Chapter 4

A Snapshot of the Region’s Transportation System
CHAPTER 4

A SNAPSHOT OF THE REGION’S TRANSPORTATION SYSTEM

Transportation facilities have always been important to this region’s growth and prosperity. In the late 1700s, the Ohio River supported Cincinnati’s emergence as the gateway to the West, a point of convergence for people and goods. Other transportation routes enter the Cincinnati basin area through the broad Mill Creek Valley to the northwest and the much narrower Duck Creek Valley to the northeast. In the 1800s, the Miami-Erie Canal and the railroad system established the region as a commercial and transportation center. Throughout time, the valleys continued to contain the major radial transportation routes converging on the city: the canal, the rail lines, and later I-75 in the Mill Creek River Valley and I-71 in the Duck Creek Valley. Today, the Ohio-Kentucky-Indiana (OKI) region has an extremely diverse, well-developed transportation system. This system entails all modes of travel, as well as those facilities needed to link the various modes, for the mobility of both people and goods.

Each component of the personal transport system is presented in detail, highlighting current trends and providing a profile of the existing facilities. In an ever-changing transportation environment, this overview serves as a baseline to which policies, alternatives, and improvements can be referenced.

ROADWAY NETWORK

The backbone of the region’s transportation system is the roadway network. The roadway network in the OKI region is typical of most metropolitan areas in the United States. A circle freeway surrounds the Cincinnati metropolitan area and interstate freeways pass through the region. A web of arterials, collectors, and local streets provide access to homes, businesses, and other facilities.

More than 3,000 miles of major roadways (and an additional 6,000 miles of other roadways) are used to transport both passengers and goods via private automobile, taxi, bus, bicycle, and truck, traveling approximately 45 million vehicle-miles a day, based on 2002 data. The core of the roadway network is this region’s components of the National Highway System (NHS). The NHS is a 160,000-mile interconnected system of interstate and principal arterial routes which serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and travel destinations as well as meet national defense requirements.

The 398 miles of NHS within the OKI region, as shown in Figure 4-1, include I-71, I-74, I-75, I-275, I-471, US 27 (in Ohio, north of I-74; in Kentucky, between the Ohio state line and I-471 in Southgate and between I-471 in Highland
Heights and SR 9), KY 8 (between I-71/75 and I-471) and KY 9 (the AA Highway) in Kentucky, and SR 4 (north of I-75), SR 32 (east of I-275), SR 125, SR 126 (Ronald Reagan Highway) SR 129 (Michael A. Fox Highway), and SR 562 (Norwood Lateral) in Ohio. This region’s NHS components carry over 50% of the daily traffic.

PUBLIC TRANSPORTATION/MASS TRANSIT
The principal alternative to the single-occupant vehicle for local travel in the OKI region is public transit. The six major public transit systems currently operating in this region are Catch-A-Ride, Clermont County Transportation Connection, Middletown Transit System (MTS), Southwest Ohio Regional Transit Authority (SORTA), Transit Authority of Northern Kentucky (TANK) and the Warren County Transit System (WCTS). SORTA, TANK and MTS provide fixed-route service. Fixed-route service operates with a predetermined schedule along prescribed routes with designated bus stops along each route. Catch-A-Ride in southeastern Indiana utilizes a combination of demand responsive and point deviation services. Demand responsive service requires a rider to prearrange a trip by contacting the transit operator ahead of time with origin and destination information. Point deviation services follow a directional route pattern without predetermined bus stops as passengers are picked up or dropped off at a location upon their request near the directional route. The Clermont and Warren county systems provide demand responsive service throughout their respective counties. The service area for each system is depicted in Figure 4-2 and recent ridership figures appear in the table below.

<table>
<thead>
<tr>
<th>Table 4-1</th>
<th>Ridership Figures for Transit Systems in the OKI Region</th>
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<tbody>
<tr>
<td>Butler County RTA</td>
<td>N/A</td>
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<tr>
<td>Catch-A-Ride</td>
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<td>Clermont Transportation Connection</td>
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<td>SORTA</td>
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<td>TANK</td>
<td>3,645,879</td>
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<td>Warren County Transit</td>
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</table>

* Butler County RTA began operations in May 1999.
** Catch-A-Ride (formerly Southeast Indiana Transit) began regional operations in 1999.

In addition to service operated by public agencies, numerous taxicab companies serve the OKI region and Greyhound Bus Lines provides intercity bus service. The Greyhound Bus Line station is shown in Figure 4-4.
Figure 4-1
National Highway System

Legend
NHS
Figure 4-2
Public Transportation
Mass Transit

Legend

Fixed Route Service
- SORTA
- TANK
- Middletown Transit Service

Demand Responsive Service
- Clermont County Transportation Connection
- Catch-A-Ride
- Warren County Transit System
**Catch-A-Ride**

The Catch-A-Ride transit system began operations in June 1997 and is a public passenger transportation system provided by the Southeastern Indiana Regional Planning Commission. The system is operated by LifeTime Resources, Inc., a not-for-profit agency. In January 2000, the system expanded its service area from Dearborn County to Jefferson, Ohio, Ripley and Switzerland counties in Indiana, becoming a regional system.

Service is provided by a fleet of 20 vehicles with a combination of point deviation and demand responsive service. In January 2002, two vehicles were put into service in the City of Madison in Jefferson County on a point deviation route. In September 2002, in Ripley County, the system expanded with a point deviation route in the city of Batesville. All services are on both a curb-to-curb and door-to-door as-needed basis. The operational hours are from 7:00 a.m. to 6:00 p.m. Monday through Friday with limited Saturday service on the point deviation routes along the Aurora/Lawrenceburg route and the Madison route.

The fare structure is $1.00 locally, $3.00 within a county and $4.00 between counties. Persons over 60, persons with disabilities and children under 12 pay half-price fares.

Futures plans include the possible expansion into Decatur County.

**Clermont County Transportation Connection**

The Clermont Transportation Connection, formerly known as the Clermont County Area Rural Transportation Project (CART), was established in 1977 as a demonstration project under Section 147 of the Federal-Aid Highway Act of 1973. This project represented an effort by Clermont County to respond to the needs of its citizens who had no other means of transportation. The demonstration project was designed to experiment with several different types of public transportation services to determine the best system for Clermont County. The agency’s initial goal was to provide transportation to social service clients through pre-arranged contracts with human service agencies. The system was gradually expanded to include service to the general public.

The Clermont County Transportation Connection operates 22 vehicles and provides service on a demand responsive basis. Currently, service is available from 6:00 a.m. to 10:00 p.m. seven days a week. Standard fares are $3.00 for adults, $2.00 for high school students, and $1.50 for all other children and the elderly/disabled.

