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The contents of this Plan reflect the views of the Clark County-Springfield Transportation Study, which is responsible for the facts and the accuracy of the data presented herein. The content does not necessarily reflect the official view and policies of the Ohio Department of Transportation or the U.S. Department of Transportation. This Plan does not constitute a standard, specification or regulation.
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Introduction

The Clark County-Springfield Transportation Coordinating Committee (TCC) was established in February 1964 to comply with the requirements of the Federal-Aid Highway Act of 1962. The TCC is the Metropolitan Planning Organization (MPO) responsible for transportation planning in the Clark County-Springfield area as designated by the Ohio Department of Transportation acting in behalf of the Governor in accordance with federal law (23 USC 134).

The TCC is responsible for meeting all the federal requirements of the cooperative, comprehensive and continuing transportation planning process, which became known as the 3-C process. The 3-C process was first required by the 1962 Surface Transportation Assistance Act and 1964 Federal Transist Act. TCC staff maintains this planning process through work elements that are developed annually for the Planning Work Program (PWP).

This multi-use trail plan is one of the work products that is outlined in the Fiscal Year 2016 PWP’s short range planning work element. This trail plan shall contain information regarding trails that are currently in use and identifying future trail corridors and improvements. As the Clark County trail network continues to grow, more of a focus is being placed on maintaining current trails rather than building new trails. To identify future maintenance needs, the TCC used a consultant to perform a Clark County Trail assessment. The trail assessment (completed in November of 2015) assessed pavement condition ratings along NTPRD and Clark County Park District properties. Recommended improvements and cost estimates were provided for those areas that were in need of repairs.

The 2016 Multi Use Trail Plan still identifies important corridors for future trail development. These corridors have been identified as important connections to help move non-motorized users of the transportation system. Regional stakeholders include National Trails Parks and Recreation District, Clark County Park District, City of Springfield, City of New Carlisle, local bicycle advocates, the LOGCAC TCC Subcommittee, and the TAC TCC Subcommittee.

In summary, it is the goal of the Multi-Use Trail Plan to provide planning for safe and accessible bicycle and pedestrian facilities within Clark County. The Multi-Use Trail Plan has also outlined the goal of well maintained, interconnected system of trails that provides users with destinations all over Clark County, the Miami Valley, and all over the State of Ohio.
Objectives and Strategies

Objective 1. Develop a strategy for maintaining the trail system that is already in place within Clark County

- Develop funding strategies to address needed improvements that have been identified through the 2015 Trail Assessment.
- Continue to monitor those maintenance issues that have been identified as needed repairs in 5-10 years.

Objective 2. Identify projects that will make the Clark County trail network more connected.

- Identify projects that eliminate gaps within the trail network.
- Identify corridors that connect population centers with one another.
- Identify projects that connect where people live with where they work, play, worship, and gather.
- Identify on-road improvements that can get people from their homes to the trail, without needing to drive to a trail staging area.
- Identify funding strategies and project champions for these projects.

Objective 3. Educate the public on the importance of trails and quality of the Clark County Trail system.

- Promote the trails as a healthy alternative to motorized forms of travel
- Utilize the trails as tools to support local businesses
- Preserve transportation corridors for future use
Existing Trails

The following section is an inventory of the five (5) current trail systems in Clark County. A map showing all existing trails can be found in Appendix A.

Little Miami Scenic Trail:

Overview
The Little Miami Scenic Trail is a regional shared-use trail that extends from Springfield to south of Milford, near Cincinnati. The path is 78 miles long and runs through Morrow, Oregonia, Corwin, Spring Valley, Xenia, and Yellow Springs. The trail follows the path of the Little Miami Railroad, which was abandoned in the early 1970s.

Location
The Little Miami Scenic Trail Segment in Clark County begins at the Greene County Line and travels north to the city of Springfield, where the Little Miami Scenic Trail terminates and the Simon Kenton Trail begins near the intersection of Jefferson Street and Center Street.

