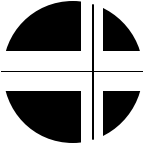


2003 Clark County Multi-Use Trail Plan



Prepared by

**Clark County - Springfield
Transportation Coordinating Committee
76 East High Street
Springfield, Ohio**



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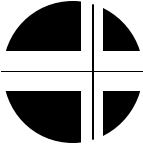


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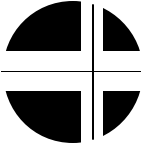
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This report was prepared by the Clark County-Springfield Transportation Study in cooperation with National Trail Parks and Recreation District, the Ohio Department of Transportation, Greene County Park District, the Simon Kenton Pathfinders, the Ohio-to-Erie Trail Fund, and the local governments of Clark County.

The preparation and publication of this report was cooperatively financed by the Federal Highway Administration, the Federal Transit Administration, the Ohio Department of Transportation, Clark County, the City of Springfield, and the West Central Ohio Port Authority.

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





Introduction

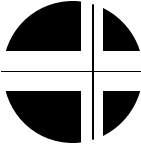
The Clark County-Springfield Transportation Coordinating Committee (TCC) was established in February 1964 to comply with the requirements of the Federal-Aid Highway Act of 1962. The TCC is the Metropolitan Planning Organization (MPO) responsible for transportation planning in the Clark County-Springfield area as designated by the Ohio Department of Transportation acting in behalf of the Governor in accordance with federal law (23 USC 134). The study area encompasses all political subdivisions in Clark County with a total population of 144,742.

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 Transit Act. The TCC staff maintains this planning process through work elements that are developed annually for the Planning Work Program (PWP). The PWP describes the work necessary to maintain the transportation planning process and serves as a budgeting mechanism.

This multi-purpose trail plan is one of the programs outlined in the Fiscal Year 2004 PWP's short range planning work element. This trail plan shall contain information regarding trails that are currently in use, additions to these existing trails, and plans for future trail sites. Staff has worked with National Trail, the parks and recreation district of Clark County and the city of Springfield, to assess the current system and plan for future trails.

In addition, several trail projects have been identified in the Clark County Long Range Transportation Plan. The Transportation Plan is one of the major requirements of the 3-C planning process, and is used to provide the overall direction for the planning process. The Transportation Plan projects the area's transportation needs for the next 25 years.

The 2025 Transportation Plan states that making the area more pedestrian and bicycle friendly is one of the most important issues in the plan, and places emphasis on pedestrian and bicyclist safety programs. In addition, the plan states that sidewalks, bike lanes and shared-use paths are all to be considered for inclusion with projects, especially reconstruction or new construction projects.





In summary, it is the goal of the Transportation Plan to provide planning for safe and accessible bicycle and pedestrian facilities within Clark County and the city of Springfield. The Transportation Plan has also outlined the goal of an interconnected system of trails that can provide users with destinations all over the county, as well as all over the state.



Funding Sources

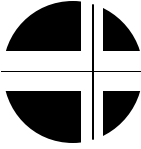
Through the Federal Highway Administration (FHWA), the Ohio Department of Transportation (ODOT), and the Ohio Department of Natural Resources (ODNR), several types of funding are available to trail planning and construction. The following programs are examples of funding available to improving existing trails and planning and constructing new trail systems in Clark County.

National Highway System (NHS):



-  *Eligibility* – NHS funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System including Interstate Highways.
-  *Matching funds* – Local match of 20 percent is required.

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 percent is required.





Transportation Enhancements Activities (TEA):

-  *Eligibility* – 10 percent of each State’s annual STP funds are set aside for TEA, 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 percent of construction costs is required.



Congestion Mitigation and Air Quality Improvement Program (CMAQ):

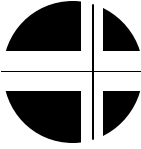
-  *Eligibility* – CMAQ funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use.
-  *Matching Funds* – Local match of 20 percent is required.

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 percent is required.


ODOT Bicycle and Pedestrian Program:

-  *Eligibility* – ODOT’s Bicycle and Pedestrian Program funds may be used for construction and right-of-way acquisition for paved shoulders, shared signed roadways, bicycle lanes, shared use paths, and pedestrian facilities.
-  *Matching funds* – Local match of 20 percent 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 percent is required.

