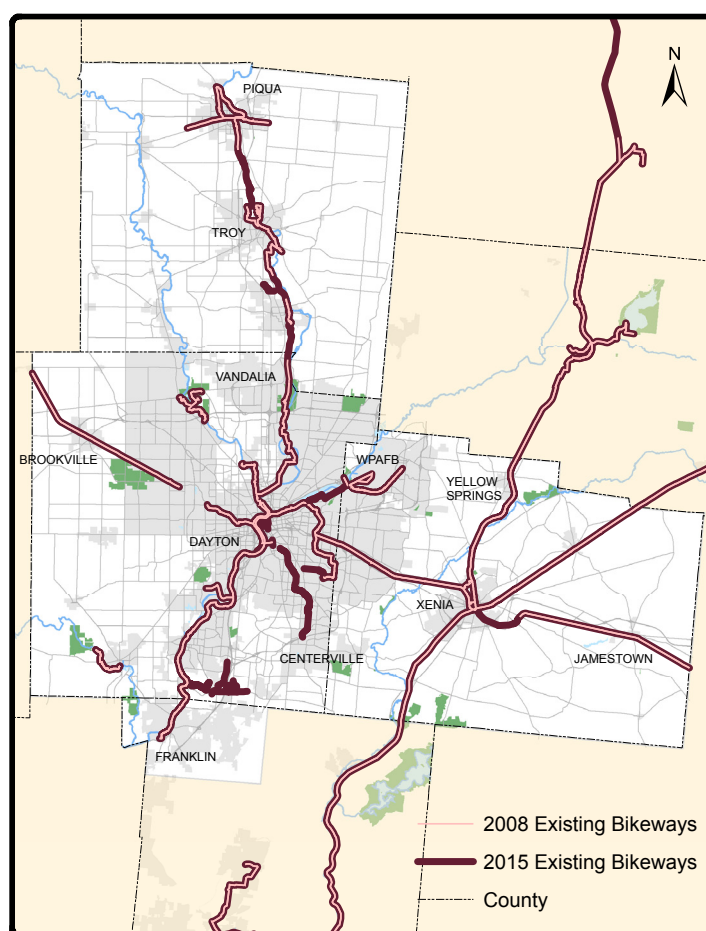


This chapter presents an account of projects and programs that have improved bicycling in the Miami Valley since the 2008 plan was approved. Topics covered include:

- **Nation's Largest Paved Trail Network**
- **Infrastructure projects built since 2008**
- **Non-Infrastructure projects and programs tracked since 2008**
- **Trail user survey data collected in 2009 and 2013**

Nation's Largest Paved Trail Network

The Miami Valley Bikeways network is the result of over 40 years of work that local individuals and agencies have put into building and maintaining it. The trails are primarily a collection of river and rail trails. More recently, some new bike corridors with both multi-use path and bike-friendly roadway facilities have been added. The individual trails are linked to form a network that is a tremendous resource for recreation, fitness and commuting for locals, and a unique attraction for many visitors to the Region. The Miami Valley has made significant progress in the first seven years of the 30-year Comprehensive Local Regional Bikeways Plan. Several of the 2008 plan recommendations for new routes, additional signage, bike hubs and stations have been completed. The Region's accomplishments represent effective partnerships between agencies, jurisdictions, and private groups.



Growth of Bikeways Network in MVRPC Region

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The table below shows the length of the major trails in the network.

Trail #	Trail Name	Trail Miles
Route 1	Ohio-to-Erie Trail	29.38 miles (Xenia to London)
Route 1 & 3	Little Miami Scenic Trail	74.4 miles (Newtown to Springfield)
Route 2	Creekside Trail	15.6 miles
Route 3	Simon Kenton Trail	35.7 miles (Springfield to Bellefontaine)
Route 4	Xenia-Jamestown Connector	15.8 miles
Route 5	Wright Brothers Huffman Prairie Trail	8.2 miles
Route 7	Stillwater River Trail	9.3 miles
Route 8	Mad River Trail	6.5 miles
Route 9	Iron Horse Trail	8.2 miles
Route 19	Dayton-Kettering Connector	7.2 miles
Route 25	Great Miami River Trail	63.45 miles (Franklin to Piqua), 16.67 miles (Middletown and Hamilton)
Route 36	Ohio to Indiana Trail	5.5 miles (Piqua), 11.1 miles (Darke Co, Tecumseh Trail)
Route 38	Wolf Creek Trail	16.9 miles
Route 40	Buck Creek Scenic Trail	6.8 miles

330.7 Regional Miles of major trails

Another significant addition was made in August of 2015 when the 2.4 mile Medlar Trail, connecting to the Great Miami River Trail, and the Austin Pike Path, at 2.2 miles, were connected. This forms the beginning of the envisioned Great-Little Trail (formerly called the River Corridors Connector) that will eventually connect the Great Miami and Little Miami Trails across the south end of Montgomery County and northern Warren County. Connections outside the MVRPC planning area also add value to the network. For example, the Countryside Trail in Lebanon and the Tecumseh Trail in New Carlisle are both significant additions to the regional bikeways.