Description
The total overall length of the Little Miami Scenic Trail in Clark County is 8 miles. The trail is ten (10) feet wide and is asphalt.

Completion/Dedication
The first segment of trail from John Street to Jefferson Street was completed in December 1989. The corridor from the remainder of the trail was purchased in August 1996 by the Greene and Clark County Park Districts. The trail was completed from the Greene County Line to John Street and was opened in April 1999. The final section between I-70 and John Street and between Johnny Lytle Ave and Fair Street was completed in the summer of 2016.
Cost/Funding
The cost to construct the segment of the trail from the Greene County Line to John Street was $1,600,000. The segment was funded with 100% Federal funds, as it preceded the first Federal transportation bill, the Intermodal Surface Transportation Efficiency Act of 1991. The section completed in 2016 was funded through a $450,000 Clean Ohio Trail Fund grant, $1 million in CMAQ funding, and $200,000 in TA funding.

Owner/Operator
The segment from the Greene County Line to Jackson Road is owned and operated by the Greene County Park District. The segment from Jackson Road to Beatty Station is owned and maintained by the Clark County Park District. The segment from Beatty Station to Interstate 70 is owned and maintained by Springfield Township. The segment from I-70 north to the trail termini is maintained by National Trail Parks and Recreation District.

Staging Areas
There is one staging area located on the Little Miami Scenic Trail within Clark County. Beatty Station is located just north of the trail intersection with US Route 68. Beatty Station was constructed on land donated to the Clark County Park District in 1995 and currently has 25 parking spaces, restrooms, and picnic facilities.

Trail Connections
The Little Miami Scenic Trail portion in Clark County connects to the Simon Kenton Trail near the intersection of Jefferson Street and Center Street in Downtown Springfield.

Points of Interest
Young’s Jersey Dairy, 6880 Springfield-Xenia Road (US68)
Heritage Center, 117 South Fountain Avenue
Clark State Community College Performing Arts Center, South Fountain Avenue
Clark County Public Library, 201 South Fountain Avenue
Buck Creek Scenic Trail

Overview
The Buck Creek Scenic Trail is a local shared-use trail that runs from Buck Creek State Park westward to Veteran’s Park in downtown Springfield. The trail runs along Buck Creek and connects to many parks.

Location
The Buck Creek Scenic Trail begins at the Buck Creek State Park beach parking area and travels to Old Reid Park on Croft Road. Within this segment is a spur that goes to the C.J. Brown Dam and Reservoir area and loops back to the main trail. From Old Reid Park, the trail travels along Buck Creek to an intersection with the Simon Kenton Trail near Mitchell Boulevard. The trail continues west to a crossing of the creek at the Sherman Avenue Bridge, and then to its current terminus at Veteran’s Park.

Description
Total overall length of the Buck Creek Scenic Trail is 7.2 miles. The section from Buck Creek State Park to Limestone Street is 10 foot wide asphalt and is 5.2 miles long. The spur to the C.J. Brown Dam and Reservoir area is also 10 foot wide asphalt, and is 1.3 miles long. The segment between Limestone Street and Fountain Avenue uses Warder Street as a bicycle route and is .13 miles long. The section from Fountain Avenue through Veteran’s Park to Plum Street is 6 foot wide and is .52 miles long.

Completion/Dedication
The first section of the trail in Veteran’s Park from Plum Street to Fountain Avenue was completed in 1988. The section from Fountain Avenue to Pumphouse Road in Old Reid Park was completed in November 1999 and dedicated in May 2000. The spur from Croft Road through the C.J. Brown Dam and Reservoir area was completed in fall 2003. The final section from Old Reid Park to Buck Creek State Park was completed in December 2004.
Cost/Funding
The cost to construct the section of trail from Fountain Avenue to Pumphouse Road was $1,085,000 and was funded through ODOT’s Bicycle and Pedestrian Program. The design costs for this section were provided by the city of Springfield. The cost to construct the spur throughout the C.J. Brown Dam and Reservoir area was $400,000 and funded by an earmark in the 2003 Federal Energy and Water Appropriations Bill. The cost to construct the section of the trail from Pumphouse Road to Buck Creek State Park was $430,000 and was funded with a Clean Ohio Trail Fund grant and Ohio Department of Natural Resources match.