The transit agency was operated by an independent board through October 1, 1997, and then became a direct department of the Clermont County Commissioners.
On January 1, 2004, Clermont County transitioned to an urban system. For Federal Transit Administration funding purposes, population increases and population density determine urban or rural transit type. Clermont County is now considered urban because its county seat, Batavia, is within the Cincinnati Urbanized Area as delineated by Census 2000.

**Middletown Transit System**
The Middletown Transit System (MTS) is a publicly owned and operated system that began service in January 1973 and serves the City of Middletown. In 1995, service was expanded to include Middletown Towne Mall.

The Middletown Transit System currently operates six 30-passenger coaches along four routes, six days a week. Operating hours are 6:30 a.m. to 6:30 p.m. Monday through Friday and 8:30 a.m. to 4:30 p.m. on Saturdays. Regular fares are 70 cents per ride; elderly/handicapped fares are 35 cents per ride. All vehicles and routes are wheelchair accessible. In 2002, the system provided 214,852 miles of transit service to 190,364 passengers.

Paratransit service is also available for qualified residents of Middletown by contacting the Middletown Transit System. One lift-equipped van is available for curb-to-curb service in times and service area comparable to the fixed-route operations of MTS.

**Southwest Ohio Regional Transit Authority**
The largest public transit operation in the OKI region is the Southwest Ohio Regional Transit Authority (SORTA). The service area covers a majority of Hamilton County and includes portions of Butler, Clermont and Warren Counties. SORTA provides nearly 29 million rides per year.

SORTA’s fixed-route service consists of local routes and express commuter services. Local transit is service on streets or other right-of-ways and makes frequent stops. Express service, on the other hand, offers faster speeds to a select number of stops spaced farther apart. SORTA offers peak period commuter express routes that are usually independent of the alignment of other local routes. SORTA also offers 25 free park-and-ride lots in Greater Cincinnati for SORTA customers. SORTA’s primary transit center is Government Square in Downtown Cincinnati.

SORTA operates 88 “local services” and 47 “express services” on weekdays along 57 routes. Service is somewhat reduced on weekends. SORTA works cooperatively to form a transit network with other area transit systems. The network encompasses four Ohio counties, three Northern Kentucky counties and Southeast Indiana. SORTA offers reverse commute service to portions of Hamilton, Butler and Warren counties in Ohio. In addition, SORTA entered into
an interlocal agreement with the Transit Authority of Northern Kentucky in 1999 to allow closer coordination of the two transit systems.

SORTA’s fare structure is based on day of the week, number of zones traveled and if a transfer is necessary. Fares range from 50 cents on weekends to $2.00 for express trips with a transfer during weekday rush hours. Monthly bus passes are also available, which offer unlimited usage although subject to zone charges and can result in savings over daily trip prices for the typical commuter.

Some level of lift-equipped service to accommodate the disabled is available on all regular SORTA routes including all midday and weekend service. Currently, 73% of SORTA’s 430-bus fleet is lift-equipped.

In addition to the lift-equipped service along its regular routes, SORTA instituted the Access program in 1977, which is a shared-ride transportation service for people with disabilities. The service is managed by SORTA and operated by a private contractor using paratransit vehicles.

The Access program has undergone considerable growth. On March 28, 1988 the program was significantly expanded beyond the City of Cincinnati to include most areas within the I-275 beltway in Hamilton County. The service now has a fleet of 53 vehicles that provided 253,124 trips in 2001. More than 5,000 people are presently registered with the program.

The weekday fare for Access service is $1.00 and the weekend/holiday fare is 75 cents. Access also allows riders and companions to pay their fares in cash, thereby eliminating the forced prepayment of fares.

Transit Authority of Northern Kentucky
The Transit Authority of Northern Kentucky (TANK) provides public transit service in Boone, Campbell, and Kenton counties as well as Downtown Cincinnati. TANK continues to connect people to jobs, raise awareness of clean air issues, and reach out to members of the business community. TANK has also continued its park-and-ride development following a five-year facility expansion plan. In addition, TANK has worked with industrial parks to provide transit to suburban employment centers. The most successful example of this “reverse commute” type bus service has been the 2X Airport Express, which has seen ridership grow each year since it was established in 1995.

TANK’s fixed-route bus operation consists of 129 coaches, all lift equipped, operating 30 routes of local and express service. In FY 2002, TANK carried nearly 4 million passengers and operated over 5 million miles. TANK operates seven days a week, with 79 vehicles in service during the morning and afternoon rush hours. Fares for service are currently $1.25 for adults, 75 cents for students and 50 cents for senior citizens and the disabled. The Southbank Shuttle, TANK’s
riverside circulator route in Downtown Cincinnati, Covington and Newport has a fare of $1.00.

TANK also operates two specialized transportation services. RAMP provides door-to-door transportation in the same service area in which regular TANK routes operate to people who cannot use the regular fixed-route service. Fare for RAMP service is $1.00 per trip and reservations for the service must be made two weeks in advance. DayTripper is a door-to-door transportation service available to anyone traveling within Boone, Campbell and Kenton counties that is not currently served by fixed route bus service. DayTripper operates Monday-Friday, 8:00 a.m. to 5:00 p.m. with fares for adults $2.00 each way. Senior citizens and persons with disabilities may ride for $1.00 with the TANK reduced fare ID card.

**Warren County Transit**

Public transportation in Warren County is provided by Warren County Transit service (WCTS), which was established by the county in August 1980. WCTS operates 19 vehicles, including five minivans, four converted vans, and ten light transit vehicles. All 14 light transit vehicles and converted vans are lift-equipped. The minivans are not lift-equipped.

Trips are scheduled each weekday between Warren County and Dayton and Middletown on a point deviation system. In-county service is provided on a demand responsive basis because of the rural nature of the county. During 2002, WCTS served approximately 60,134 passengers.

Service is provided Monday through Friday from 6:00 a.m. to 6:30 p.m. Fares for WCTS are $1.50 each way, anywhere within Warren County. One-way fares to Middletown are also $1.50. One-way fare to Dayton is $3.00 or $6.00 round trip if passengers board at one of the four designated areas in Warren County: Lebanon Kroger’s, Springboro Commons, 741 Senior Center or Towne Mall in Middletown. There is a $1.25 additional charge for passengers traveling to Dayton to be picked up at their homes. Fares for elderly and disabled passengers are 75 cents within Warren County.

**OKI REGIONAL RIDESHARE**

The concept of operating a coordinated rideshare effort within the OKI region began in the late 1970s with the development of RideShare, a regional ridesharing program. RideShare serves Southwestern Ohio, Northern Kentucky and Southeastern Indiana.

Rideshare offers a range of services including alternatives to single-occupant vehicle transportation such as carpooling, vanpooling and transit by utilizing a computerized ridematching system; and transportation demand management (TDM) planning such as parking evaluation and management. RideShare also
offers promotional programs such as employer-based programs and vanpool presentations, guaranteed ride home and assistance in developing park-and-ride facilities.