Trail users, especially visitors, are less concerned about jurisdictional lines, and more concerned about connectivity. As efforts in neighboring regions like Cincinnati and Columbus connect to the Miami Valley bikeway network, the entire system becomes more attractive and more valuable. Just like the roadway system, the more connected the bikeway system becomes, the more users it will attract. As the system adds more low-stress connections to more destinations, biking becomes a more viable form of transportation.

Accomplishments since the 2008 CLRBP

Bikeways Network Building

In terms of the **High Priority Projects listed in the 2008 CLRBP**, the following progress has been made:

- Great Miami River Trail in Montgomery County. Triangle Park to Taylorsville opened in 2009, an extension on the west/north bank from Stewart to the University of Dayton/Courtyard Marriott complex was built in 2013.

- Iron Horse Trail—Centerville extended the trail toward I-675 and Kettering built sections up to Stroop and Wilmington roads and at State Farm Park in 2009.
- Piqua to Urbana and Piqua-Covington & Bradford-Greenville Connectors—Part of the Ohio to Indiana route, with temporary on-street markings applied in 2010 and 2011, and Darke County building major trail and road sections in 2013.
- Downtown Bike Lanes and Sharrows—Created in 2010 by City of Dayton.
- Bikeway Wayfinding Signage was created and installed across the regional trails in 2010, and has been adopted by other trails groups within the state as the standard for signage.
- Great Miami River Trail in Miami County—Tipp City to Troy section opened in 2010, Tipp City to Taylorsville and Troy to Piqua sections opened in 2012, and the Shook Bridge at Farrington Reserve opened in 2014.
- RiverScape Bike Hub built in 2010.
- Beavercreek Bike Station built in 2011.
- SR 741/Austin Rd Corridors—Sidepath constructed as part of Austin Road Interchange in 2011, new bike lanes striped along 741 in Springboro.
- Great Miami River Trail, Franklin to Middletown Connection—Middletown built to Butler County line in 2011, Franklin applied to fund a missing section within the City in 2014 with construction planned for 2020, and staff is awaiting news of a similar application from Middletown to OKI.
- Hamilton connected 3.3 miles to their Rentschler Forrest segment of the Great Miami River Trail between 2012-15.
- Dayton Kettering Connector (SE Corridor Trail)—A collaboration between University of Dayton, and the cities of Dayton, Oakwood, and Kettering. Dayton completed lanes and trails on Brown Street, Irving Ave., sewer access road, and Shroyer Road crossing improvements in 2012. Kettering created on-street signed routes and modified intersections in 2012.
- Mad River Trail was extended through Eastwood MetroPark and along Springfield Street to Huffman Dam in 2013.
- Jamestown Connector was extended east to the Greene County line and a tunnel was built under SR-35 near Xenia in 2013.
- Miami Township funded and in partnership with the TID and Five Rivers Metroparks, constructed the Medlar Trail in 2014.
- Wolf Creek Trail access from downtown Dayton was improved with bridge reconstruction at the Edwin C. Moses, Salem, and Monument bridges. A ramp to the Broadway bridge will be installed in 2015.
- I-675 pedestrian/bike bridge at North Fairfield exit—Construction started in 2014 and will be complete in 2015.
- Construction of Kroc Center area improvements addressed an identified high crash location on the roadway network.



Other **local bikeway facilities** projects have included:

- Yellow Springs park and ride area on Cemetery Street.

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- Steve Whalen Blvd Bikeway, and Brown Street Bike Lanes in Dayton.
- Miami Township bike routes/lanes on Newmark and Ferndown.
- Forrer Road Buffered Bike Lanes in Kettering.
- Commercial Street and Main Street Bike Lanes in Piqua.
- South Alex Road bikeway in West Carrollton.
- Springboro's first Spark'n'Go bike station built in 2013; second station to open in fall of 2015.
- 24 Link bike share stations built in downtown Dayton in 2015.
- Though outside of the MPO, but a huge link in the regional trail network, the Simon Kenton Trail was extended and paved through Urbana in 2010 and extended again, with crushed gravel, from Urbana to Bellefontaine in 2014.
- Also outside of the MVRPC's planning area, the Little Miami Scenic Trail south of Greene County was resurfaced and protected from erosion and the old wooden bridges provided with safer paved surfaces in 2012.