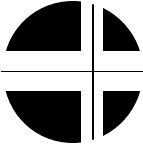
NatureWorks:

 *Eligibility* – NatureWorks is a grant program administered by The Ohio Department of Natural Resources that provides funding to many different areas. Of these, maintaining and developing trails is an eligible activity.

 *Matching Funds* – Local match of 25 percent is required.

In addition, local matches can be provided by a variety of sources. Local jurisdictions, such as the city of Springfield, city of New Carlisle, and village of South Charleston have supported local projects in the past by contributing funding. National Trail Parks and Recreation District has also contributed funding as a local match on trail projects. The Simon Kenton Pathfinders, a community group formed for the purpose of developing a multi-use rail-trail in Champaign County, have also contributed money that they have raised. The continuing support of all of these entities will provide the local funding that is needed to continue trail planning activities.

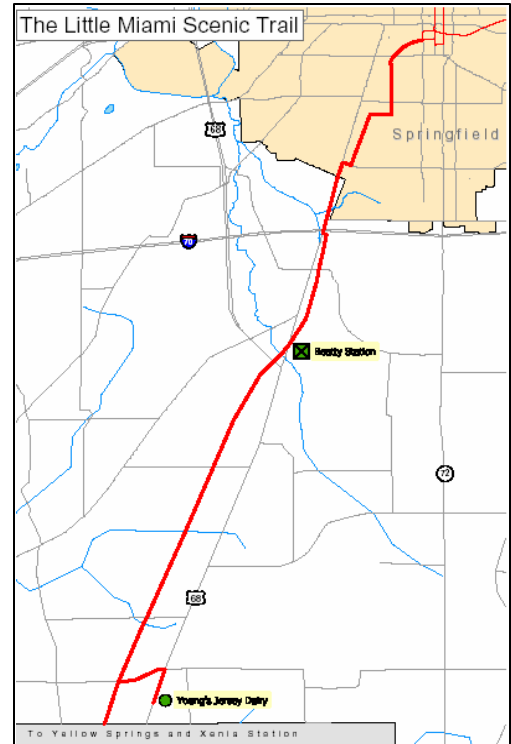
Two local foundations, the Turner Foundation and the Springfield Foundation, also provide grant opportunities to the area in general. The Turner Foundation provides funding for projects that improve the quality of life in Springfield and Clark County, and the Springfield Foundation supports the environment and civic affairs of the area.



Little Miami Scenic Trail:

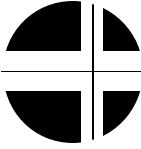
The Little Miami Scenic Trail is a regional shared-use path that extends from Springfield to Milford, near Cincinnati. The path is 69 miles long and runs through the towns of Morrow, Oregonia, Corwin, Spring Valley, and Yellow Springs, and the city of Xenia. The current alignment follows the path of the Little Miami Railroad, which was abandoned in the early 1970's. As with many regional trails, the Little Miami Scenic Trail was constructed in phases, which when pieced together have become one connected trail.

The Little Miami Scenic Trail in Clark County connects to two other trail systems directly. From its northern terminus downtown, a .8 mile signed bike route along Limestone Street and Fountain Avenue connects to the Buck Creek Trail. The Buck Creek Trail runs east to west and connects to Veterans Park and Buck Creek State Park. Also from the northern terminus downtown, the trail will connect to the Simon Kenton Trail. The trail currently runs from Mitchell Boulevard in Springfield to State Route 55 in Urbana. A 2 mile section, which is scheduled to be complete in fall 2004, will connect the trail at Mitchell to the Little Miami Scenic Trail.



In Clark County, the first connecting piece of the trail was originally called the Springfield and Clark County Bikeway. This 2 mile segment runs from John Street to Jefferson Street, and was completed in December 1989. The current trail through downtown uses an abandoned railroad corridor between John Street and Johnny Lytle Avenue, and between Fair Street and Center Street. Between Fair Street and Johnny Lytle Avenue, the trail becomes a signed bike route using Plum Street as a connection.

In Greene County, the first piece of trail that would become the Little Miami Scenic Trail was completed in 1991. This segment runs 10 miles between Xenia and Yellow








Springs. Soon after the opening of this trail, the Ohio Department of Natural Resources (ODNR) extended the trail 47 miles to Milford.

