 Pedestrian/Bicycle Bridge was completed in 1996 and provides non-motorized access over I-75 between Anthony Wayne Boulevard and Section Road in Hamilton County.
- The Taylor-Southgate Bridge (formerly the Central Bridge) opened in 1995 and provides bicycle and pedestrian access over the Ohio River between Newport, Kentucky, and Cincinnati, Ohio. There are four 12 foot travel lanes with a 4 foot shoulder and an 8 foot sidewalk on each side. The expansion joints have created some problems for bicyclists.
- The Elizabethtown Bridge in southwestern Hamilton County opened in 1995 and provides access over the Great Miami River. The bridge has two 12 foot travel lanes with a 6 foot shoulder on each side.
- The South Milford Road Bridge in Clermont County opened in the fall of 1996. The original bridge was 19 feet wide. The replacement bridge is 32 feet wide with two 12 foot travel lanes and a 4 foot shoulder on each side.
- The Hopewell Road Bridge near Loveland in Hamilton County was replaced in 1997. The previous bridge was 19 feet wide; the new bridge is 42 feet wide with an additional 6 foot sidewalk on the north side of the bridge. The bridge has a westbound through lane, a westbound left turn lane, and an eastbound through lane. Its proximity to the Little Miami Scenic Trail was considered in the design of the replacement.
- The Clay Wade Bailey bridge (US 25, 42 and 127) over the Ohio River is the preferred crossing by bicyclists between Cincinnati and Covington. This bridge has a concrete deck versus the steel grate deck of the Suspension Bridge. Although the lanes are not wide, there is a center third lane which provides motorists with additional room to share with cyclists. Plans for changes to this bridge in response to Cincinnati's riverfront development and the potential for sharing this structure with the light rail line should take into consideration the safety of cyclists and pedestrians using this bridge.

## **Bicycles, Transit and Parking**

Merging bicycle transport with transit services further enhances the potential of both modes of travel. Nationally, more than 20 transit companies have reported success with the bike-transit connection which includes bike parking facilities at transit stops and bike racks on buses. In the OKI region, three park-and-ride locations have bike lockers for long-term parking. Cincinnati has 10 bike lockers on Fountain Square at the corner of Fifth and Walnut and has added "Bike Bank" racks at two downtown parking garages. Anderson Township has four bike lockers at the park-and-ride near the Township Building on Beechmont Avenue. The newly opened park-and-ride near the intersection of Winton and Kemper Roads in Forest Park has four "Bike Banks" for long-term parking. Presently, none of the transit systems in the region have bike racks on their buses, however, Metro studied their feasibility in 1999 and secured air quality funding (CMAQ) of \$500,000 to add racks to their entire fleet of 450 coaches in FY 2002.

## **SEPARATE FACILITIES (SHARED USE PATHS)**

Separate facilities refer to trails or shared use paths that are separate from the road and provided for the exclusive use of bicyclists, walkers, joggers, roller-bladers, wheelchair-users, and other non-motorized vehicles. Shared use paths are 10-12 feet in width with 2 foot shoulders or clear space on each side.

A multi-purpose, or shared use, trail system is being developed in the OKI region. This system of exclusive bicycle/pedestrian facilities is also shown on the "Major Bicycle Corridors" map (Figure 4-1, Chapter 4), with estimated miles within each state in the OKI region shown in the table below.

Bike Paths and Trails in Miles

	<u>Existing</u>	<u>Committed</u>	<u>Total</u>
Ohio	99	35	134
Kentucky	4	11	15
Indiana	<u>2</u>	<u>8</u>	<u>10</u>
Total	105	54	159

In the four Ohio counties, work is either completed or underway on several important shared use paths including the Little Miami Scenic Trail; the Springboro, Lebanon, and Mason Connections; the Clinton County Rails-to-Trails Initiative; the Great Miami Bike Path; Shaker Trace (in Miami-Whitewater Forest); the Lunken Airport Bike Path; the Indiana & Ohio Corridor (in western Hamilton County); the Dunham/CSX-Westwood Corridor; the Mill Creek Bike Path; and the Ohio River Trail. On the map, the "shared roadways" in Ohio offer connections for bicycling between or to the trails.

