



Delaware County, Ohio
Trail System Master Plan

Get outside!



November 27, 2017

Trail System Master Plan

The following plan recognizes the unique nature of Delaware County. In addition to its many features including lakes, state parks, historic areas, golf courses and a world-class zoo, Delaware County has a large number of local jurisdictions, each with its own plan and vision. This document seeks to honor each community's strategic goals and plans while striving for a cohesive and consistent system for the enjoyment of all.



Prepared by the Delaware County Trail Committee, established by the Delaware County Commissioners on August 8, 2016.

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Introduction

What does a healthy community look like? Delaware County continues to be ranked as one of the healthiest communities in Ohio. By many measures, the county has ranked near the top of the list for several years. One area where the county did not do so well was in the physical, built environment.

Although the only factors measured were access to healthy food and air pollution, it still begs the question "how would we do when recreation, parks, bikeways and sidewalks are taken into consideration?"

We know the obesity statistics, which suggest that a community that lacks adequate recreational facilities is likely to create fewer residents who choose to be active. Children should get 60 minutes of physical activity every day and adults should get at least 150 minutes each week!

Healthy Communities through Active Transportation events sponsored by the combined efforts of the Department of Transportation, the Delaware General Health District, and the Department of Natural Resources indicate interest from a broad cross-section of recreation, transportation and government entities. This collaboration is an important indicator that these disciplines all play a part in improving the health of our communities.

It comes as no surprise then that the recent obesity prevention plan created by the Ohio Department of Health states that "various state agencies that do not directly deal with health or health care have programs and policies that impact health and have the potential to help prevent or reduce obesity." Of the plan's three main goals, the first is to improve physical activity options and opportunities.

Economic development is a key driver in our communities today. With the challenges that face all local and state government, it is more important than ever that dollars are spent wisely and in ways that encourage economic development. That is why the Delaware County Commissioners established the Delaware County Trail Committee in 2016 to study proposed projects and define opportunities that could be prioritized and accomplished.

Many communities within Delaware County have individual bike/pedestrian facility plans and/or recreational approaches. The following plan is an effort to highlight the existing recreational opportunities throughout the county and provide a framework guide for local governments and the county to use in their future planning. Its focus is primarily on paved trails, although many other types of trails are offered across the county.

Delaware County Commissioners

Jeff Benton

Barb Lewis

Gary Merrell

Delaware County Communities

The Village of Ashley

Berkshire Township

Berlin Township

Brown Township

Concord Township

The City of Delaware

Delaware Township

The City of Dublin

The Village of Galena

Genoa Township

Harlem Township

Kingston Township

Liberty Township

Marlboro Township

Orange Township

The Village of Ostrander

Oxford Township

Porter Township

The City of Powell

Radnor Township

Scioto Township

The Village of Shawnee Hills

The Village of Sunbury

Thompson Township

Trenton Township

Troy Township

The City of Westerville

Advocate Groups

Central Ohio Greenways

Delaware County Friends of the Trail (Ohio to Erie)

Mid-Ohio Regional Planning Commission

ODOT (Ohio Department of Transportation)

OPAL (Olentangy - Powell and Liberty trail group)

Healthy Communities

“The Delaware General Health District’s Board of Health adopted a Complete Street resolution in 2015, which encourages a transportation system that has a design framework and infrastructure that enable safe and convenient access for transportation users of all ages and all abilities. With over 61% of Delaware County adults 18 years and older being either overweight or obese, increasing opportunities for active transportation will reduce health impacts and also promote physical activity and recreation.”

Shelia Hiddleston, RN, MS, Health Commissioner

In April, 2016, the Health District launched a community-wide campaign to promote healthy weights and prevent chronic disease in Delaware families. Called **5321AlmostNone**, the campaign aims to raise family awareness on five key behaviors that promote healthy weights for a lifetime:

Every Day Choose:

5 Fruits & Veggies,
Make Them ½ Your Plate

3 Healthy Meals, Less Fast Food

2 Hours Screen time, All Devices

1 Hour Moving, More When You Can

Almost None Sugary Drinks, Drink Water First



Getting families to move is of prime importance — choosing active transportation in daily routines where possible and being active during family recreational time. The Centers for Disease Control and Prevention (CDC) recommends that adults either engage in moderate exercise for at least 30 minutes, five days per week, or in vigorous exercise for at least 20 minutes, three days per week. Children should get some combination of moderate and vigorous exercise for at least one hour per day.