Owner/Operator
The section of trail from Plum Street to Limestone Street is owned by the City of Springfield and operated by National Trail Parks and Recreation District. The section of trail from Limestone Street through Old Reid Park to Croft Road is owned by the Springfield Conservancy District and operated by National Trail Parks and Recreation District. The trail spur through the C.J. Brown Dam and Reservoir area is owned and operated by the U.S. Government. The section of the trail from Croft Road to the Buck Creek State Park beach parking lot is owned by the U.S. Army Corps of Engineers and operated by the Ohio Department of Natural Resources.

Staging/Parking Areas
There are no formal staging areas along the Buck Creek Scenic Trail, although the trail connects directly to a number of parks. Veteran’s Park, Sherman Avenue Park, Old Reid Park, and Buck Creek State Park all have parking areas, restrooms, and picnic areas.

Trail Connections
Currently, the Buck Creek Scenic Trail connects to the Simon Kenton Trail near Mitchell Boulevard. Users of the Buck Creek Scenic Trail can take the Simon Kenton Trail north to the City of Urbana or south to the Little Miami Scenic Trail near Jefferson Street and Center Street in downtown Springfield.

Points of Interest
Buck Creek State Park, 1901 Buck Creek Lane
Carleton Davidson Stadium, 1425 Mitchell Boulevard
National Trail Parks and Recreation District Offices, 1301 Mitchell Boulevard
Skateboard Park, 1301 Mitchell Boulevard
Springfield Art Museum, Veteran’s Park, 107 Cliff Park Drive
Wittenberg University, 200 W. Ward Street
**Simon Kenton Trail**

**Overview**
The Simon Kenton Trail is a regional shared-use trail that runs from the Little Miami Scenic Trail termini in Springfield northward to the City of Bellefontaine. The trail is 32 miles long and follows an abandoned railroad corridor through Springfield. The trail uses the right of way of the West Central Ohio Port Authority north of Springfield to Bellefontaine. The section from Urbana to Bellefontaine is crushed Limestone.

**Location**
The Simon Kenton Trail segment in Clark County begins at the Little Miami Scenic Trail near the intersection of Jefferson Street and Center Street in downtown Springfield and continues northward to the Champaign County Line.

**Description**
Total overall length of the Simon Kenton Trail in Clark County is 9 miles, including a .2 mile spur to the Eagle City Soccer Complex, as well as a .2 mile spur to the Splash Zone water park. The trail is a continuous dedicated shared use trail that is ten (10) foot wide and asphalt.

**Completion/Dedication**
The first completed phase of the Simon Kenton Trail in Clark County was originally called the Northern Trail and runs from the Buck Creek Scenic Trail to Villa Road. This portion was completed in 2002. Also completed in this first phase was a Champaign County portion from Woodburn Road to State Route 55. The second phase of the trail connected the existing segments from Villa Road to Woodburn Road. This portion of the trail was completed and opened in September 2003. The third phase extended the trail in Champaign County to its current northern terminus near the Urbana YMCA and was completed and dedicated in October 2004. The fourth phase extended the trail southward through Springfield to the current terminus of the Little Miami Scenic Trail near the intersection of Jefferson and Center Streets, and was completed in 2005.
Cost/Funding
Construction of the first segment of the trail from the Buck Creek Scenic Trail to Villa Road cost $300,000 and was financed through ODOT’s Transportation Enhancements Program. The city of Springfield provided the required 20% match of $60,000. The second segment from Villa Road to Woodburn Road cost $600,000 to construct. This portion was funded by a $450,000 grant from the Ohio Department of Natural Resource’s Clean Ohio Trails program, $120,000 in CMAQ funds provided by the TCC, and $33,000 in private donations. The third segment through downtown Springfield cost $500,000 and was funded with a portion of a Federal Transportation and Community and System Preservation (TCSP) grant. The balance of the cost was funded with $75,000 in Transportation Enhancement funds provided by the TCC, and $21,000 provided by the City of Springfield.