Connecting Trails

The Miami Valley has several national and state designated bikeways that pass through the Region. The North Country National Scenic Trail and the Underground Railroad National Trail both use our regional trails and road routes to link multiple states and a vast network of interpretive sites, creating a remarkable tourist experience (ODNR 2005). U.S. Bicycle Route 50 was recently created from Richmond, Indiana, across Ohio to



Links Beyond the Region:

- North Country Trail <http://www.nps.gov/noco/index.htm>
- Underground Railroad Trail <http://www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/underground-railroad-ugrr/>
- US Bicycle Route 50 <http://www.dot.state.oh.us/Divisions/Planning/SPR/bicycle/Pages/USBR-50.aspx>
- Buckeye Trail <http://www.buckeyetrail.org/>
- Ohio to Erie Trail <http://www.ohioerietrail.org/>

West Virginia, Maryland, and DC. MVRPC assisted the state in securing resolutions from local communities in support of the new route, and will continue working with the State of Ohio on a number of additional state designated bike routes (ODOT 2014).

Within Ohio, the Buckeye Trail is a 1,440 mile loop trail that follows old canals, abandoned railroads, rivers, and rural roads. Portions of the Great Miami River Trail, Mad River, Wright Brothers Huffman Prairie, and Little Miami Scenic Trails are a part of the Buckeye Trail locally. The Ohio to Erie Trail connects Cincinnati to Cleveland across the center of the state. In this area it makes use of the Little Miami Scenic Trail and the Prairie Grass Trail toward Columbus.

Non-Infrastructure Programs and Progress — Other “Es”

In addition to engineering projects, there is a great deal going on in the areas of Encouragement, Education, Enforcement, and Evaluation. And, with this update, we will also be adding a focus on another important “E”: Equity. Below are brief summaries of non-engineering efforts going on in our Region.

Encouragement — MVRPC continues to work with partner organizations to provide cycling activities aimed at increasing ridership.

- MiamiValleyTrails.org was taken over from the peerless private management of Tom Rectenwalt, and was redesigned as a regional, one-stop bike website, managed by MVRPC.
- Bike Maps — the Miami Valley Recreational Trails map (2008), and the Miami Valley Bikeways Guide Maps (2011, 2014) were published by MVRPC with the support of many sponsors, partner agencies and bike shops. Requests for this map come from across the nation, indicating that tourists appreciate it just as much as our local residents. The map design won a statewide GIS award in 2014.
- Local Bike Maps — Cities including Dayton, Piqua, Covington, Kettering, and Springboro have produced their own local bike maps.
- Drive Your Bike Brochure, a companion piece to the regional maps, was redesigned in 2009 and again in 2011 with information on fixing a flat, safe street riding, commuting, and other topics.
- Miami Valley Cycling Summits were held in 2009 (University of Dayton), 2011 (Dayton), 2013 (Springfield), and 2015 (Piqua) attracting bike-professionals, advocates, government officials, and private citizens. The cycling summits played a role in restarting Bike Miami Valley as an active advocacy organization.
- MVRPC’s Complete Streets Policy was adopted in 2011, followed by several community policies.
- Bike to Health Campaigns — Bike for the Health of it, Bike with a Ranger, Night Rides programs were managed by park districts as well as the National Park Service.
- Recreational Rides/Touring — Greene Trails Classic, weekly club rides, Kettering’s Bike to the Arts, fundraisers such as Tour de Donut, Twisted Pretzel Tour, and numerous other events.
- Bike to Work Week/Month — Xenia, Piqua, Troy, Dayton, Kettering Business Park, LexisNexis and Wright Patterson Air Force Base each coordinated events related to biking to work in May.
- Continuation of “Drive Less, Live More,” a shared branding of regular summer events which is a cooperative effort of several partner agencies.
- Valet bike parking at multiple events — Cycling Summit, Bike to the Dragons, Covington 150th Anniversary Celebration, Bike To It Concert Series in Troy, Throwback

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Thursdays at Frazee Pavilion, Yellow Springs Street Fair, and Oktoberfest at the Dayton Art Institute.

- “Rack ‘n Roll” brochures for bike-on-bus racks were developed by Greater Dayton RTA, and all public transit buses in the three-county area are now equipped with bike racks.
- Formal discussions are ongoing among trail managing agencies and regional CVB agencies about how the Region can do a better job marketing the nation’s largest paved trail network.
- Regional Bikeways Committee was established by MVRPC, to increase and formalize involvement of city and trail-managing-agency representatives in building facilities and program.
- Pedal Pals works with Rideshare to offer a database connecting potential bike commuting buddies.