Walkable communities with mixed land uses, higher density, connected street networks, rich physical activity resources, and pedestrian-friendly designs have been linked to increased physical activity in daily routines.

Greenways and Trails

When Delaware County began to develop, greenways and trails were considered an occasional recreational amenity for more serious cyclists and runners. There has been a shift toward using these trails as connections between points, with increased interest in connecting major trails to neighborhoods. In developed areas where interconnection has been achieved networks can be used for every day transportation.

What is a Trail?

Although the term “greenway” does not necessarily imply inclusion of a recreational trail, for the purposes of this document, greenways refer to open space corridors with a recreational trail.

Numerous studies performed in communities throughout the country demonstrate that trails and bikeways provide the following benefits to the public:

1. Increased regional economic activity through recreation and tourism.
2. Better health through reduced obesity, hypertension, diabetes, and cardiovascular disease among trail and bikeway users.
3. Increased real estate values, especially of properties located close to trails.
4. Improved air quality with the use of non-motorized transportation.
5. Increased ability to recruit new businesses and individuals with skills.
6. Preservation of wildlife habitat and scenic, historic, recreational, and cultural assets.
7. Crime protection—Trail users are far more likely to deter and prevent crime than commit it.

In summary, the development of a high-quality trails system is a cost-effective way to make a community more livable, healthy, and economically vibrant and a way to attract the employers and individuals most likely to contribute to positive growth.



Existing trail with signage along Gooding Boulevard, Orange Township

Creating greenways (and any off-road trail in general) includes several steps, with the ultimate goal being a network that makes sense from an overall community perspective as well as one that has buy-in from the community.

Public perception sometimes suggests that trails lower property values. On the contrary, statistics show that properties in vicinity of trails tend to sell faster and for higher prices than neighboring lands (www.railstotrails.org).

Funding sources for construction include federal money such as the U.S. Department of Transportation’s “Transportation Enhancement” grants, and the National Park Service’s Rivers, Trails and Conservation Assistance program, as well as private funds from foundations and donors. The most popular and inexpensive way for local governments to gain trails is that they be part of development plans as land is rezoned. Smart developers realize that a greenway is a fairly low-cost investment that can provide a valuable amenity and raise the value of their project.

Organize

Cultivate a sustainable, citizen-led advocacy group with strong leadership and a clear vision

The county will seek to identify regional and/or area groups of trail users and supporters who will advocate for trails while encouraging and recruiting other advocates. The group should actively engage public and private planners, engineers, and administrators of parks and transportation facilities.

Create a plan that enjoys public support

This plan prioritizes connections and basic routes, taking into consideration topography, current and proposed land uses, community facilities, and other features. Engineering figures will be estimated, as well as the potential costs of purchasing right-of-way or land for the trail.

Acquisition of right-of-way and construction

Acquisition of right-of-way is a challenging part of any project. Building within existing road right-of-way requires negotiation and coordination with county, municipal, and state officials. Landowners and governments are concerned about liability, making it important to be familiar with state codes and jurisdictional insurance policies to properly address concerns.

Administer and maintain the system

Maintenance costs can vary widely based on the size and complexity of the system. Likewise, the funding mechanisms of a city or village can be vastly different from those of a township. Both need to be taken into account as a system develops. Maintenance includes both routine and upkeep that is long-term or occasional (such as for capital improvements).



Greenway leading to the U.S. 23 overpass, City of Delaware, showing distance marker

Routine maintenance can include security, grass-cutting, brush-trimming, clearing of culverts and drains, and minor repairs. Long-term maintenance includes inspections of structures and resurfacing (approximately every ten years, depending on surface type).

Such maintenance may include staff and/or volunteers, either of which require oversight and scheduling by a central administering agent. Jurisdictions should allocate annual funds for routine maintenance as well as occasional, larger amounts for capital improvements. Trails that span multiple communities may require cost-sharing agreements.