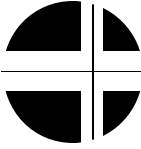
Although planning for a Springfield to Yellow Springs bike path had begun in 1987, the trail would not be complete until the late 1990's. Using a planned alignment on the abandoned railroad corridor, the Clark County and Greene County Park Districts coordinated the purchase of 43.8 acres of land from the Little Miami Railroad of Penn Central in August 1996. This 5.28 mile strip of land, which runs from Yellow Springs-Fairfield Road in Yellow Springs to Beatty Station, was financed by the two county park districts with the aid of a grant from ODNR's NatureWorks program.

The \$1,600,000 project was complete in November 1998, and was formally dedicated in April 1999. The trail was built using 100% federal funds, because it was financed before the first federal transportation bill, the Intermodal Surface Transportation Efficiency Act of 1991. The trail now runs from Yellow Springs to just south of Interstate 70 in Clark County. At I-70, the trail connects to Springfield-Xenia Road, which has striped bike lanes that carry the trail to the original connection at John Street.

In 1995, a 4 story, 120 year old grain elevator and two acres of land were donated to the Clark County Park District. This land, adjacent to the trail and along Springfield-Xenia Road, was converted into a trail staging area by the park district. Beatty Station, as it is now known, has 25 parking spaces and restroom and picnic facilities.

Future plans for the Little Miami Scenic Trail involve moving the trail off of surface streets in Springfield and creating a separate shared-use path. Currently, two sections through Springfield use surface streets as a bike route. Property acquisition is ongoing to re-align the trail and current status is as follows:

-  The city now owns the property from Fair Street to Liberty Street.
-  The city now owns an easement on the property from Liberty Street to Euclid Avenue.
-  National Trail Parks and Recreation District now owns the property from Euclid Avenue to Grand Avenue.
-  The city now owns the property from Grand Avenue to Southern Avenue.
-  The city appears to own the property from Southern Avenue to Johnny Lytle Avenue. If it doesn't own the property, a second option is to acquire an easement around the Orion Reality LLC property.



- 🚲 National Trail Parks and Recreation District needs to acquire the property or an easement from John Street to Leffel Lane (Western Tool, Kreider, McGregor, and Cox properties).
- 🚲 National Trail Parks and Recreation District needs to acquire an easement from Leffel Lane under Interstate 70 to the existing bike trail (Houston, Crace and Donahue properties).

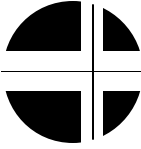
Once the city and National Trail Parks and Recreation District own the property or an access easement to these properties, a dedicated, shared-use path into Springfield can be constructed.

Future plans for the trail also include constructing a trail spur to Young's Jersey Dairy, south of Jackson Road on U.S. Route 68. Several possibilities have been discussed in previous trail planning task force meetings. The first is the no build scenario. Currently, there is a sign directing trail users to follow Jackson Road east to U.S. 68 to Young's Dairy. The second possibility is to provide 5 foot bike lanes on Jackson Road, or a 10 foot bike path along the road for approximately 800 feet. At that point, the path/lanes would be adjacent to Young's property. The owners of Young's Dairy have expressed support for then building a trail across their property and perhaps over/under U.S. 68. The third option is similar, although it would bypass Jackson Road and go directly over private right-of-way. This option was deemed nearly unfeasible due to concerns over acquiring the right-of-way or an easement.

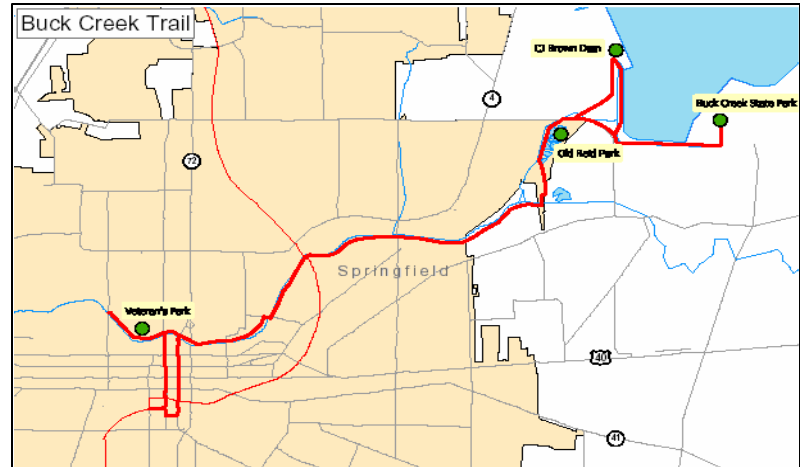
Buck Creek Trail

The Buck Creek Trail is a 3.1 mile long, 8 foot wide shared-use path that runs from Pumphouse Road in Old Reid Park to Veterans Park in downtown Springfield. The trail runs beside the Buck Creek and connects to the Simon Kenton Trail near Municipal Stadium on Mitchell Boulevard. The trail also connects to the Little Miami Scenic Trail via a .8 mile signed bike route along Limestone Street and Fountain Avenue.