Education — Local programs are essential to increase cycling knowledge and skills.

- Five Rivers MetroParks offers both Intro to Cycling and Intro to Commuting classes based on the League of American Bicyclists (LAB) Road I syllabus.
- Since the 2008 Plan was written, the number of League Certified Instructors in the area providing the Road I course has more than tripled in number to 10 individuals.
- American Automobile Association has Bike Rodeo Kits available to lend.
- Five Rivers MetroParks conducts a large bike rodeo that attracts more than 100 young people each spring and offers train-the-trainer opportunities.
- Miami County Parks offers a week of bike trail programming as part of their summer day camps.
- Several area schools, including University of Dayton (Engineering Dept.), Dayton Early College Academy, and the Regional STEM school, offer bike maintenance, riding skills, and exploratory classes.
- Bike Miami Valley will offer a new adult cycling education curricula in coordination with the launch of the Link bike share program.
- MVRPC produced updated public service announcements on bike safety from the perspective of both cyclists and motorists in the spring of 2015 and aired widely on local and cable channels.

Enforcement — Applying the rules of the road across all modes of travel is essential to creating a safe environment and thriving bike culture in the Region.

- MVRPC’s Bike Lights Campaign has provided an average of 200 front and rear light sets per year to police, school groups, and community based organizations, who in turn distribute to the public.
- Police in several communities use bike patrols for traffic enforcement. A regional crash analysis is performed by MVRPC with every Long range Transportation Plan update and high crash areas are identified and shared with jurisdictions.
- There are ongoing local efforts to curb sidewalk riding, where illegal, and wrong-way riding by cyclists. Enforcement of all existing traffic laws, for both cyclists and motorists, making cycling safer.

Evaluation — If you don’t count it, it doesn’t count.

- MVRPC organized volunteer-led 2009 and 2013 Trail Users Surveys and counts on the major trails in our Region.

- Park districts have all added automated trail counters, from which MVRPC will collect and aggregate regional data.
- MVRPC has purchased new counters for both trails and on-street bicycle counting. The agency started collecting counts in the summer of 2015. These counters are available for loan to member jurisdictions and agencies.

Safe Routes to School

MVRPC hosted Safe Routes Forums in 2013 and 2014, bringing faculty and administrators together from school districts across the Region for unique training and a roundtable discussion.

The Safe Routes to School program in Ohio is managed through the Ohio Department of Transportation, with the advocacy involvement of the Ohio Chapter of Safe Routes to School National Partnership.

Safe Routes to School awards in MVRPC's area

Year	Description
2007	Kettering: \$153,000 infrastructure
2008	Dayton: \$335,000 infrastructure and \$150,000 encouragement Troy: Withdrawn
2009	Sugarcreek Township: \$7,500 encouragement and \$232,000 infrastructure Yellow Springs School Travel Plan Clark County Springfield TCC School Travel Plans
2010	West Milton: \$19,000 encouragement Versailles: \$290,000 infrastructure New Madison: \$500,000 infrastructure and \$67,000 encouragement Urbana: \$434,000 infrastructure and \$33,000 encouragement
2011	Clear Creek Township Travel Plan
2013	Sugarcreek Township: \$101,000 infrastructure and \$10,500 encouragement
2014	City of Centerville School Travel Plans

Bike Friendly Communities and Businesses

The City of **Dayton** achieved the status of Bronze Bicycle Friendly Community in 2010 and was reaffirmed at that level in 2014. The City of **Troy** was awarded Bronze status in 2015. The City of Riverside was awarded Honorable Mention in 2009. The Region is also home to six Bike Friendly Businesses: **Miami Valley Regional Planning Commission, National Aviation Heritage Area, Five Rivers MetroParks, LexisNexis, Bike Miami Valley, and Cox Media Group.**

The City of **Miamisburg**, located along the Great Miami River Trail, created a Bike Friendly Business model in 2014 that other cities may replicate. The program allows businesses to leverage their proximity to the trail and make cyclists feel welcome.

Piqua, Xenia, and Dayton are official "Trail Towns" along the Buckeye Trail, and have developed programs similar to the Miamisburg model for helping businesses attract and accommodate bicyclists visiting the community.