Standards

Bikeway planning and implementation can be less expensive when incorporated into new road design and improvement. Bikeways and pedestrian facilities that have to be retrofitted into existing infrastructure can become complicated because of negotiation with multiple owners, alteration of existing utilities, and the lack of cost savings by separating projects.

National standards for the design of on-street bikeways are available from the American Association of State Highway Transportation Officials (AASHTO). Standards for striping and signage are found in the Manual on Uniform Traffic Control Devices (U.S. Department of Transportation/Federal Highway Administration, 2003). Local governments can also create their own standards for on-street and off-street signage and striping.

Issues that should be considered include sight lines, lane widths, intersection treatments, drainage inlet grates, surface type/condition, and integration with other types of paths (shared use, park access, pedestrian only, etc.).

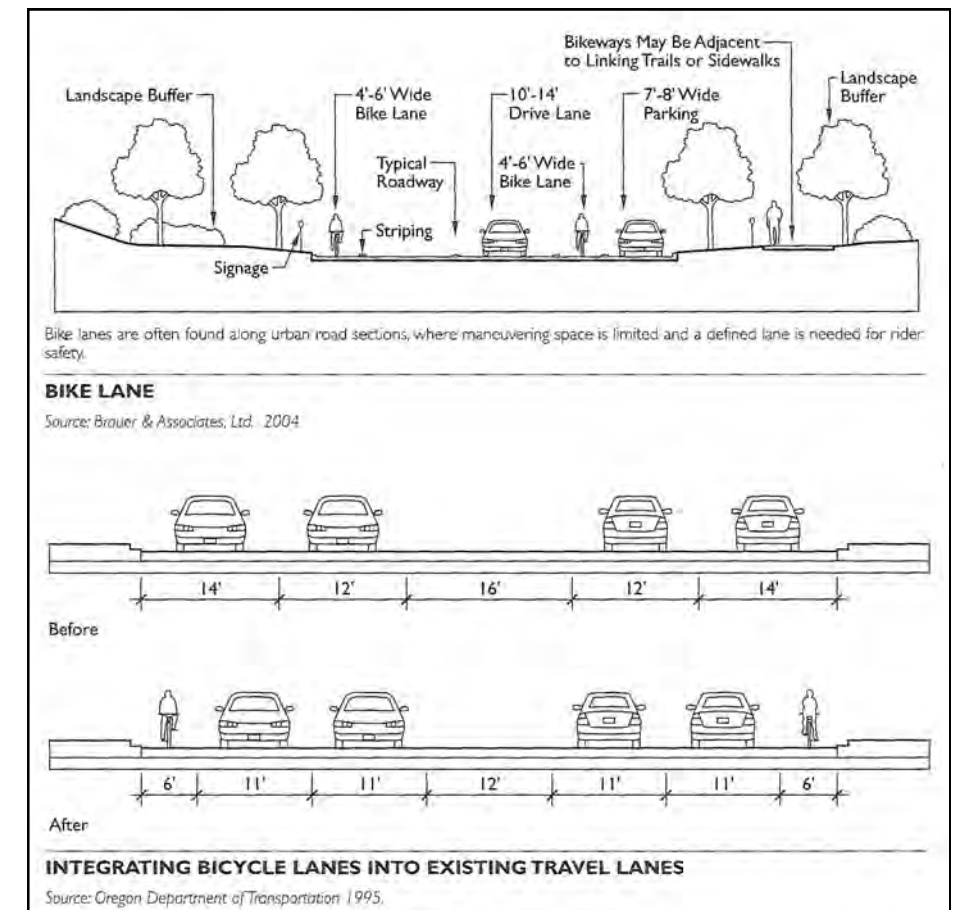
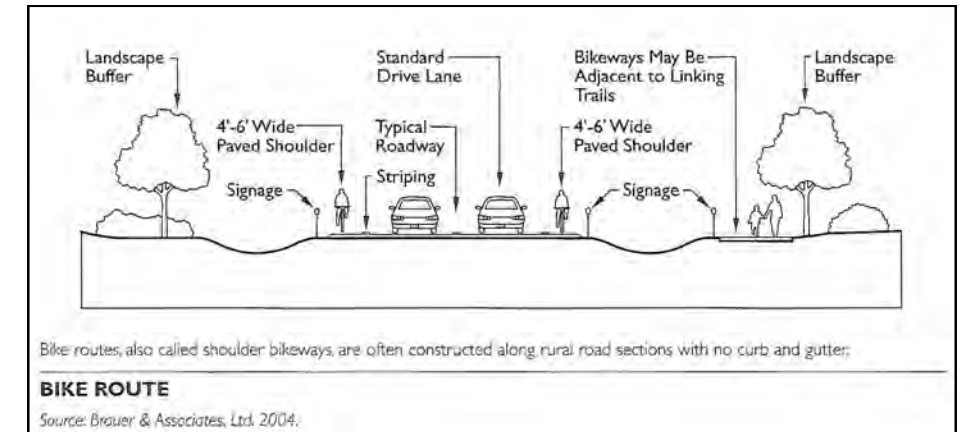
Types of Bikeways