In addition to this connection to the Little Miami Scenic Trail, the Buck Creek Trail utilizes Warder Street between Limestone Street and Fountain Avenue as a signed bike route. Once the route is west of Limestone Street, it once again becomes a shared-use path throughout Veterans Park to its current western terminus at Plum Street.



The first section of the Buck Creek Trail in Springfield was completed in 1988. This is the section that runs throughout Veterans Park. The section from Limestone Street to Pumphouse Road of the Buck Creek Trail was completed in November 1999, and was dedicated in May 2000. The \$1,085,000 project was funded through ODOT's Bicycle and

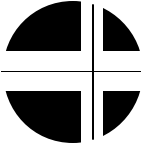


Pedestrian Program, and design costs were provided by the city of Springfield. In addition to the trail's connection to Old Reid Park and Veterans Park, the Buck Creek Trail also runs through Sherman Avenue Park and near Wittenberg University.

Design began in the summer of 2003 on an extension to the Buck Creek Trail from its current eastern terminus at Pumphouse Road. The extension has been broken up into different phases due to different funding sources and jurisdictions. The city of Springfield will construct the first segment, which will begin with a renovation of the Pumphouse Road bridge. From there, the trail will continue through Old Reid Park, using an abandoned road, to Croft Road. This segment of the extension was funded through a \$215,000 Clean Ohio Trail Fund grant, with the Ohio Department of Natural Resources providing the \$47,000 local match. The extension is expected to be complete in the summer of 2004.

The second segment crosses Croft Road and travels up to the Visitor's Center and the Prairie View Recreation Area on Overlook Drive at the C.J. Brown Reservoir. This segment was completed in fall 2003 by the U.S. Army Corps of Engineers and was funded through a \$400,000 earmark in the 2003 Federal Energy and Water Appropriations Bill.

The final segment will also be completed by the city of Springfield, and will extend the trail along Croft Road and Robert Eastman Road to Buck Creek State Park. The trail, also scheduled to be complete in summer 2004, will connect to the existing parking lot at the beach area at Buck Creek State Park. This \$216,000 segment was also funded by the Ohio Department of Natural Resources, and will add another 2 miles of shared-use path to the Buck Creek Trail.

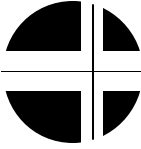


In addition to improvements on the eastern end of the trail, several new segments of the western portion of the trail have been identified as future projects. The first is to change the existing bike route along Warder Street to bike lanes separated from traffic. This would be accomplished by removing the parallel parking spaces from the north side of the street, shifting the traffic lanes northward, creating a dedicated path along the south side of the street, and creating a barrier between the path and traffic lanes.

The second segment that has been identified is from Plum Street to Bechtel Avenue. Through trail planning task force meetings, two options were identified. The first is to cross Plum Street into Ferncliff Cemetery and travel along the northern edge of Buck Creek. The trail will then cross the creek into Snyder Park, and continue along the southern edge of Buck Creek. The trail will wind through Snyder Park and it would include a loop around the tennis courts. The second option is to cross Plum Street and continue along the northern edge of Buck Creek into Snyder Park directly. The first option is preferred because it will minimize the number of at-grade railroad crossings (one versus two). In either option, the presence of mature trees was identified as a planning consideration.

The last identified future segment of the Buck Creek Trail is through Snyder Park and across U.S. Route 40. This segment is an important link because it will provide access to any future westward trails. Two options were identified for this segment at planning task force meetings. The first winds through Snyder Park along the south and eventually east side of Buck Creek where it would travel under U.S. Route 40. From there, the trail will continue west around the Ohio Edison property and connect to an existing rail line. The second option will cut directly across private right-of-way after traveling under U.S. Route 40, and then connect to the existing rail line. The first option is preferred due to less acquisition of right-of-way. Again, consideration must be given to the existing mature trees during the planning process.

A preliminary estimate of \$500,000 was determined for a future segment that would run from Plum Street to U.S. Route 40. This would include trails through Ferncliff Cemetery, Snyder Park, and a loop around the tennis courts in Snyder Park.