During fiscal year 2003, 213 new applicants were added to the RideShare commuter file, which maintains information on carpool and vanpool participants. An additional 265 commuters who were previously entered into the program had a change of information and were sent a new match list of potential carpoolers. As of July 2003, there were approximately 1,700 commuters in the RideShare database; almost 6,700 commuters have been assisted with commuting information since the inception of the program. RideShare now offers commuters the chance to fill out their application via the Internet by logging onto www.rideshareonline.org.

**Vanpools**

The vanpool program has two basic options for vanpool delivery: Owner/Operator Vanpools, where RideShare assists individuals in developing their own vanpools and Third-Party Provider Vanpools, where a third-party supplies the vehicles, insurance, maintenance, and some administration. The vanpool program has emphasized the Third-Party Provider Vanpools.

Recently, VPSI, Inc. (VPSI) was selected through a competitive bid process to manage and provide vehicles for the OKI Vanpool Program. VPSI has been in the vanpool business over twenty years and maintains offices worldwide.

The average life of a vanpool is one to four years. New vanpools are always beginning and old ones terminating depending on changes within the OKI region like company downsizing, early retirements, company buy-outs, schedule changes, new transit service, company relocations and expansions in the area, and company sponsored Employee Commute Option Plans.

Presently, RideShare has 19 vanpools in operation with a goal to add an additional eight to ten vanpools each year. Since the RideShare vanpooling program began in 1983, there have been approximately 110 vanpools placed into service. Since July 1997, vanpools have been exempt from paying Ohio sales tax.

**Cluster Analysis Services**

Cluster analysis service is provided upon request to companies through RideShare as a way to identify potential carpooling and vanpooling groups within a company’s employee base. The company provides RideShare a computer disc listing the employees’ addresses and an identifying name or number. RideShare is then able to place a dot on a map at the exact home location of each employee. When all of the employees are plotted on the map, clusters of
employees who live within close proximity of one another are identifiable. This information is then returned to the company and small group meetings are scheduled for each identified cluster to discuss the advantages of carpooling and vanpooling and the potential for implementing such programs.

**Guaranteed Ride Home Program**
Every commuter registered in the RideShare program is eligible to participate in the free Guaranteed Ride Home Program. The participant pays 20% of the cost. The program provides 80% reimbursement for the cost of a ride home, generally by taxicab, in the case of illness, unexpected overtime, or a family emergency. Each participant may use the guaranteed ride home up to four times in a calendar year, which provides an extra incentive for individuals to become involved with RideShare.

**Commuter Choice Tax Benefits Program**
The Commuter Choice Tax Benefits Program was established by the Internal Revenue Service as a provision of the Qualified Transportation Benefits of the 1992 Energy Policy Act. It provides an incentive to companies to support vanpooling and transit use and also an incentive to employees to use these services. The subsidy program grants a tax exclusion of up to $100 per month for certain employer-provided transportation. Generally, a company will provide a subsidy to employees of up to $100 per employee per month for using vanpooling or transit to commute to and from work. The employee receives the subsidy, and the company receives the tax exemption.

**Park-and-Ride Facilities**
An integral part of the rideshare/transit services within the OKI region are park-and-ride facilities. A park-and-ride facility is defined as a location where people can change from one form of transportation to another. There are 55 official park-and-ride facilities in the OKI region currently in operation as shown on Figure 4-3. Forty-five of these lots offer transit service from the site and are generally referred to as park-and-ride lots. Ten sites without transit service are defined as “park-and-pools” since a carpool or vanpool is needed to serve the facility. The park-and-ride term also applies to those facilities involving a change of mode from driver, bicyclist, pedestrian, or passenger in a paratransit vehicle or feeder bus to a passenger in a line haul transit vehicle.

Numerous benefits are associated with park-and-ride facilities. Cost savings may be one of the most important factors to the commuter, as related to gasoline, parking, and other operating costs. Whether the commuter switches from a single-occupant vehicle to a transit bus, vanpool, or carpool, the price of commuting will be reduced as fellow commuters share these costs.
Figure 4-3
Park and Ride Facilities

Legend
- Park and Pool
- Park and Ride

1. Anderson Township Park & Ride
2. Anderson II
3. Beechmont Mall
4. Blue Ash Park & Ride
5. Eastgate
6. College Hill Plaza
7. Delhi Plaza
8. Floyds Ertel Park & Ride
9. Forest Park Park & Ride
10. Green Hills Shopping Center
11. Harper’s Station
12. Harrison Center
13. Hilltop Plaza
14. Kenwood Baptist Church
15. Lakeview United Church of Christ
16. Loveland City Lot
17. Madiera Park & Ride
18. Meijer West Chester
19. Mt. Washington Church of Christ
20. Sam’s Club
21. Silverton Assessment and Training Center
22. Tri County Assembly Church of God
23. Western Hills Plaza
24. Paramount’s Kings Island
25. Radisson Hotel
26. Milford Kroger
27. Alexandria
28. Grants Lick
29. Cold Spring
30. Newport
31. Village Green
32. Buttermilk Crossing
33. Covington Transit Center
34. Madison Pike 3L Hwy
35. Jillian’s
36. Lookout Heights
37. TANK Office
38. Biggs
39. Hebron Lutheran Church
40. Mary Queen of Heaven
41. Oakbrook & Shady Grove
42. Turfway Rd
43. Union Presbyterian Church
44. Walton First Baptist Church
45. Michael A. Fox Hwy
46. Miamitown
47. Poole’s Creek
48. Four Mile Rd
49. Gallatin County
50. Bracken County
51. Mt. Orab
52. Winchester
53. Seaman Marathon
54. Peebles Marathon
55. Dayton Mall
56. Burlington Kroger
The more vehicles that are removed from the street, the less the street will be congested. For example, a typical transit vehicle can replace 44 automobiles that would otherwise be on the road in the form of single-occupant vehicles. Fuel is conserved as people rideshare, and this results in improved air quality from fewer vehicles on the road. All park-and-ride facilities in the Greater Cincinnati area are currently free, resulting in reduced shared parking costs in the urban centers.

There is extensive competition for land between park-and-ride facilities and commercial projects such as fast food restaurants or retail developments. Consequently, the cost of land is often too high for a non-revenue producing park-and-ride. Companies constructing fast food restaurants typically will have a much greater ability to purchase and develop the site, since they will have a return on their investment.

A recent alternative has been the development of park-and-ride facilities along highway right-of-way. The cost of this development is much lower, especially if built in conjunction with another highway project. In the OKI region, examples of this type of development are located at Turfway Park-and-Ride, Miamitown Park-and-Pool and near the Michael A. Fox Highway. In addition, lease agreements at churches or shopping malls have produced low cost park-and-ride facilities for commuters in the region.