Based on existing and proposed conditions, bike and pedestrian facilities can take a number of forms. Each form has its own set of standards and applicability. There are likely sub-categories beyond those presented here, but these are provided for reference.

Bike Route/Paved Shoulder

A bike route is likely the easiest to install on existing roads. Sometimes known as a shoulder bikeway, the bicycle route may simply be a road with a “Bike Route” sign, alerting drivers that they may encounter bikes along the road. The shoulder needs to be wide enough to be used comfortably and safely by bicycles.

Similarly, a Shared Roadway uses a combination of traffic calming, signage, and “sharrows” or on-road markings, to indicate the presence of cyclists. These are more appropriate for urban areas, or areas where the speed limit is considerably slower than that on rural roads.



Bike Lane

One step above a paved shoulder is a dedicated Bicycle Lane. This is a portion of the roadway set aside by striping for the exclusive use of bicycles. They are typically located on collector and arterial streets. They can be created by:

- Narrowing existing travel lanes;
- Removing a travel lane;
- Removing parking; and/or
- Widening a roadway or paving a shoulder.

Bicycle Lanes are different from paved shoulders because they are typically wider, better maintained, and may include a curb or more regulated edge than a rough rural road.

Separated Path

The Separated Path is a wider sidewalk that is offset from the road. Usually, there is a grassy or landscaped strip between the path and the road. In some applications, where right of way is limited or along a culvert or bridge, the path may be directly adjacent to the road, but this is not desirable.

Other Multi-use Trails

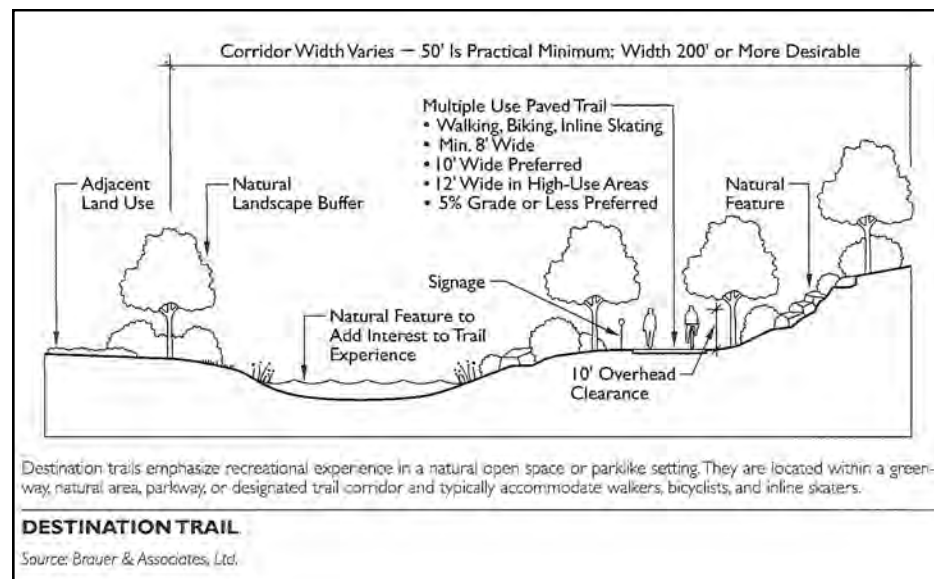
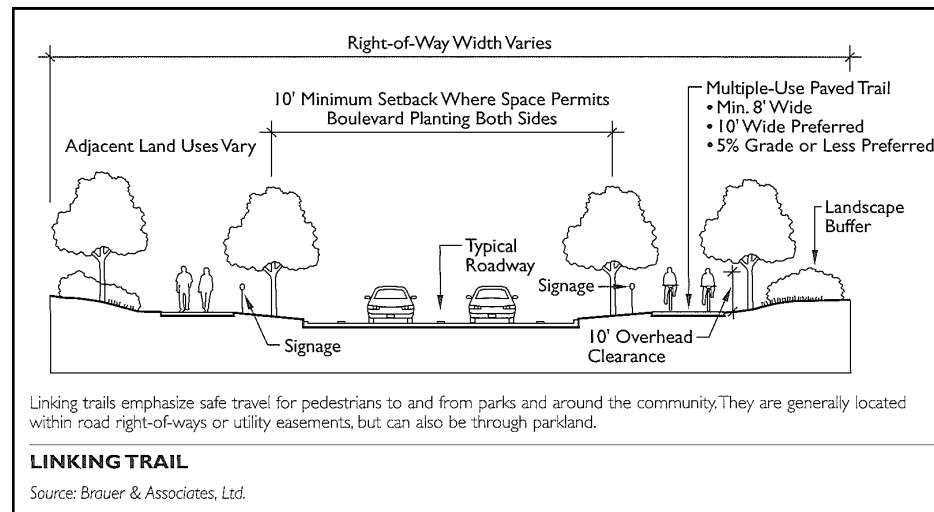
These trails go one step beyond the Separated Path by traveling off-road, through open space, into a park, or to some other destination. These may be paved or unpaved (gravel, mulch, mowed path, etc.) These are sometimes referred to as Destination Trails.