Simon Kenton Trail

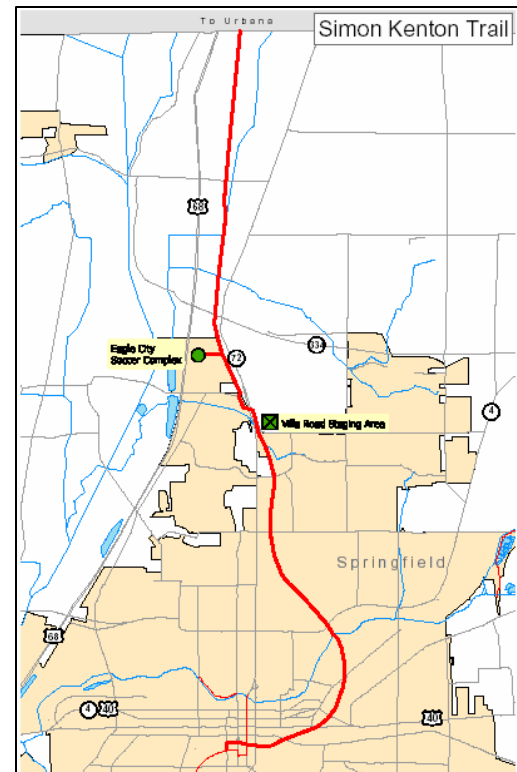
The Simon Kenton Trail, when complete, will connect the cities of Springfield and Urbana utilizing abandoned railroad lines. The trail also connects to the Buck Creek Trail, which runs to Veterans Park and Buck Creek State Park, and the Little Miami Scenic Trail, which runs south to Milford. The Simon Kenton Trail has been separated into phases, to spread the cost out over several different projects.

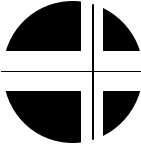
Phase 1 was the construction of the Northern Trail. This trail, completed in 2002, runs from the Buck Creek Trail north to Villa Road. The trail is 2.4 miles long and 10 feet wide. This phase was funded through the Transportation Enhancements program. ODOT provided \$240,000 through Enhancement funds, while the city of Springfield provided the 20% match of \$60,000.

Also included in the first phase of construction is a 2.5 mile section in Champaign County. This trail, which was completed in 2001, runs from Woodburn Road near Cedar Bog north to State Route 55 just outside the city of Urbana. Funding for this portion of the trail was also provided through the Transportation Enhancement program.

Phase 2 connects the first completed portions of the trail, utilizing a railroad corridor. This stretch of trail is 6.2 miles long, bringing the total length of the Simon Kenton trail to around 11 miles. Phase 2 also includes a .2 mile paved spur to the Eagle City Soccer Complex, a National Trail Parks and Recreation District park on the north side of Springfield.

Phase 2 was awarded a \$450,000 grant through the Ohio Department of Natural Resources Clean Ohio Trails program. This grant was matched \$120,000 in CMAQ funds from the TCC and \$33,000 from private donations. The segment was completed and opened in September 2003.





Future plans for the Simon Kenton trail include two more phases. The first, Simon Kenton Phase 3, will extend the trail from its current northern terminus at State Route 55 in Champaign County through the city of Urbana. This 5.24 mile section includes the installation of a box culvert under State Route 55 to avoid an at-grade crossing, and will continue along an abandoned railroad bed to East Lawn Avenue. From there, the trail becomes a bike route following city streets, and will connect to numerous attractions in the city of Urbana, including Melvin Miller Park, Urbana University, and the YMCA.

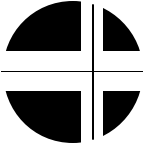
The last phase, Phase 4, will extend the trail from its current southern terminus at the Buck Creek Trail through downtown Springfield. This 2 mile section, originally called the Big Four Trail, will be the final piece needed to provide a continuous north/south trail through Clark County. When completed, Phase 4 will link the Simon Kenton Trail to both the Buck Creek Trail and the Little Miami Scenic Trail, which runs south to Milford.

Phases 3 and 4 of the Simon Kenton Trail are financed through a Transportation and Community and System Preservation (TCSP) grant. The grant was provided by the Transportation Equity Act of the 21st Century, or TEA -21, which is the federal legislation that provides funding for transportation facilities. The total amount of this grant is \$1,500,000. In addition, Phase 3 has received a 2003 Clean Ohio Trail Grant from ODNR, and the city of Urbana has provided \$200,000 of Community Block Development Grant (CBDG) funds.