Owner/Operator
The segment of the trail from the Little Miami Scenic Trail to the northern Springfield City Limit is owned by the City of Springfield and operated by National Trail Parks and Recreation District. The segment from the northern Springfield City Limit to Woodburn Road is owned by the West Central Ohio Port Authority, leased to the City of Springfield, and operated by National Trail Parks and Recreation District.

Staging/Parking Areas
Currently, there are three staging and parking areas located along the Simon Kenton Trail in Clark County. The Villa Road Staging Area, located just east of State Route 72, has parking and restrooms. The Eagle City Soccer Complex, located northwest of the Villa Road Staging Area, also has a large amount of parking spaces, as well as restrooms and picnic facilities. There is also a small parking area along the trail at County Line Road, along the Clark/Champaign County border.

Trail Connections
The Simon Kenton Trail in Clark County connects to Little Miami Scenic Trail in downtown Springfield and to the Buck Creek Scenic Trail in Springfield near Carleton Davidson Stadium on Mitchell Boulevard. The trail also continues northward into Champaign County, providing a connection to the City of Urbana.

Points of Interest
Carleton Davidson Stadium, 1425 Mitchell Boulevard
Springfield High School, 701 E. Home Road
Eagle City Soccer Complex, 500 Eagle City Road
Splash Zone Family Aquatic Center, 300 Eagle City Road
**Prairie Grass Trail**

**Overview**
The Prairie Grass Trail is part of the Ohio-to-Erie regional trail system. The ultimate goal of the Ohio-to-Erie trail system is a continuous, dedicated shared-use trail that travels from Cincinnati to Cleveland. The Prairie Grass Trail is the portion of this larger network that currently runs from Xenia to London.

**Location**
The Prairie Grass Trail segment in Clark County begins at the Greene County Line, travels through South Charleston, and ends at the Madison County Line.

**Description**
Total overall length of the Prairie Grass Trail in Clark County is 9.3 miles. The dedicated trail portion is ten (10) foot wide and asphalt from the Greene County Line to Mound Street in South Charleston and from State Route 41 to the Madison County Line. From Mound Street, the trail becomes a signed bicycle route utilizing Mound Street, Church Street, and State Route 41. Overall, the dedicated trail portion is 8.7 miles long and the bicycle route portion is .6 miles long.

**Completion/Dedication**
The section of the Prairie Grass Trail in Clark County from Xenia to Mound Street in South Charleston was dedicated in November 2001. The section from State Route 41 to London was completed in June 2004.

**Cost/Funding**
The cost to construct the section of the Prairie Grass Trail in Clark County from Xenia to Mound Street in South Charleston was $695,000 and was funded by a Capital Improvement Fund grant and an Ohio Department of Natural Resources NatureWorks grant. The cost to construct the section from State Route 41 to London was $827,000 and was funded through the Ohio-to-Erie Trail Fund. The Greene County Park District managed the construction of both segments of the trail from Xenia to London.
Owner/Operator
The section from the Greene County Line to Mound Street in South Charleston is owned by the Dayton Power and Light Company and is leased to the Clark County Park District. This portion is also maintained by the Clark County Park District. The section within South Charleston from Mound Street to State Route 41 is owned and operated by the village of South Charleston. The section from State Route 41 to the Madison County Line is owned and maintained by the Clark County Park District.