**RideShare Marketing Efforts**
RideShare’s marketing efforts are diverse and are targeted toward many different groups. A display and brochures are used in booths at special events and at companies that request information. Other media include radio and television public service announcements; a general informational brochure on RideShare and its programs; a vanpool brochure; print ads to be placed in newspapers, shoppers’ fliers, and newsletters; billboards; highway signs; talk show appearances; radio promotions; news events; local government networking; coordination with the Smog Alert Campaign; and a website on the Internet. All of these efforts are to promote the general awareness and recognition of RideShare and to increase the number of participants in the program.

**BICYCLING AND BICYCLE FACILITIES**
Bicycling occurs year round in the tri-state. Bicycle trips for transportation purposes – including commuting to work – are generally three to seven miles in length. It is not unusual for bicycle day trips for purposes of recreation or touring to be 100 miles or more. Organized ride events may attract several hundred to over one thousand cyclists.
There are two major categories of bicycle facilities: 1) on-road facilities, and 2) separate facilities. Because the existing roadway network can be used by bicyclists to travel to almost any destination in and out of the region, the on-road facilities are the most important for bicycle transportation purposes. Separate facilities — such as bike paths or shared use paths — are designed and designated exclusively for bicycles and other non-motorized uses. Trails and greenways typically serve both recreation and transportation purposes and are important additions to the on-road facilities.

The OKI Bike Route Guides indicate roads and trails used by area bicyclists and recommended to other adults for bicycle travel. These bike maps, developed with the active involvement of area bicyclists, are available for the City of Cincinnati (1998); the four Ohio counties (Butler, Clermont, Hamilton, and Warren; 1995); and three Northern Kentucky counties (Boone, Campbell, and Kenton; 2002).

**On-Road Bicycle Facilities**

On-road facilities are the most important to bicyclists because they provide access throughout the region. On-road facilities include shared lanes, wide outside lanes, striped bike lanes (in urban areas), and paved shoulders (in rural areas). These facilities all require bicyclists and drivers of motor vehicles to interact together on the roadway — especially at intersections and driveway locations. As bicycles are included in the definition of “vehicles” under state laws, cyclists are entitled to use the roads and must comply with appropriate traffic laws.

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

Data on regional on-road bicycle use is extremely limited. The Cincinnati Cycle Club, however, records an average of 30,000 miles of commuter biking by reporting members annually or an average of 1,000 miles for each person reporting. As an indication of per rider bicycle potential, an average of 4,300 total cycling miles each was recorded in 1994 among 20 cyclists who helped with the 1995 update of the Ohio Bike Route Guides.

In Kentucky, the major bicycle corridors are primarily shared roadways that traverse Northern Kentucky and provide opportunities for north-south and east-
west travel. These roads – or appropriate alternates – are recommended for planning and funding priority for bicycle improvements including wide lanes, paved shoulders, bike lanes, edge-striping, and signage. KY 8 is one of the most popular bike routes in Northern Kentucky, and the River Path Committee has been formed to develop recommended improvements for this roadway.

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

In the OKI region, three counties, seven townships, and 18 municipalities have prepared bicycle plans and/or are developing local bicycle transportation systems, including Boone County, Florence, Newport, Kenton County, Butler County, Liberty Township, West Chester Township, Oxford, Miami Township (in Clermont County), Batavia Township, Williamsburg Township, Batavia, Williamsburg, Anderson Township, Blue Ash, Cincinnati, Fairfax, Indian Hill, Loveland, Madeira, Montgomery, Mt. Healthy, Springdale, Warren County, Deerfield Township, Lebanon, Mason, Springboro, and Waynesville. The Clermont County and Hamilton County Park Districts, Anderson Park District, MetroParks of Butler County, and the Millcreek and Miami Conservation Districts are also participating in expanding the regional trails network, particularly the trails along the Ohio River and Little Miami and Great Miami Rivers. In addition, the University of Cincinnati has prepared a bicycle transportation system for the campus and vicinity.

Existing bike facilities and those that have received funding commitments for development are shown in Figure 11-1, entitled “Major Regional Bicycle Corridors” (Chapter 11).

Additional detail is provided about two local bicycle programs because they provide a representative sampling.

**City of Cincinnati** - The City of Cincinnati’s 1976 *Bicycle Master Plan* forms the basis for developing a bicycle transportation system that includes bike paths, bike lanes, signed bike routes, shared lanes, and wide outside lanes. Improvements and additions to the system are being coordinated by the City’s full-time bicycle/pedestrian coordinator – an engineer in the Department of Transportation and Engineering.

Two city policies are important elements of the Cincinnati Bicycle and Pedestrian Program. The first, passed by resolution of the City Council, requires that every new roadway project be evaluated for bicycle and pedestrian improvements early in the planning process. An explanation must be provided for all projects that do not include bicycle and pedestrian improvements. The second is a city policy that requires, during street rehabilitation, the replacement of all inlets with ones that are bicycle-safe.
In 1992, the City signed 14 miles of bicycle routes on Eggleston Avenue, Central Parkway, Gilbert Avenue, Eden Park Drive, Victory Parkway, and Madison Road. Bike lanes have been installed along portions of Erie Avenue, Victory Parkway, Este Avenue, Nixon, Winchell and Bank Streets and the Eighth Street Viaduct. Wide curb lanes have been installed on portions of Martin Luther King Drive. The City has inventoried and mapped 191 existing bicycle rack locations.

Cincinnati has used Transportation Enhancement funding to improve on-street, bicycle-friendly corridors to serve downtown and other important destinations. Improvements include some of the bicycle lanes and wide curb lanes mentioned above, signing 7.5 miles of bicycle routes connecting the University of Cincinnati with existing signed bicycle routes, upgrading storm water grates on 56.4 miles of bicycle routes, and installing bicycle parking racks. (The ten bicycle lockers available for rent downtown were removed because of their deteriorated condition and have not been replaced.)

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

City of Florence - In 2002, the Boone County Planning Commission updated the Pedestrian & Bike Plan for the City of Florence and neighboring portions of Boone County. The City of Florence, through its capital budgeting process and coordination with the Kentucky Transportation Cabinet – District 6, is beginning to construct a combined bicycle/pedestrian system that includes sidewalk/bike paths along Ewing Boulevard, Spiral Drive, Meijer Drive, and Woodspoint Drive. Bike lanes have also been added to both sides of Houston Road between Turfway Road and Woodspoint Drive. When KY 18 was resurfaced in 1997, the shoulders were paved for bicycle and pedestrian use between Florence and Burlington. The plan update identifies priority pedestrian improvements needed including walkways crossing I-75/71 to better connect both sides of the city.