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On-Street Network Building

Because bicyclists are legally allowed on all non-freeways, the Miami Valley's entire roadway network is effectively the Region's on street bicycle network, regardless of whether signage or markings are present on a given street. While most people will avoid high-stress riding situations, cyclists could be on nearly any road, at any time. The Region's multi-use trails are a tremendous asset, and one of our guiding principles is to see the 40-plus year investment put to better use. To return the best value to our communities and residents, the roadways and bike trails should be linked into one functional system.

Low-Stress Streets

Every community in the Region includes low-volume, low-speed residential streets in historic downtowns and suburban developments. Virtually all of these roadways are suitable and comfortable places to ride a bicycle in their present condition. As will be discussed later, many of these low-stress areas are effectively islands, disconnected from the regional trails or other low-stress neighborhoods due to high-stress routes that serve as connections.

High-Stress Streets

At this writing, very few arterial streets in the Miami Valley have any kind of bicycle facility. Those that do, such as Byers Road, Austin Pike, Dayton-Xenia Road, North Fairfield Road and Clio Road (among others) tend to have sidepaths. A guide for considering sidepaths is offered as an appendix to this report (Appendix E). Forrer Boulevard in Kettering has buffered bike lanes, Main Street in Piqua has bike lanes, and downtown Dayton has a series of connected bike lanes and sharrows-marked streets. Where these facilities exist (and this is not meant as an exhaustive list), they provide a degree of separation that encourages more cycling. But the overwhelming majority of arterial roadways in the Region have no accommodation for cycling, and are therefore used by only the most fearless of cyclists, if at all.

Rural Roads

The presence or absence of a paved shoulder makes a tremendous difference to bicyclists in the rural areas of our Region. Shoulders create space usable by cyclists either as a travel way or an area to merge into in the presence of passing motor traffic. It should also be said that rural roadway shoulders offer much value to the motorists as well, as breakdown space, passing space for agricultural equipment, and to protect pavement condition. A solid majority of our rural roadways in the Region have no shoulder, based on a GIS review of Ohio Department of Transportation roadway (TIMS) data. Only 18% of the Region's roads, not including limited access highways or local streets, have a shoulder width of at least two feet.

Complete Streets Policies

Coming in a variety of forms, Complete Streets Policies uniformly champion one important concept: that all users of a public street must be able to move safely along and across that street. "All users" includes not only bicyclists and pedestrians, but also motorists, freight haulers, transit and emergency vehicles. "Users" means people of all ages and abilities, including persons with disabilities. Such policies encourage, indeed require, that consideration of the needs of bicyclists and pedestrians is incorporated into transportation projects from the earliest stages.

MVRPC Regional Complete Streets Policy

Based on a recommendation of the 2008 CLRBP, the MVRPC Board adopted a Regional Complete Streets Policy in January 2011, encouraging improvements to the transportation network so that all users are able to safely and conveniently reach their destinations along

and across a street or road, regardless of their chosen mode of transportation, age, or ability level. The National Complete Streets Coalition ranked MVRPC's policy as the top Metropolitan Planning Organization Complete Streets policy in the nation in 2011, awarding it a total of 88 out of a possible 100 points.

MVRPC's policy encourages improvements to the transportation network so that more streets and roads in the Miami Valley will accommodate all users safely and comfortably. The policy applies to project solicitations for Surface Transportation Program and Congestion Mitigation/Air Quality funds through MVRPC's transportation planning process since 2011. As a regional policy, it is flexible enough to be applied in urban, suburban, and rural settings, thanks to a focus on context sensitive solutions.

<http://www.mvrpc.org/transportation/complete-streets>

MVRPC staff is available to assist local communities in creating their own complete streets policies, as the following jurisdictions have done.

Local Complete Streets Policies

Dayton

The City of Dayton's Livable Streets Policy was adopted in 2010 and earned high rankings from the Complete Streets Coalition in their 2011 analysis. As a result of Dayton's policy, new street maintenance and construction projects include, where applicable, features such as wider sidewalks, bike lanes, sharrows, street trees, street furniture, green space or landscaping, and accommodations for public transit users.

Piqua

The Piqua Bike-Run-Ped Advisory Council (now the Active Living Advisory Council) was formed to serve as an advocacy and advisory resource for biking and walking projects. The first order of business for the Council was to champion the creation and adoption, in 2013, of a Complete Streets policy to ensure future transportation infrastructure improvements take into consideration the needs of bikes and pedestrians. Their policy was recently recognized by the National Complete Streets Coalition as a top ranked policy.

<http://piquaoh.org/city-departments/engineering/streets-policy/>

Riverside

The City of Riverside adopted a Comprehensive Alternative Transportation Policy on the recommendation of its Multimodal Transportation Commission. The Commission regularly looks at infrastructure improvements and other means of facilitating alternative modes of transportation throughout the city, which contribute to the safety, health, and economic well-being of residents.