Liberty Street Crossing of the converted railroad path, City of Delaware

County Engineer Recommendations

The Delaware County Engineer recommends the American Association of State Highway and Transportation Officials (AASHTO) cross-section standard: *“The appropriate paved width for a shared use path is dependent on the context, volume, and mix of users. The minimum paved width for a two-directional shared use path is 10 feet. In very rare circumstances, a reduced width of 8 feet may be used where bicycle traffic is expected to be low, where pedestrian traffic is expected to be rare, where horizontal and vertical alignments provide frequent, well-designed passing and resting opportunities, and where the path will not be regularly subjected to maintenance vehicle loading conditions.”*



Picnic facilities in Alum Creek State Park, Berlin Township

On-road routes

One task taken on by the DCTC was the compilation of known and well-utilized “on-road” routes within the county. These were determined by canvassing local bike shops and riding groups. On-road routes present an opportunity to increase visibility and improve safety of these roads by adding signage or pavement graphics. The committee listed the routes based on usage, length, and other factors. They are further described on page 12, with turn-by-turn directions in the Appendix.

US. Bike Route 50A Scenic Connector

(Center Village Road to Red Bank to Ohio to Erie)

Ohio to Erie Trail

(Dedicated path to Galena, on road to Sunbury, Hartford Road to Licking County)

Orange Township to Delaware

(Connecting with roads along the railroad)

River Road

(River Road and Klondike Road along Scioto River)

Cheshire to Galena

(Orange/Delaware route connection to Bike Route 50A and Ohio to Erie Trail)

Delaware to Kilbourne to Ashley

(central county connection—Bowtown Road to Skinner Road to North Old State Road to Ashley Road to Ashley)

Kilbourne to Olive Green

(Kilbourne, Alum Creek, Hogback Ridge and Olive Green)

Other Considerations and Guidance

Complete Streets

Complete Streets is a term established by the America Bikes Board and represents the need to develop policies that accommodate the need for an integrated, connected street network that serves all users. These users include motorists, bicyclists, pedestrians, and transit riders of all ages and abilities. Individual communities adopt a policy, developing standards for certain types of facilities (sidewalks, bikeways, transit stations, etc.) as roads are built.