Bridges and Viaducts
Rivers, hills, railroads and interstate highways create potential barriers for bicyclists traveling around and through the OKI region. Bicycle access to bridges and viaducts is an important part of the on-road system. Reconstruction or replacement of several bridges of importance to bicyclists have been completed or are underway, including the following five examples. In most cases, the replacement bridges have wide shoulders for bicycle travel as well as 4.5-foot railings – minimum height for bicycles. In some cases, there are, or will be, sidewalks for pedestrians.
• In May 2002, the former L&N bridge over the Ohio River connecting Newport and Cincinnati was renovated and dedicated as the “Purple People Bridge” exclusively for non-motorized travel. Ownership of the bridge was transferred from the Commonwealth of Kentucky to a private corporation formed by Southbank Partners and the City of Newport. This bridge connects the KY 8 River Path and the Ohio River Trail in Cincinnati.

• The I-75 Pedestrian/Bicycle Bridge was completed in 1996 and provides non-motorized access over I-75 between Anthony Wayne Boulevard and Section Road in Hamilton County.

• The Taylor-Southgate Bridge (formerly the Central Bridge) opened in 1995 and provides bicycle and pedestrian access over the Ohio River between Newport, Kentucky, and Cincinnati, Ohio. There are four 12-foot travel lanes with a 4-foot shoulder and an 8-foot sidewalk on each side. The expansion joints have created some problems for bicyclists.

• The South Milford Road Bridge in Clermont County opened in the fall of 1996. The original bridge was 19 feet wide. The replacement bridge is 32 feet wide with two 12-foot travel lanes and a 4-foot shoulder on each side. The bridge is part of a link between Round Bottom Road, a popular cycling route, and the Milford trailhead of the Little Miami Scenic Trail.

• The Hopewell Road Bridge near Lake Isabella in Hamilton County and the Little Miami Scenic Trail in Clermont County was replaced in 1997. The previous bridge was 19 feet wide; the new bridge is 42 feet wide with an additional 6-foot sidewalk on the north side of the bridge. The bridge has a westbound through lane, a westbound left turn lane, and an eastbound through lane.

**Separate Facilities (Shared Use Paths)**

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

A multi-purpose – or shared use – trail system is being developed in the OKI region. This system of separate bicycle/pedestrian facilities is also shown on “Major Regional Bicycle Corridors” (Figure 11-1, Chapter 11), with estimated miles within each county in the OKI region shown in the table below. Not included in this table are many additional miles shown in the Regional Bicycle Plan, but not in an active planning stage.
Table 4-2
Shared Use Paths and Trails in Miles

<table>
<thead>
<tr>
<th>County</th>
<th>Existing</th>
<th>Planned</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Butler</td>
<td>5</td>
<td>62</td>
<td>67</td>
</tr>
<tr>
<td>Clermont</td>
<td>6</td>
<td>20</td>
<td>26</td>
</tr>
<tr>
<td>Hamilton</td>
<td>13</td>
<td>48</td>
<td>61</td>
</tr>
<tr>
<td>Warren</td>
<td>34</td>
<td>26</td>
<td>60</td>
</tr>
<tr>
<td>Boone</td>
<td>1</td>
<td>15</td>
<td>16</td>
</tr>
<tr>
<td>Campbell</td>
<td>1</td>
<td>25</td>
<td>26</td>
</tr>
<tr>
<td>Kenton</td>
<td>0</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Dearborn</td>
<td>2</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>62</td>
<td>209</td>
<td>271</td>
</tr>
</tbody>
</table>

In the OKI region, the proposed shared use path system is comprised of several projects that have been initiated by local or regional groups that are working toward their implementation. The following facilities are included as part of the bicycle component of the OKI 2030 Regional Transportation Plan. It should be noted that many of these projects do not have separate existing right-of-ways available. Plans for these projects anticipate the temporary use of shared roads for an undetermined time (possibly as permanent components of the system) until such time as separate corridors can be purchased or dedicated through development. On the map, Figure 11-1, the “shared roadways” in Ohio offer connections for bicycling between trails.

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

**Little Miami Scenic Trail** - The Little Miami Scenic State Park includes a trail which follows an abandoned rail corridor approximately 50 miles from Kroger Hill State Reserve in eastern Hamilton County, through Clermont and Warren counties, to Hedges Road in Greene County. North of the OKI region, this trail continues for an additional 30 miles through Xenia and Yellow Springs to Springfield. In Xenia, it joins the Creekside Trail, formerly the "H Connector," connecting the Little Miami Scenic Trail and the River Corridor Bikeway along the Great Miami River in Dayton. The Little Miami Scenic Trail is paved with asphalt for more than 80 miles and attracts an estimated 200,000 users annually. In 2003, construction began on a segment connecting Avoca Park in Columbia Township with Clear Creek Park in Anderson Township including a bridge over the Little Miami River at Newtown Road. Extensions are planned to the south to connect with the Lunken Bike Path and Ohio River Trail, and to the north along the state-owned rail right-of-way in Terrace Park connecting with the existing Milford trailhead. The Little Miami Scenic Trail is a component of the cross-state Ohio to Erie Trail connecting Cincinnati and Cleveland.
Ohio River Trail – Within the OKI region, a trail along the Ohio River can be considered as a component of a multi-state project. An Ohio River Scenic Byway route has been designated along highways on the river’s north side from Pittsburgh to Cairo, Illinois. A local non-profit organization, The Ohio River Way, envisions a separate trail along both sides of the river between Maysville, Kentucky and Madison, Indiana. The following projects will implement portions of the Ohio River Trail within the OKI region:

- **Lunken Airport to New Richmond** – The Ohio River Trail Planning Committee has prepared a feasibility study, published in April 2000 and updated in 2003, for a 14-mile bike path/shared use trail between New Richmond and Lunken Airport in Cincinnati. This committee is comprised of representatives from the municipalities of Cincinnati and New Richmond, Anderson and Pierce townships, Clermont and Hamilton counties and the park districts of Hamilton County, Clermont County and Anderson Township. The trail is proposed to be a sidepath parallel to, and primarily in the right-of-way of, US 52. Portions of the trail would share remnant sections of Old US 52 remaining from when the road was reconstructed. The trail will be located on the north or south side of US 52 according to the preferred alignment as identified in the updated feasibility study. A feasible alternative is recommended and would cost around $7 million to construct. Additional environmental review activities and engineering need to be done before local governments can construct the trail. Research into potential sources of funding for the remaining planning work and construction is underway.