Staging Areas
There is one staging area located on the Prairie Grass Trail within Clark County. South Charleston Station is located at the intersection of Mound and William Street and has parking spaces, picnic areas, and restroom facilities. The total cost of the staging area was $275,000 which was funded by $191,000 in ODOT Transportation Enhancement funds and a South Charleston local match. The station was completed in 2002.

Trail Connections
The Prairie Grass Trail currently makes no connections to other trails within Clark County. However, the trail does travel to Xenia Station in Greene County, where it connects with the Creekside Trail and the Little Miami Scenic Trail.

The Tecumseh Trail

Overview
The Tecumseh Trail is a local shared use trail that runs through the City of New Carlisle. The trail begins at Lake Avenue where it winds its way south through town to State Route 235. The trail parallels SR 235 until it eventually crosses it to head south to the Family Health and Fitness Center.

Location
The Tecumseh Trail begins at the Lake Avenue parking lot in New Carlisle. The trail then travels through the city where it connects to both Brubaker Park and Smith Park. The trail then crosses Jefferson Street (SR 571) and SR 235 where it eventually terminates at the Family Health and Fitness Center at the New Carlisle southern city limits.
Description
The total overall length of the Tecumseh Trail is 2.3 miles. The trail is 10 feet wide and is paved with asphalt.

Completion/Dedication
The Tecumseh Trail Phase I (Lake Ave to SR 235) was completed in May 2010. Phase 2 (SR 235 to the Family Health and Fitness Center) was completed in February of 2013.

Cost/Funding
The cost to construct the Tecumseh Trail Phase I from Lake Ave to SR 235 was $600,000 and was funded at 100% through the Congestion Mitigation and Air Quality Program. The cost to construct Phase II was $560,000 and was funded 100% by CMAQ.

Owner/Operator
The trail is owned and operated by the City of New Carlisle.

Staging Area
There are small staging areas both at Lake Avenue and at the Family Health and Fitness Center. The main staging area for the trail is at the Smith Park Cabin. This staging area has parking and seasonal restroom and water facilities.

Trail Connections
The Tecumseh Trail does not currently connect to any other trail systems.
Trail Planning Priorities

Potential extensions of the existing trail system have been identified by the TCC. Appendix A contains a map of existing trails, Appendix B contains a map of planned trails, and Appendix C contains a map of vision trails.

Planned Trails

Planned trails are defined as possible trails that have been through a minimal level of development. These projects are displayed in blue on the county trail plan map in Appendix B. Projects identified as Planned Trails have been prioritized as follows:

1) The Three County Trail (or Mad River Trail): This corridor is owned by Norfolk Southern. It would connect the Village of Enon to the Wright Brothers Huffman Prairie- Mad River Trail network. The corridor connects Clark County directly to important destinations such as Wright Patterson Air force Base, Fairborn, Wright State University, and downtown Dayton.

2) Buck Creek Scenic Trail Connection into Snyder Park: National Trail Parks and Recreation District and the Springfield Conservancy District would like to connect Veterans Park and Snyder Park along the Buck Creek Scenic Trail. This would be done by extending the trail under Plum Street and then crossing from the north bank of Buck Creek to the south bank in Snyder Park.

3) The Tecumseh Trail Phase III extension project: This project would extend the trail from its current termini at the New Carlisle Family Fitness Center into Park Layne. A feasibility study was conducted in 2010 to identify the preferred route for the path. The section from the New Carlisle Family Fitness Center south to Dille Rd (3B) is not funded and does not have a project sponsor. The section from Dille Rd to Hocker Ave (3A) is funded and will be included in a SR 235 ODOT project.

4) Young’s Jersey Dairy spur off of the Little Miami Scenic Trail: There have been several options discussed to link the Little Miami Scenic Trail to the Young’s Jersey Dairy property just south of Jackson Road on US 68. Currently, there is a sign along the trail directing users along Jackson Road and US68 to the business. Options included in planning the spur include bike lanes along Jackson Road and several routes for a dedicated shared use path.
along adjacent properties. The shared use path would cross US 68 at the already installed traffic signal in front of the business.