Community Plans and Advisory Committees

Local planning for bicycle transportation is vital to making the investments in the regional bikeways network pay off. Cyclists in the Miami Valley need viable, safe, convenient, low-

MVRPC Assistance

MVRPC staff is available to assist local communities in creating their own complete streets policies, as these jurisdictions have done.

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stress routes which branch off from the regional trails and regional bikeways and reach into communities and serve desired destinations. Numerous communities have developed local bike and pedestrian plans and/or are using bike and pedestrian advisory committees to provide nonmotorized perspectives on community development. An overview of local efforts, listed alphabetically by community, follows.

Beavercreek

The City's Bikeway Plan depicts a 20-year priority plan for bikeways and walkways. Developed by the Beavercreek Planning and Zoning Department and approved by city council in 1999, the Plan states that all arterial streets should eventually include bikeways and walkways. In 2012, Beavercreek updated the city's Thoroughfare Plan, which now includes a comprehensive look at the existing on-road and separated bicycle facilities in the city, and recommends locations for future sidepath and on-road bicycle facilities. The Beavercreek Bikeway and Non-Motorized Transportation Advisory Committee is appointed by City Council to advocate for non-motorized transportation in the community.

Centerville/Washington Township

The Centerville-Washington Park District, Washington Township and the City of Centerville jointly completed the Community Connections Plan in 2005. The plan lays out a long range system of on- and off-street bikeways, with each agency responsible for implementing projects within their respective areas. The committee that created that plan has been disbanded. Several former members are working to create a new Centerville Washington Trails Task Force to better advocate for the implementation of many of the plan elements. The City of Centerville is working to find reasonable crossings of I-675, which cuts through the community.

Dayton

Adopted in 2011, the City of Dayton's 2025 Bicycle Action Plan Goals are based on the League of American Bicyclists' "5 Es" of bicycling. In addition, the Bike/Walk Dayton Committee added a sixth goal, Maintenance, to recognize the importance of maintaining our bicycle infrastructure.

<http://www.cityofdayton.org/departments/pcd/Documents/CityofDayton2025BicycleActionPlan.pdf>

Fairborn

In 2015 the city updated their Thoroughfare Plan with new and updated bike routes, lanes, and paths in response to local workshops supported by the Parks, Planning, and Engineering Departments. The city also has a Bicycle and Pedestrian Advisory Committee, which exists as a subcommittee of the Planning Board.

Kettering

A Bicycle Advisory Task Force was created in 2011 to make recommendations to Council regarding potential bike- and pedestrian-oriented programs and facilities. Their final report included maps of recommended signed routes and sidewalk connections, as well as a bike infrastructure inventory.

<http://dev.ci.kettering.oh.us/wp-content/uploads/2013/03/Bicycle-Task-Force-Committee-FINAL-document-Recommendations-1-18-13.pdf>

Piqua

Because of the high level of interest within the Piqua community in promoting and enhancing walking and biking opportunities, a group of healthy living enthusiasts established the Bike-Run-Ped Advisory Council that has now evolved into the Active Living Advisory Council

(ALAC). ALAC serves as an advocacy resource for active living initiatives and events within the community, including local bike to work days, races and runs, and hosting the 2015 Miami Valley Cycling Summit. Established following the summit, there is a local Piqua chapter of Bike Miami Valley.

Riverside

The Multi-Modal Transportation Commission makes recommendations to the City Manager and to City Council and works on projects related to Safe Routes to School, bikeways in the community, and other alternative transportation projects that contribute to the safety, health, and economic well-being of the City.

Springboro

In 2009, the City of Springboro adopted Alta's Bicycle Friendly Community Action Plan and created a Bicycle and Pedestrian Advisory Committee a year later. Building on that foundation, the City of Springboro Bicycle and Pedestrian Plan, adopted in 2013, is focused on infrastructure improvements, behavior change, and culture change that will create a family friendly bicycle and pedestrian community.

<http://greenwaycollab.com/projects/springboro-bicycle-and-pedestrian-plan/>

Xenia

The Xenia X-Plan is a combination of comprehensive land use plan and thoroughfare plan that lays out a system of on- and off-street bikeways connecting Xenia with the surrounding trail system. The plan includes goals such as creating a welcoming and comfortable pedestrian environment and making Xenia's downtown the Bicycle Hub of the Midwest.