- **Cincinnati (Lunken Airport to Downtown)** – There are two possible trail routes in this six-mile corridor. The Oasis rail line still carries freight and is in public ownership for the potential of rail transit service. If this materializes, construction plans will consider the possibility of a rail-with-trail. Otherwise, if rail use is abandoned, the right-of-way could be used exclusively for a trail from downtown to Lunken. In the meantime, the City of Cincinnati is pursuing an alternate trail route along the riverside. Planning, engineering and property discussions are underway. Construction funding from the Clean Ohio Trails fund has been allocated for one mile between Corbin Street and Stanley Avenue. A second one-mile segment has opened through the new International Friendship Park. Plans for the redevelopment of the central riverfront include a trail through the park along the river between the Great American Ball Park and Paul Brown Stadium. This trail will also be part of the Ohio to Erie Trail connecting Cincinnati and Cleveland.
• **Cincinnati (Downtown to Sayler Park)** – The Western Riverfront Trail is a recommendation of Cincinnati’s bicycle facility plan although no active planning is underway for this segment, and significant property issues exist. Presently, there is approximately one-half mile of trail in Fernbank Park. Also, for part of this distance from Riverside to Sayler Park, Hillside Avenue offers a suitable shared road alternative to traveling on US 50.

• **Dearborn Trails** – In Dearborn County, Indiana, the communities of Aurora, Greendale and Lawrenceburg are developing a trail system along the Ohio River to connect the three cities. The one-mile Lawrenceburg Riverwalk portion has been completed along the top of the floodwall. Greendale recently completed a one-mile trail atop the levee parallel to US 50. Both of these segments end at the Argosy Casino and a connection is being negotiated. The two-mile connection to Aurora has been funded and is scheduled to be built along an unused rail corridor in 2004.

• **Kentucky Route 8 River Path** – The Kentucky Route 8 Riverpath is a proposal of Forward Quest, a Northern Kentucky business alliance. The route extends 45 miles along the Ohio River from the Campbell - Pendleton County line to KY 8’s western end in northern Boone County. The route would connect 32 parks and pass through Newport and Covington. The River Path Committee functions through separate sub-committees for the Boone, Campbell and Kenton County route segments. Funding has been allocated for a two-mile connection in Campbell County from Pendery Park west through the City of Melbourne. Funding is being sought for two more miles to connect Melbourne and Silver Grove. The route has been mapped in a promotional brochure and includes segments of shared road. A separate trail facility from Covington to Dayton is being pursued by Southbank Partners which coordinated the conversion of the L&N bridge into the Purple People pedestrian bridge. This bridge will connect the Kentucky River Path and the Ohio River Trail in Cincinnati.

**Mill Creek Greenway Trail** – The Mill Creek Greenways Committee of the Mill Creek Watershed Council has prepared the **Mill Creek Watershed Greenway Master Plan** for this corridor, which extends 28 miles along the Mill Creek from its beginnings in Liberty Township in Butler County through Hamilton County and Cincinnati to the Ohio River. The Greenways Committee received $250,000 in Ohio Capital Improvements Funds to finalize plans for 17 miles of greenway in Hamilton County. In 2000, $250,000 in Transportation Enhancement funds was awarded to construct a 1.1-mile portion of the trail between Caldwell and Seymour Parks. As an additional part of this greenway effort, the City of Reading constructed a two-mile hiking path, ten feet in width, along the portion of the Mill Creek through their community.
**West Fork Millcreek Greenway** – The West Fork of the Mill Creek originates in Colerain Township, flows east through Winton Woods Lake, then south to its confluence with the main stem of the Mill Creek in Arlington Heights. The West Fork Mill Creek Task Force is coordinating the greenway designation and, ultimately, trail development. There is one mile of existing trail through Woodlawn connecting to Glenwood Gardens Park. Wyoming has plans to continue this trail south from Woodlawn. There is potential to also extend the trail upstream to connect with the trail system in Winton Woods.

**Great Miami Recreation Trail or Great Connection** – The Great Miami Trail, as proposed, extends more than 70 miles from Fairfield north through Hamilton and Middletown (Butler County), Franklin (Warren County), Dayton (Montgomery County), and Troy and Piqua (Miami County). The completed portions include 3.6 miles in Hamilton and 25 miles in Dayton with connections to Xenia and the Little Miami Scenic Trail. In the unincorporated areas and portions of Middletown, most of the right-of-way is owned by MetroParks of Butler County or the Miami Conservancy District. From the Warren-Montgomery County line south, the trail is being implemented in the following seven segments:

- **Segment 1** – five miles from the Montgomery County line through Franklin, to Baxter Drive. Work is being coordinated by the Miami Conservancy District with construction planned for 2004.

- **Segment 2** – ten miles through Middletown along the Miami and Erie Canal and Great Miami River greenway on property owned by the Miami Conservancy District. This will be constructed in four parts, the first being from Bicentennial Commons, near downtown, north to SR 4, the second from Bicentennial Commons south to SR 73. The third and fourth parts will connect SR 4 to Baxter Drive in Franklin (Segment 1, above).

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

- **Segment 4** – five miles from Rentschler Forest through Fairfield Township and Hamilton, connecting with the north end of the existing trail. Construction funding has been secured through a grant from the Hamilton Community Foundation and construction could be started in 2004. This segment includes an underpass beneath the proposed High/Main Street bridge.
• **Segment 5** – 3.6 miles of existing trail from downtown Hamilton to Joyce Park completed in 1997.

• **Segment 6** – 1.7 miles in Fairfield from the current trail terminus in Joyce Park to Waterworks Park. Funding has been secured for this trail and construction should commence in 2004.

• **Segment 7** – The Great Miami Trail is envisioned to eventually connect with the existing Shaker Trace trail in Miami Whitewater Forest. Presently, this connection can be made over shared roads, however, no trail route has been planned.

**Whitewater Canal Trail** – A feasibility study was prepared in 1989 to research potential trail routes in western Hamilton County. Recommended was a facility to use the right-of-way of the Cincinnati-Whitewater Canal from Valley Junction (US 50) to Brookville, IN. While no progress has been made on this project, the Hamilton County Park District is considering a trail in the Whitewater River valley to connect the Shaker Trace in Miami Whitewater Forest to Shawnee Lookout Park at the confluence on the Great Miami and Ohio Rivers.

**Miami 2 Miami Connection** – In 2001, a coalition of local governments and private organizations was created with the assistance of a Regional Initiatives Fund grant, coordinated by OKI, to establish a trail system connecting the Great Miami Trail at Hamilton with the Little Miami Scenic Trail at Kings Mills. The resulting Miami 2 Miami Coalition secured additional funding from the member organizations to commission a feasibility study which was completed in 2002. Two parallel routes are recommended through southeast Butler and southwest Warren counties. While the eventual goal is for a separate trail facility, shared roads and bike lanes are also expected to be used in the meantime. Portions of the route exist in Liberty Township, Fairfield, Mason and West Chester Township. Approximately two miles of the northern route connects Reserves and Wetlands Parks in Liberty Township and an additional mile is under construction from Wetlands Park to Maud-Hughes Road. The southern route goes through Hamilton, Fairfield, Mason and West Chester and Deerfield townships. Clean Ohio Trails funding has been allocated for a 1.6 mile segment of this route in Fairfield which uses the Miami and Erie Canal right-of-way. Both routes join to cross the Little Miami River on an abandoned railroad bridge included for rehabilitation in the funded 7.9 mile Lebanon Connector project.