The Regional Planning Commission seeks connections between subdivisions by often requiring new subdivision streets to connect to adjacent parcels of land, working in concert with the County Engineer and local townships. The main benefits to connectivity are shorter trips, greater travel choice and savings on infrastructure. Local zoning may also provide a policy of neighborhood-to-neighborhood street connections, provided safety and quality of life impacts from the connection are mitigated.

In addition to having a sidewalk requirement for all new streets, jurisdictions can create policies for existing roads as they change from local to collector status. When a street exceeds 1,500 vehicle trips per day it should be classified as a minor collector, and the jurisdiction should budget for the construction of a pedestrian path or leisure trail along at least one side of the street. Minor collector streets within platted subdivisions should also be considered for traffic calming devices. New major collectors (ranging from 1,500 to 3,000 trips per day) should consider the construction of bike paths when traffic warrants it. Subdivisions that are platted along existing collector



Signage

The signage and wayfinding system for a network of trails and bikeways can take many forms. Generally, signage should be clear and of a size and height appropriate for the pedestrian or cyclist. It is important that signage not compete with other traffic-related signs. Bikeway signage that is simply a smaller version of a normal traffic sign could cause confusion if placed too close to the public street. Because of the slower speeds associated with bike/pedestrian facilities, most signage can be placed directly on the pavement, making it only visible to those on the path. In such cases only minimum other signage is necessary to cover times when there is snow and/or ice on the trail. When a standard pole sign is necessary, colors and reflectivity can be altered to avoid confusion for the driving public. This plan recommends a signage syntax that is consistent across the county.

streets may stipulate that bike paths or sidewalks be constructed as part of a township or regional system.

Entities not directly funding the placement of sidewalks or pedestrian facilities should prepare the site for those facilities by keeping the area free of utilities and stormwater features. This will allow future construction to occur as economically as possible, once funding is secured.

The Mid-Ohio Regional Planning Commission (MORPC) adopted a regional Complete Streets policy in 2010, applying the policy to its Metropolitan Planning Organization boundary which includes Delaware County. The policy applies to projects that will use federal funds allocated through MORPC. Other communities such as Liberty Township have adopted similar policies.

As part of the policy, such projects are funded based on demonstrating how they do the following: accommodate all users by using the most appropriate design standards while being context-sensitive, coordinate with nearby jurisdictions and plans, provide for nearby destinations to have access to pedestrian and bicycle facilities, involve the local transit agency, provide the opportunity for utility infrastructure to be appropriately accommodated for future growth, and ensure that the accommodation for one mode shall not prevent the safe use by another mode.

Trail Use

Each community must make a choice as to what types of end users will use the trails under its authority. The balance between trail design, support, maintenance, and available enforcement is a delicate one. For example, connections that are made from a public street or utility easement to a paved pathway within the open space of a subdivision might cause issues with use, maintenance, and liability. While there may be no easy solution to these issues, these conflicts must be acknowledged.

Safe Routes to School

The Ohio Department of Transportation offers assistance to local communities who wish to complete a School Travel Plan. ODOT provides resources to state, regional, and local agencies to create non-infrastructure and infrastructure projects aimed at making it safer for children to walk or ride to K-8 schools. To date, the Olentangy Local School District created a School Travel Plan that focused on four of its elementary schools: Alum Creek, Glen Oak, Oak Creek, and Tyler Run. Plans have also been completed at the Delaware City School District and schools within Genoa Township. As part of the plan, ODOT assigns a private engineering firm to visit the schools and create a report of recommendations. These recommendations can then be either undertaken by the school district, or if external funding is needed, the plan can be used to request additional grants for infrastructure improvements.

www.dot.state.oh.us

ADA Accessibility

All existing bike and pedestrian facilities that are not currently compliant with the Americans with Disabilities Act should seek to meet certain standards as soon as possible and new facilities should be designed to accommodate all users.