Vision Trails

Vision Trails are classified as possible trails that have not been planned or programmed, but may become future trail corridors depending on feasibility and funding. Several extensions or additions to existing trails have already been identified in this trail plan. These projects are displayed in orange on the county trail plan map in Appendix C.

Projects identified as Vision Trails are not prioritized, but are labeled as follows:

1. Dedicated trail from the terminus of the planned Three County Trail to Snyder Park in Springfield (merge with the planned Buck Creek Scenic Trail Extension)
   
   a. Segment from the terminus of the planned Three County Trail to near George Rogers Clark Park.
   
   b. Segment from near George Rogers Clark Park to Snyder Park in Springfield.

2. Dedicated trail from the Little Miami Scenic Trail to the Possum Woods and Evergreen Estates developments.

3. Dedicated trail along Bechtle Avenue allowing bike/ped access to the commercial corridor.
**Trail Maintenance**

In 2015, the TCC contracted with Burgess and Niple to conduct a trail assessment of existing trails within Clark County. In particular, the assessment analyzed pavement conditions of the trails and identified maintenance needs, a maintenance timeline, and maintenance costs. The trail assessment focused on

- The Little Miami Scenic Trail from the Greene county line to downtown Springfield.
- The Simon Kenton Trail from downtown Springfield to the Champaign County Line.
- The Buck Creek Scenic Trail from Croft Rd to Plum Street.
- The Prairie Grass Trail from the Greene County line to the Madison County line.

The Tecumseh Trail was not analyzed because it was recently constructed.

The findings of the report were distributed to all of the trail maintenance entities. A full copy of the report can be viewed on the TCC website or by contacting Louis Agresta at - 937-521-2134. ([http://www.clarktcc.com/reportslibrary_studies_projects.htm](http://www.clarktcc.com/reportslibrary_studies_projects.htm))

**Funding Sources**

Through the Federal Highway Administration (FHWA), the Ohio Department of Transportation (ODOT), and the Ohio Department of Natural Resources (ODNR), several types of funding are available for trail planning and construction. The following programs are examples of funding available to improving the trail network.

Surface Transportation Program (STP):

- **Eligibility** – STP funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking. To comply with the Americans with Disabilities Act, the modification of public sidewalks is also an eligible activity under TEA-21.

- **Matching funds** – Local match of 20% is required.
Transportation Alternatives Funds (TA):

- **Eligibility** – 10 percent of each State’s annual STP funds are set aside for TA, which include provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists, and the preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails).

- **Matching funds** – Local match of 20% of construction costs is required.

Congestion Mitigation and Air Quality Improvement Program (CMAQ):

- **Eligibility** – CMAQ funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use.

- **Matching Funds** – Local match of 20% is required. Can sometimes be funded at 100%

Recreational Trails Program:

- **Eligibility** – Recreational Trails funds may be used for all kinds of trail projects. Of the funds apportioned to a State, 30 percent must be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for any combination of trail uses.

- **Matching funds** – Local match of 20% is required.

Clean Ohio Trails Fund:

- **Eligibility** – The Clean Ohio Trails Fund is a grant administered by the Ohio Department of Natural Resources that provides funding to several activities. These include the construction and development of recreational trails, the purchase of land for recreational trails, the purchase and construction of trailhead facilities (such as parking lots and restrooms), and planning costs associated with designing recreational trails.

- **Matching Funds** – Local match of 25% is required.
Appendix A

Existing Trails Map
Appendix B

Planned Trails Map
2016 Clark County Multi-Use Trail Plan
Existing and Planned Trails

Legend
- Planned Trail
- Existing Trail
Appendix C

Vision Trails Map
2016 Clark County Multi-Use Trail Plan
Existing, Planned, and Vision Trails

Legend
- Existing Trail
- Planned Trail
- Vision Trail