Construction of Phase 3, through the city of Urbana, and Phase 4, through the city of Springfield, are scheduled to be completed by the fall of 2004.

Prairie Grass Trail:

The Prairie Grass Trail is a shared-use path that is part of the Ohio-to-Erie Trail system. The Ohio-to-Erie trail runs 325 miles from Cincinnati, through Columbus, to Cleveland. It is made up primarily of existing trails, but new trails are being developed to connect the existing ones. Funding for new trails is available through the Ohio-to-Erie Trail Fund, which is a non-profit 501(c)(3) corporation dedicated to developing a statewide multi-use trail.



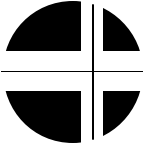
The Prairie Grass Trail is the portion of the Ohio-to-Erie Trail that runs from Cedarville to South Charleston. This section is 9.6 miles long, with 5.2 miles in Clark County, and 10 feet wide. The land used for the trail has been leased to the Greene County and Clark County Park Districts from the Dayton Power and Light (DP&L) Company for 25 years. DP&L purchased the land in March 1993 from Conrail, who abandoned the corridor.

The construction of the Prairie Grass Trail was a coordinated effort between the Greene County Park District, Clark County Park District, National Trail Parks and Recreation District, and the Ohio-to-Erie Trail Fund. Construction of the project cost \$695,000, and was managed by the Greene County Park District. The trail was funded by a Capital Improvement Fund grant and a NatureWorks grant through ODNR, and was dedicated in November 2001.



In 2002, a trail staging area was completed for the Prairie Grass Trail. The project's total cost was \$275,000, of which \$191,000 was provided through ODOT's Transportation Enhancement funds, and the match was provided by the village of South Charleston. A separately funded project involving the renovation of an 1878 DT&I train depot at the staging area was also completed during this time.

The Greene County Park District, Clark County Park District, National Trail Parks and Recreation District, and the Madison County Park District are expected to finish planning the segment from South Charleston to London by the end of 2003. Representatives from the Ohio-to-Erie Trail Fund have acquired all but one piece of property for the trail east of State Route 41 in South Charleston to Medway Street in London. This section will also utilize the former Conrail railroad corridor, and is expected to be completed by summer 2004.



Trail Vision

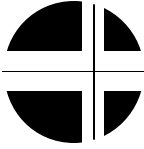
Extensions to existing trails or corridors that have been identified as possible future trails are classified by the TCC as Trail Vision. These are trail possibilities that have not been planned or programmed, but may become future projects depending on feasibility and funding. Several extensions or additions to existing trails have already been identified in this trail plan. These projects are identified on the county trail plan map on page 19.




Trail's that have been planned and are currently being developed, are displayed in red on the map, and are as follows:

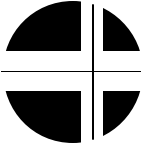
- 🚲 Acquire the necessary right-of-way in Springfield to make the Little Miami Scenic Trail a continuous shared-use path throughout Clark County.
- 🚲 Extend the Buck Creek Trail from Pumphouse Road, through Old Reid Park, and connect to the C.J. Brown Reservoir, the Prairie View Recreation Area, and Buck Creek State Park. The trail extension will be a dedicated shared-use path along Croft Road and Robert Eastman Road, and the project will include the renovation of the Pumphouse Road Bridge.
- 🚲 Create a dedicated path on Warder Street between Fountain Avenue and Limestone Street, to make the Buck Creek Trail a continuous shared-use path throughout the city of Springfield.
- 🚲 Extend the Simon Kenton Trail from the Buck Creek Trail to Center Street in Springfield.
- 🚲 Extend the Prairie Grass Trail, the portion of the Ohio-to-Erie Trail in Clark County, from South Charleston to the Madison County line.

Projects identified as Trail Vision, are displayed in purple on the map, and are as follows:

- 🚲 Create a dedicated shared-use path from the Little Miami Scenic Trail at Jackson Road to Young's Jersey Dairy on U.S. Route 68.