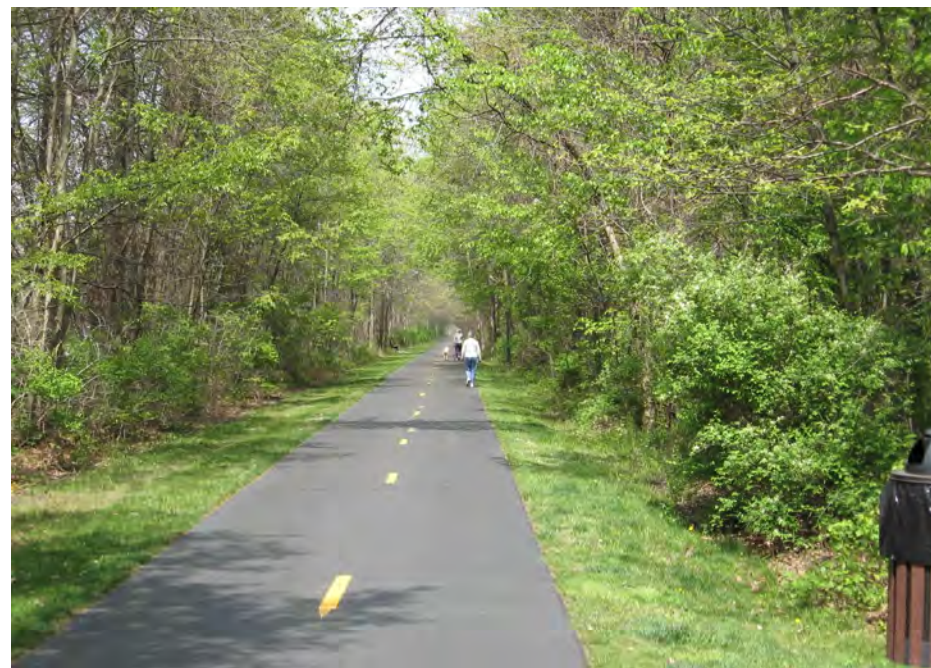
Generally speaking, recreational trail design should provide accessible parking spaces, curb ramps, and accessible building entrances (if designed as a part of the development). Curb ramps should have detectable warnings (i.e. raised bumps) across the entire apron. Signage should also be designed with the disabled in mind.



Parks and Public Space

The importance of open space and recreation has long been recognized. In the 1850s the City Beautiful Movement advocated public parks as retreats from the congestion and overcrowding of city life. New York's Central Park, designed in 1856 by Frederick Law Olmstead, Sr., is the best known American example. Many desirable communities in America have a significant park and recreation system as one of their building blocks. The economic benefits of open space cannot be understated. Undeveloped land and parks demand fewer community services and require less infrastructure than other types of development. Given the evidence that single-family housing rarely "pays its own way" through additional property tax revenues, open space becomes an important part of a local government's economic outlook.

Numerous studies have shown the benefits of green space and active parks and the quality of life it provides to residents. The Ohio Revised Code acknowledges the importance of open space and recreation in both the zoning and subdivision enabling legislation. ORC 711 states that "a regional planning commission shall adopt general rules [subdivision regulations]... to secure and provide for ...adequate and convenient open spaces for... recreation, light, air, and for the avoidance of congestion of population." Cities and villages also have their own authority to plan and implement parks and greenways systems.



Ohio to Erie Trail within Genoa Township.

Highbanks Metro Park

Highbanks Metro Park, part of the Franklin County Metro Parks District, is located at the southwest corner of Powell Road and U.S. 23.

Highbanks consists of 1,159 acres of rolling land, from the Olentangy plateau along the US 23 corridor, dropping steeply into the valley of the state scenic Olentangy River. It offers a nature center, streamside study area, large playfields, playgrounds, conference and resource room, ranger station, and naturalist's office.

The park boasts passive open space, two large picnic areas with partially enclosed shelters and grills. There are seven hiking trails that total eleven miles, observation decks, fishing and canoeing on the river, a sledding hill and 3.5 miles of cross country ski trail (used as a pet trail during warmer months).