## **Little Miami Scenic Trail**

The Little Miami Scenic State Park is a shared use path which follows an abandoned rail corridor approximately 50 miles from Kroger Hills State Reserve in eastern Hamilton County, through Clermont and Warren Counties, to Hedges Road in Greene County. This

section of the trail is operated by the Ohio Department on Natural Resources. North of the OKI region, this trail continues for an additional 30 miles through Xenia and Yellow Springs to Springfield. In Xenia, it joins the Creekside trail, formerly the H Connector, between the Little Miami Scenic Trail and the Great Miami Trail (also called the River Bikeway) in the Dayton area. The Little Miami Scenic Trail is paved with asphalt for more than 80 miles and attracts an estimated 200,000 users annually.

The Hamilton County Park District, Anderson Parks, and the City of Cincinnati are working to extend this very popular trail south from Avoca Park through land owned by the Hamilton County Park District, across the river adjacent to the Newtown Bridge, through the Hamilton County Parks Golf Center and Anderson Township's Clear Creek Park and connecting to the bike path circling Lunken Airport. From Lunken, extensions are planned to the west through the East End neighborhood to Cincinnati's Central Riverfront, and to the east connecting with the Ohio River Trail to New Richmond (described above). These groups, as well as the OKI Technical Services staff and the Cincinnati Bicycle/Pedestrian Advisory Committee, have been communicating with the Cincinnati Park Department and others planning for the Eastern and Central Riverfront areas about the need for the extension of the Little Miami Scenic Trail (also part of the Ohio to Erie Trail). Bicyclists, nevertheless, are aware that there are many decision-makers and many competing goals--including the construction of two stadiums along the riverfront.

### **Great Miami River Trail (The Great Connection)**

The Great Miami Bikeway, as proposed, extends more than 50 miles from Fairfield north through Hamilton and Middletown (Butler County), Franklin (Warren County) and Dayton (Montgomery County). The completed portions include 3.5 miles in Hamilton (the southern end) and 25 miles in Dayton (the northern end). 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.

In 1999, the Franklin section and a 0.7 mile section in Fairfield, south of Joyce Park, received Transportation Enhancement construction funding. The park district 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. In 2000, MetroParks successfully applied for a \$30,000 Transportation Enhancement grant to acquire the remaining right-of-way.

### **Ohio River Trail (Cincinnati to New Richmond)**

This project is being coordinated by the Ohio River Trail Planning Committee comprised of representatives from the jurisdictions through which the proposed trail will pass. These include the municipalities of Cincinnati and New Richmond, Anderson and Pierce Townships, Clermont and Hamilton Counties and the Hamilton County, Clermont County and Anderson Township Park Districts. The trail is proposed to be a sidepath parallel to, and primarily in the right-of-way of, US 52. Portions of the trail would share remnant sections of Old US 52 remaining from when the road was reconstructed. The Trail will be

located on the north or south side of US 52 according to the most feasible alignment as identified in the recently completed feasibility study.

A consultant was hired and began work on the Ohio River Trail Feasibility Study in January 1999. The Feasibility Study reports on the environmental, engineering, and financial feasibility of building a 14 mile trail along the Ohio River between the Lunken Airport Bike Path, in eastern Cincinnati, and the Village of New Richmond in Clermont County. Public meetings were held during the preparation of the study and in January 2000 to review the recommended alternative. A feasible alternative is recommended and would cost around \$7 million to construct. The report was published in April 2000. Additional environmental review activities and engineering need to be done before local governments can implement the trail. Research into potential sources of funding for the remaining planning work and construction is underway.