**Williamsburg – Batavia Hike / Bike Trail** - A network of potential trails and bikeways was identified in the *2000 Vision Plan* for the SR 32 corridor in Clermont County. A 14-mile segment has been identified for implementation which would connect Batavia and Williamsburg villages. The route under study
would also pass through Batavia and Williamsburg townships as well as East Fork State Park. Trail development in the park will be facilitated by public ownership of the land, several miles of abandoned roadway that predate the establishment of the park, and potential for upgrading existing park trails. Portions of the route outside the park will likely be shared roads using low volume rural roads.

**Oxford Perimeter Trail** – A recommendation of the *Oxford Master Bike Route Plan* is for a perimeter shared use path around the city (Butler County). The proposed route would be approximately ten miles and would partially be on Miami University property. The route would connect several parks and schools. A one-mile segment within Oxford Community Park was funded in 2000. The Oxford Area Trails committee has commissioned a feasibility study and is seeking funding for engineering design.

**Bicycles, Transit, and Parking**
Merging bicycle travel with transit services further enhances the potential of both modes of travel. Nationally, more than 400 transit companies have implemented the bike-transit connection, including bike-parking facilities at transit stops and/or bike racks on buses. In the OKI region, two park-and-ride locations have bike lockers for long-term parking. Anderson Township has four bike lockers at the park-and-ride near the Township Building on Beechmont Avenue. The newly opened park-and-ride near the intersection of Winton and Kemper Roads in Forest Park has four "Bike Banks" for long-term parking. Cincinnati has added "Bike Bank" racks at two downtown parking garages. In 2002, SORTA installed front-mounted bike racks on their entire fleet of coaches using CMAQ funding through OKI. TANK, the Transit Authority of Northern Kentucky, is considering adding bike racks to their fleet.

**PEDESTRIAN FACILITIES**
The *2001 National Household Transportation Study* reported walking as the second most used mode of travel for all trips (8.6%) after privately operated vehicles (85.7%). Eighty percent of walking trips were made for the purposes of shopping, personal errands, visiting friends and recreation. While walking was the primary mode for only 2.3% of the OKI region’s work trips, as reported in the 2000 Census, it is a component of nearly all trips as we walk to and from our cars, buses and bikes. Since the reorientation of federal transportation planning represented by Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the Twenty-First Century (TEA-21) federal funding programs, the Clean Air Act Amendments and the Americans with Disabilities Act, increased attention is being given to pedestrian travel. Among the reasons for this are the need to eliminate the injuries and fatalities caused by pedestrian and auto crashes, the need to reduce congestion and motor vehicle
emissions by whatever non-polluting modes are available for short trips of less than a mile.

Pedestrian facilities, including sidewalks, stairways and elevated skywalks, have not been inventoried as part of the regional transportation system. Furthermore, walking trips are not presently accounted for in the OKI travel demand model. In general, older communities accommodate pedestrian travel better than those developed after the 1950s because sidewalks were usually provided and the street systems were more interconnected. Development over the past fifty years has been less dense, used more curvilinear disconnected streets, and is less likely to include sidewalks for pedestrian travel as a result of orientation to automobile travel.

Transportation planning under ISTEA and TEA-21 has undertaken a broader multimodal scope to better accommodate the pedestrian travel that is still a component of urban mobility, as well as encouraging additional pedestrian trips to reduce congestion and improve air quality. OKI prepared a plan for pedestrian travel in 1993: Creating a Greater-Cincinnati Metropolitan Area Pedestrian System: You Can Get There from Here. This regional pedestrian plan was updated in 2004 and the recommendations of that plan are summarized in Chapter 11.

RIVER FERRY SERVICE
Anderson Ferry Boat, Inc., operates an automobile ferry service on the Ohio River between the foot of Anderson Ferry Road in Hamilton County and River Road (KY 8) in Boone County near the Kenton-Boone County line, as depicted on Figure 4-4. The Anderson Ferry operates every 15 minutes Monday through Friday from 6:00 a.m. until 9:30 p.m., on Saturday and holidays from 7:00 a.m. until 9:30 p.m., and on Sunday from 11:00 a.m. until 9:30 p.m. The cost per automobile is $3.00 per river crossing. The ferry transports an average of 400-500 vehicles across the river per day. Due to the absence of river crossings in that area, the ferry is also important for transporting bicyclists, for which the charge is 50 cents. The fare for foot passengers is 25 cents.

PASSENGER RAIL SERVICE
Rail service to Cincinnati and Hamilton, Ohio is provided three days per week by Amtrak’s “Cardinal” route, operating between Chicago and Washington, D.C. Like many of its routes, Amtrak uses single level passenger equipment pulled by diesel locomotives for the Cardinal.

The Cincinnati station, located in the Union Terminal Museum Center, provides full service to passengers, including a ticket office and special handicapped service. At the present time, the Hamilton station is just a stopping point for the
train with no other services provided. Because of this, passengers with reservations who board the train in Hamilton are allowed to purchase tickets on the train without incurring an extra fee.

CSX Transportation trackage is used for most of the Cardinal’s route between Chicago and Washington, D.C. Included in Amtrak’s operating agreement with CSX are provisions for the Cardinal to be given priority over freight trains. This priority treatment helps it to maintain an on-time schedule. Both the Amtrak route and stations within the OKI region are shown on Figure 4-4.

The Ohio Rail Development Commission (ORDC) is considering the development of high-speed passenger service on the Cincinnati-Columbus-Cleveland (3C) Corridor. The alignment which has been identified by ORDC as being best suited for this corridor is a Norfolk Southern (formerly Conrail) freight line which runs between Cincinnati and Cleveland passing through Middletown, Dayton, Springfield, Columbus, Galion, and Berea, Ohio.

Multiple options have been considered for the routing of the 3C Line into Cincinnati. The alternatives include arriving from the north via the busy CSX/Norfolk Southern three track mainline using the Union Terminal Museum Center as the Cincinnati station or using a riverfront station arriving from the north via the “Oasis Line”. The Oasis Line track enters the Cincinnati riverfront via the eastern part of Hamilton County. Since the track along the Cincinnati riverfront has recently been removed, however, the Oasis Line option has been dropped. There would not be any way of bringing trains into the Cincinnati Central Business District (CBD).

A new high-speed passenger rail line connecting Cincinnati with Chicago is being considered as part of a Midwest Regional Rail Initiative. The Midwest Regional Rail Initiative is a cooperative effort among nine Midwest states (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin), Amtrak and the Federal Railroad Administration (FRA). The goal of this initiative is to evaluate the potential for the implementation of a Midwest Regional Rail System. The preferred service option chosen for the service are Diesel Multiple Units (DMUs) capable of achieving a top speed of 100 mph.