<http://www.ci.xenia.oh.us/x-plan.html>

Yellow Springs

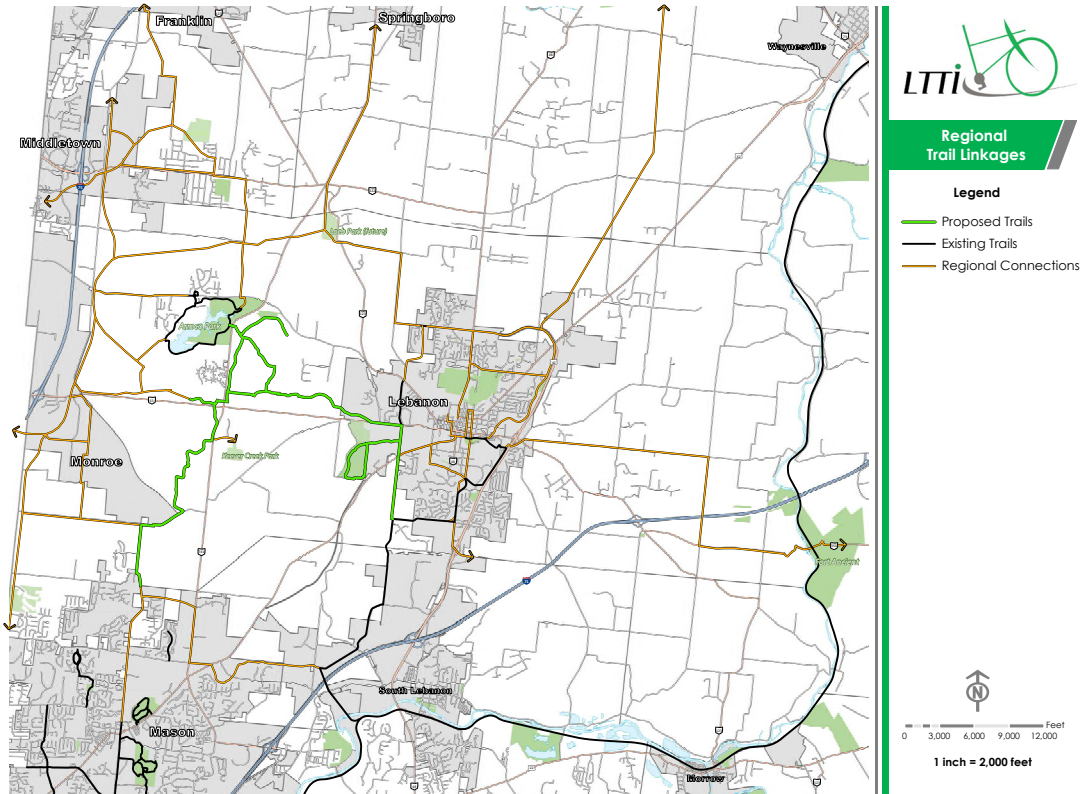
The Village has revived an ad-hoc committee to address Safe Routes to School plans in the city school district. The Chamber of Commerce operates from the Yellow Springs Station along the trail. The whole community has been very active in promoting businesses along the trails.

Neighboring Plans

Warren County

The primary focus of the Lebanon-Turtlecreek Trails Initiative (LTTI) is to link Armco Park, Union Village, and Otterbein to Lebanon and the Little Miami Scenic Trail, thereby plugging into the nation's largest network of off-street bike paths. The County has plans for a trail of approximately five miles to connect from Armco Park to Neil Armstrong Way in Lebanon. Then the plan is to head south with the trail to Glosser-Richardson Road providing more direct access to the Lebanon Countryside YMCA. Additional planned bike path connections include linking Union Village to the Cincinnati Zoo properties located north of Mason and connections further west of Lebanon that could eventually reach the Great Miami Trail. Their map, below, shows additional proposed connections north into Franklin, Springboro, and Washington Township, with no plan or date for construction at this time.

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Warren County Plan Map – 2015 Lebanon – Turtlecreek Trails Initiative