### **Ohio River Trail (Cincinnati)**

The 1976 Cincinnati Bicycle Plan recommends a separate shared use path along the entire riverfront of the City. Planning for the eastern section between Lunken Airport and downtown, five miles, has become more active as a result of the Eastern Corridor Major Investment Study which recommends the use of a marginally active rail line (known as the Oasis Line) for rail transit. This line has potentially sufficient width for a shared rail-with-trail facility. The feasibility of this use will be studied in the current preliminary engineering phase of the Eastern Corridor study. The City also proposes a walking promenade along the river bank through this section. The use of the rail line for trail purposes has long been supported by the East End neighborhood, and has recently gained additional support from residents of the Columbia-Tusculum neighborhood which is also along the route.

Plans for the portion of the trail through the Central Riverfront are currently underway by the City. Redevelopment of the Central Riverfront, known as the "Banks" project, is the result of the reconstruction and reduction of Fort Washington Way, and the construction of the new football and baseball stadiums on the riverfront. Bicycle access to and through the area is a significant component of both the City's and this Regional Bicycle Plan.

Plans for the Riverfront Bikeway proposed west of downtown are not active at this time.

### **Mill Creek Greenway**

The Mill Creek Restoration Project, with the assistance of an advisory committee and a team of consultants, recently completed a Mill Creek Watershed Greenway Master Plan for this corridor, which extends 28 miles along the Mill Creek from its beginnings in Liberty Township in Butler County through Hamilton County and Cincinnati to the Ohio River. The master plan outlines a number of different projects, including trails, which are seeking funding from various city, county, state, and federal sources.

The Mill Creek Greenways Committee of the Mill Creek Watershed Council meets regularly to implement the plan. The Greenways Committee received \$250,000 in Ohio

Capital Improvements Funds to finalize plans for 17 miles of greenway in Hamilton County. In 2000, \$250,000 in Transportation Enhancement funds was awarded to construct a 1.1 mile portion of the trail between Caldwell and Seymour Parks. As an additional part of this effort, the City of Reading constructed a two mile hiking path, 10 feet in width, along the portion of the Mill Creek through their community. Along the West Fork of the Mill Creek, Wyoming and Woodlawn are working on a joint trail project that would eventually connect Winton Woods to the main stem of Mill Creek.

### **Dearborn Trails**

In Dearborn County, Indiana, the communities of Aurora, Greendale and Lawrenceburg are developing a trail system along the Ohio River to connect Aurora, Lawrenceburg, and Greendale. The Lawrenceburg Levee Walk portion has been completed with Transportation Enhancement funds along the top of the floodwall and ends at the Argosy Casino development. Greendale is continuing this trail east along a flood wall adjacent to US 50 to the vicinity of the I-275 interchange. The two mile connection of the Aurora to Lawrenceburg Trail has also been funded with Transportation Enhancement funding and will be built along an unused rail corridor into the business district. From Aurora, the trail will parallel US 50 and SR 56 through an existing park. South of Aurora, the Indiana Department of Transportation is planning to include paved shoulders in the reconstruction of SR 56 to Rising Sun.

### **Shaker Trace**

The Hamilton County Park District has constructed an eight mile loop trail within Miami Whitewater Forest in the northwest corner of the County. The facility includes an equestrian trail and a three-mile parcours. This facility was built to satisfy public demand for trail facilities in this part of the region and is a very popular recreational facility.

A 1989 feasibility study, prepared for the Park District, recommended development of a trail along the old right-of-way of the Whitewater Canal from Brookville, Indiana, through Harrison, to Valley Junction at the intersection of US 50 and Kilby Road. The canal had two tow-paths, one of which is presently used as a rail line by the Indiana and Ohio Railroad. The other tow-path could serve as a trail. As the southern terminus is near the Shawnee Lookout Park on the Ohio River, the Park District is considering a trail connection that would extend Shaker Trace approximately nine miles between Miami Whitewater Forest and Shawnee Lookout. It has not been determined if the eventual route will use the canal tow path, however it would be located in the Whitewater River valley. This trail is potentially a part of the Great Miami River Trail if a connecting route can be found between Fairfield and Miami Whitewater Forest.