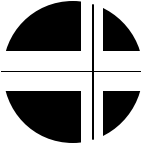
-  Extend the Buck Creek Trail from its planned eastern terminus throughout Buck Creek State Park.
-  Extend the Buck Creek Trail from its current western terminus at Veterans Park through Snyder Park, and eventually, across U.S. Route 40.
-  Create bike lanes on Bechtle Avenue from Snyder Park to the Eagle City Soccer Complex, State Route 41 from Bechtle Avenue west to the Miami County line, U.S. Route 40 from the Springfield City limits west to the Miami County line, and State Route 571 from U.S. Route 40 to the New Carlisle city limits to provide trail access to western Clark County and a connection to Miami County.
-  Create bike lanes on Selma Pike from Pleasant Street south to the Prairie Grass Trail, on Bird Road from Buck Creek State Park to State Route 41, and on State Route 41 from Bird Road to the Prairie Grass Trail to provide trail access from the city of Springfield's existing trail system to the Prairie Grass Trail near South Charleston.
-  Create bike lanes on State Route 54 from the Champaign County line to State Route 41 to provide a trail connection between the villages of Catawba, South Vienna, and South Charleston.
-  Construct a dedicated shared-use trail from the Springfield city limits, through Enon, to the Greene County line using an abandoned railroad corridor (Mad River Trail).
-  Construct a dedicated shared-use trail from Lower Valley Pike southwest of Springfield to New Carlisle (Honeycreek Trail).
-  Construct a dedicated shared-use trail or bike lanes along Lower Valley Pike from the Springfield city limits to the Montgomery County line.



Trail Plan Priorities

The following is a list of the projects identified above as trails that are planned or envisioned. Projects have varying degrees of importance due to the scope and cost of the project, and also due to interconnectivity to the entire trail network. The Clark-County TCC and National Trail Parks and Recreation District are in agreement regarding the level of importance of each project.

Description	Cost	Initial Connectivity	Feasibility	Rank
Little Miami property acquisition in Springfield	Med	High	High	1
Dedicated path on Warder between Fountain and Limestone	Low	High	High	2
Mad River Trail - from Enon to Greene Co. Line using RR corridor	High	Low	Med	3
Extend Buck Creek Trail into Snyder Park	Med	High	Med	4
Extend Buck Creek Trail into Buck Creek State Park	Low	High	High	5
Extend Buck Creek Trail out of Snyder Park and across US 40	Med	Med	Low	6
Dedicated trail from Springfield to Enon using RR corridor	High	Med	Med	7
Honeycreek Trail - from Lower Valley Pike to New Carlisle	High	Low	Med	8
Dedicated trail or bike lanes along Lower Valley Pike from Springfield to Montgomery Co. line	High	Med	Med	9
Dedicated path from Little Miami to Young's Jersey Dairy	Low	High	Low	10
Create bike lanes on Bechtel from Snyder Park to Eagle City Soccer	Med	High	Med	11
Create bike lanes on SR41 from Bechtel west to Miami Co. Line	High	Med	Med	12
Create bike lanes on US40 from Springfield west to Miami Co. Line	High	Low	Med	12
Create bike lanes on SR571 from US40 to New Carlisle	Med	Low	Med	12
Create bike lanes on Selma from Pleasant Street to Prairie Grass Trail	High	High	Med	12
Create bike lanes on SR54 from SR41 to Champaign Co. Line	Med	Low	Med	12



Trail Staging and Parking Areas

Several trail staging areas have also been developed along with the multi-use trails. Some of these areas are parking areas only, which provide access to users that do not have immediate access to the trails. Other staging areas have information kiosks, restrooms, and picnic areas. The following is a list of trail staging areas.

Description	Location	Trail System	Amenities
Beatty Station	Springfield-Xenia Road, just north of US Route 68	Little Miami	Parking, restrooms, picnic area, information
Veterans Park	Along Buck Creek, between Plum Street and Fountain Avenue	Buck Creek	Parking, restrooms, picnic area
Old Reid Park	On Croft Road, east of State Route 4	Buck Creek	Parking, restrooms, picnic area
CJ Brown Dam and Reservoir Visitor's Center	On Croft Road, east of State Route 4	Buck Creek	Parking, restrooms, picnic area
Villa Road Staging Area	Villa Road, east of State Route 72	Simon Kenton	Parking, restrooms, information
Eagle City Soccer Complex	Eagle City Road, between US Route 68 and State Route 72	Simon Kenton	Parking, restrooms, picnic area, information
County Line Road Staging Area	County Line Road, west of Urbana Road	Simon Kenton	Parking
South Charleston Staging Area	Mound Street, west of State Route 41 in South Charleston	Prairie Grass	Parking, restrooms, picnic area, information