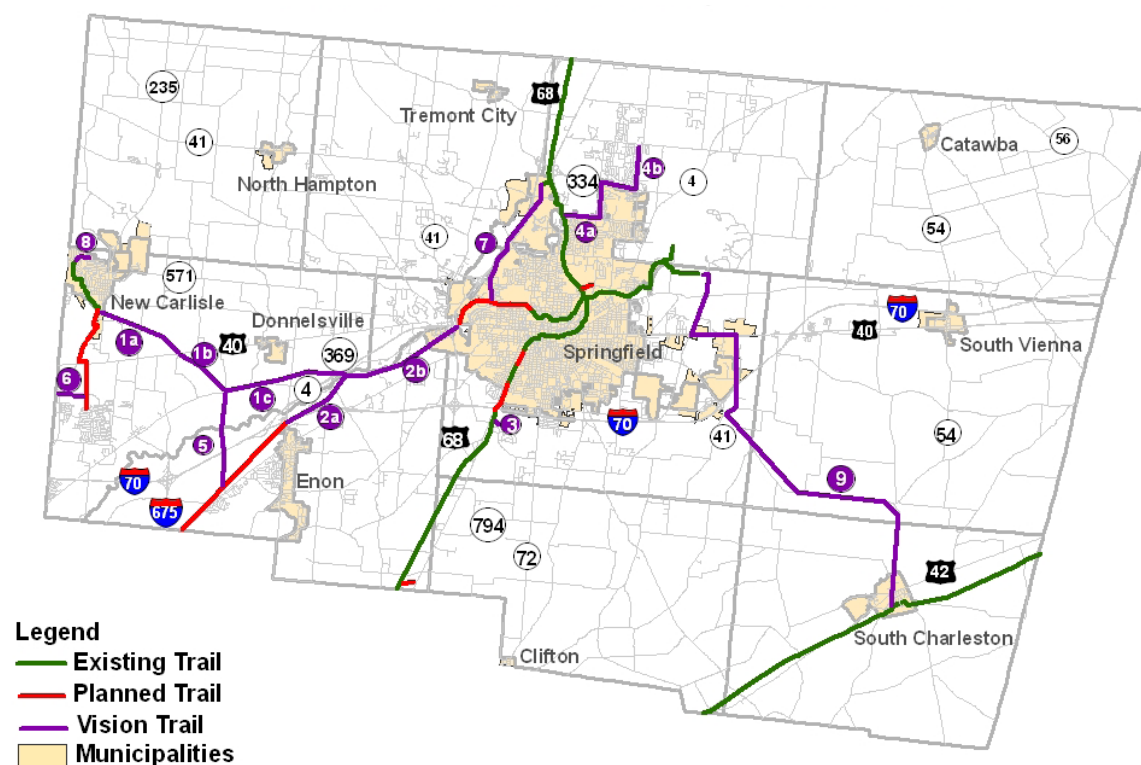
Preble County

Preble Trails-Linking Communities is a new grassroots organization begun in 2014 to develop public interest and strategies to develop bicycling routes in Preble County. Goals include a covered bridge route and connections to the Miami Valley Trails and to Richmond, Indiana.

Clark County

The Clark County-Springfield Transportation Coordinating Committee's Multi-Use Trail Plan, adopted in 2011, identifies priorities for separated trails in Springfield and Clark County. Proposed connections to Greene and Miami Counties align with the vision map of the 2008 CLRBP and our current Long range Transportation Plan.

2011 Clark County Trail Plan



Trail User Surveys

In 2009 and again in 2013, MVRPC and our partner agencies took to the trails in a large volunteer effort to survey users and measure the impact of the trails (MVRPC 2013). The 2009 effort had a larger number of count locations but the findings of both surveys were similar. The counts were conducted on a Wednesday and a Sunday in the summer. Eleven percent of the counted trail users took the survey in 2009 and 7% in 2013.

Trail use was bike-dominated. On the Sunday counts, over two-thirds of counted trail users were on bikes. The majority of survey takers (66% in 2009, 73% in 2013) were 46 years of age or older. More than 60% were male. Importantly, when asked if they would be comfortable biking on streets as well as trails, the positive response increased from 49% in 2009 to just under 60% in 2013.

Using an intercept methodology developed by the Rails-To-Trails Conservancy and the Richard Stockton College of New Jersey (Rails-to-Trails 2005), the survey estimates the economic impact of the trails for the Miami Valley. Between 772,000 and 888,000 annual visits were made to the trails:

- 69% of those used hard-goods (equipment) purchased for the visit, a benefit of approximately \$6,015,514 in purchases
- 47% of the visits resulted in soft goods (food, drink, etc.) being purchased during the visit, resulting in \$5,761,140 in purchases each year

Sixteen percent of the trail users come from areas of the state outside the Miami Valley Region, and 2% come from outside Ohio. In addition, over 7% of the 93,055 unique visitors to the trails network purchase overnight accommodations for an average of 2.4 nights. The overnight stays result in another \$1,296,846 spent in the Region. When added together, the annual economic impact from the trails is estimated to be over \$13 million. Together, the

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survey findings indicate the Miami Valley Trails are a regional asset waiting to be leveraged for economic development and transportation use.

<http://www.mvrpc.org/transportation/bikeways-pedestrians/trail-user-surveys>