The railroad line in the region that most likely would be chosen for the Cincinnati – Chicago route is the Central Railroad of Indiana’s line from Downtown Cincinnati to Shelbyville, Indiana. Since this rail line comes directly into the Cincinnati Riverfront, the ORDC is recommending that Amtrak move its passenger station from the Union Terminal to the riverfront. ORDC’s recommendation is also based on CSX Transportation’s unwillingness to let Amtrak expand its services at the terminal. Amtrak’s Cardinal temporarily blocks the CSX mainline for the time that is required to unload and load passengers. On
the other hand, the riverfront station would have tracks that dead-end at the station (requiring a back-up move for trains). Since the mainline would not be blocked, it is ORDC’s intention that a riverfront station could accommodate Amtrak’s Cardinal, the new Cincinnati – Chicago train, and future new routes.

The City of Cincinnati has recently initiated a study to determine the best location for an expanded passenger station and a train holding and maintenance facility in the City of Cincinnati.

AIR TRAVEL
The OKI region has an extensive aviation system that includes a complex array of airspace and flight paths and multiple facilities that support air travel. Because airports can be significant traffic generators, one aspect of air travel’s role in the transportation planning process is the consideration of airport impacts on the surface network.

The OKI airport system serves all forms of air travel. There are ten publicly owned airports, including one air carrier, three reliever, and five general aviation facilities. In addition, there are two privately owned airports for public use and numerous privately owned landing strips for private use. The locations of the region’s public use airports are shown on Figure 4-4.

The Cincinnati/Northern Kentucky International Airport is the primary airport of the OKI region. Ten passenger airlines serve the airport and it is a major hub for Delta Airlines. As of January 2004, Delta operated a total of 2,027 daily flights to 487 cities in 82 countries around the world.

In 2001, there were over 8.9 million enplanements at the Cincinnati/Northern Kentucky International Airport, ranking it the 26th busiest airport in the United States. This number is predicted to increase to more than 29 million by 2020, more than double than the number of passengers in 2001. As the number of enplanements increases, so will the traffic to and from the airport, and likewise, the strain on the surface transportation system.

General aviation activities occurring throughout the OKI region include corporate flight departments, pleasure flying, medivac, gliding, and skydiving. Although the Cincinnati/Northern Kentucky International Airport maintains a small number of general aviation operations (less than 23,000 flights annually), the bulk of these operations take place at the reliever facilities and other general aviation airports across the region (see Table 4-2).
Figure 4-4
Travel Facilities

Legend
- Air Carrier Airport
- General Aviation Airports
- AMTRAK Station
- Greyhound Station
- Ferry Crossing
- AMTRAK

Miles
### Table 4-3
General Aviation Airports and Operations

<table>
<thead>
<tr>
<th>Facility</th>
<th>Annual Operations</th>
</tr>
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<tbody>
<tr>
<td>Cincinnati Blue Ash</td>
<td>35,000</td>
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<tr>
<td>Cincinnati Lunken Field</td>
<td>129,430</td>
</tr>
<tr>
<td>Cincinnati West</td>
<td>30,197</td>
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<tr>
<td>Clermont County</td>
<td>30,650</td>
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<tr>
<td>Butler County Regional Airport</td>
<td>61,687</td>
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<td>Lebanon/Warren County</td>
<td>24,951</td>
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<td>Miami University</td>
<td>16,708</td>
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<tr>
<td>Middletown-Hook Field</td>
<td>40,050</td>
</tr>
<tr>
<td>Waynesville - Red Stuart Airfield</td>
<td>16,800</td>
</tr>
</tbody>
</table>

Source:  GCR & Associates - FAA Airport Master Record (FAA Form 5010-1).
Airport Facilities Directory (AFD) Effective Date: 02/19/04.

Helicopter (rotocraft) operations, which are a small portion of the overall air traffic, have begun to increase in the OKI region. A number of heliports exist throughout the region, mostly associated with area hospitals, but no public facility serves helicopter ingress and egress to the Cincinnati Central Business District. Currently, there are 21 certified heliports and helistops in the OKI region — 18 privately owned and operated, two privately owned for public use, and one publicly owned for private use. Other rotorcraft operations use the existing airport system.

**SCENIC BYWAYS**

An approach to strengthening the tourist industry’s contribution to the region’s economy is represented by development of regional scenic byways. Under programs established by TEA-21, funds have been used for improving access to tourist attractions and recreation sites. TEA-21’s enhancement program, in particular, has made funds available to preserve and develop scenic and historic byways, connect greenways and rails-to-trails, preserve historic and archaeological areas, and facilitate biking and walking. It is expected that scenic byway funding will be maintained, if not increased, in the upcoming reauthorization legislation.

Throughout the country, there are many examples of routes valued and even designated for driving pleasure. In addition to serving transportation needs, these routes help preserve communities and the surrounding countryside, and many are perceived as resources that encourage economic development. Driving for pleasure has been cited as the second favorite recreational activity for American adults and a generator of additional jobs and payroll.
Under TEA-21, federal funds have been available to support state scenic byway programs and projects. In Ohio, the Scenic Byway program is recognized as part of a larger mission to foster economic growth and preserve natural resources as constituted by the intrinsic qualities associated with designated scenic routes.

The potential benefits of developing regional scenic byways include, but are not limited to, improving the quality of life for residents, increasing opportunities to preserve irreplaceable resources for future generations, and providing an asset that attracts visitors to the region and supports economic development.

Local planning groups have organized to create five scenic byways in the OKI region:

- **The Ohio River Scenic Byway in Indiana** – Roads along the entire Indiana riverfront from the Illinois to Ohio borders, 358 miles, have been designated as a national scenic byway. Within Dearborn County, this includes SR 56 from the Ohio County line to Aurora, and US 50 from Aurora to the Ohio state line.

- **The Ohio River Scenic Route in Ohio** – As in Indiana, the 452-mile Ohio riverfront has been designated as a national scenic byway from the Indiana border to Pennsylvania. Within OKI, the scenic byway follows US 52 in Hamilton and Clermont Counties.

- **The Accommodation Line Scenic Byway** – Named after the Accommodation stage coach line, this scenic byway received designation by the State of Ohio in 1999 and runs seven miles from Waynesville in Warren County to Spring Valley in Greene County. The route is primarily on US 42 except where it follows the old highway through the communities of Waynesville, Mt. Holly and Spring Valley.

- **Big Bone Lick – Middle Creek Scenic Byway** – This route connects the Middle Creek County Park and Dinsmore Homestead on KY 18 with Big Bone Lick State Park on KY 338 in the southern part of Boone County. The route covers twenty miles and also follows the Ohio River through the community of Belleview.

- **Riverboat Row Scenic Byway** – Riverboat Row follows the Newport waterfront on the Ohio River in Campbell County. The route is approximately one mile and provides views of the Ohio River, Cincinnati skyline and access to several waterfront restaurants.