www.metroparks.net

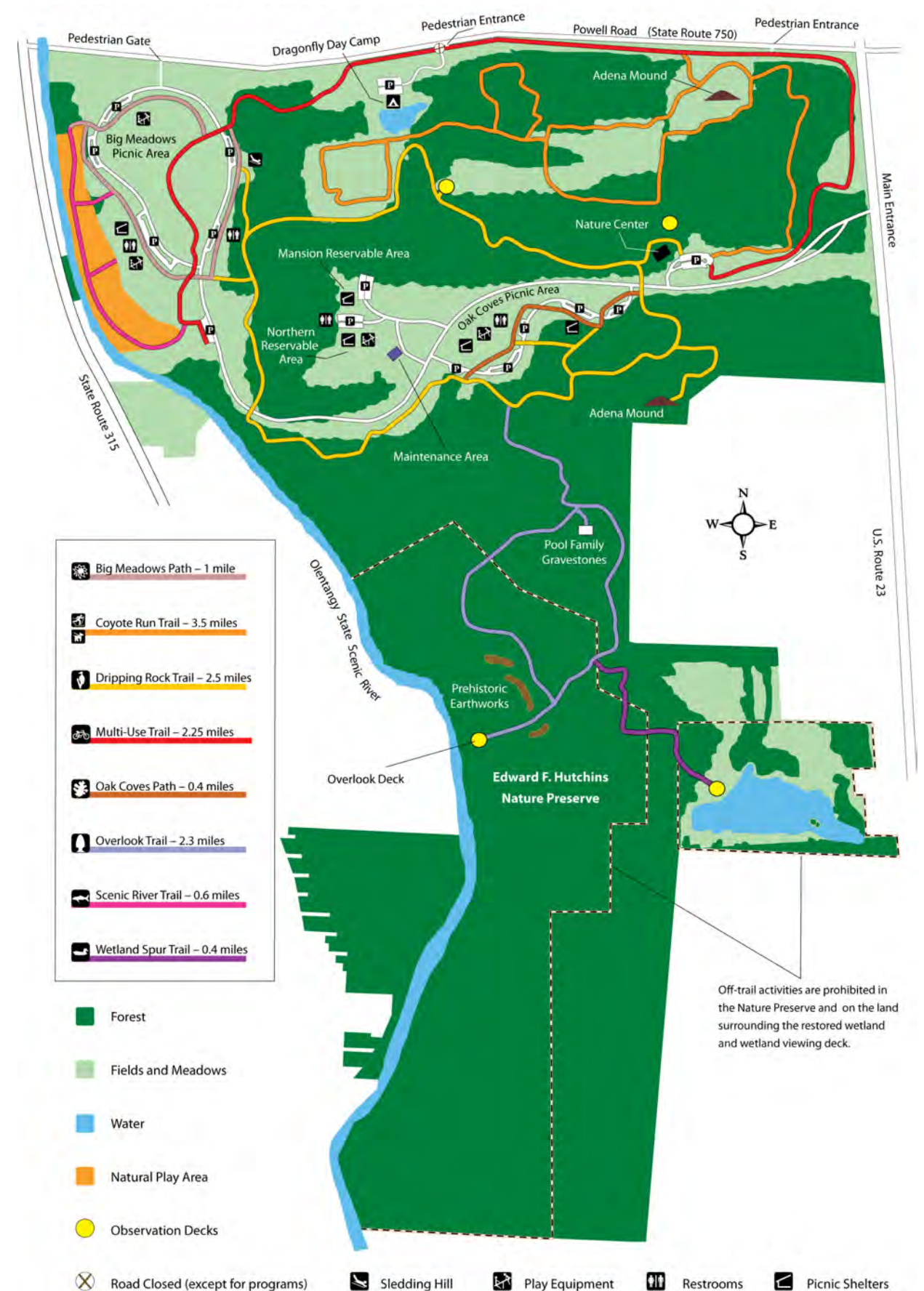
Columbus Zoo and Aquarium

The Columbus Zoo and Aquarium is home to more than 10,000 animals representing over 600 species from around the globe. The Zoo complex is a recreational and education destination that includes 22-acre Zoombezi Bay water park and 18-hole Safari Golf Club. The Zoo is a regional attraction with global impact, annually contributing more than \$4 million of privately raised funds to support conservation projects worldwide.

The Zoo complex spans 588 acres, more than 200 of which have been developed as animal habitats and public spaces, organized into six geographic regions: Asia Quest, Australia and the Islands, Congo Expedition, Heart of Africa, North America and Polar Frontier, and Shores.

The Zoo serves as one of central Ohio's most popular family attractions and hosts more than two million visitors annually, with more than 2.3 million visitors in 2016.

www.columbuszoo.org



O'Shaughnessy Reservoir Park

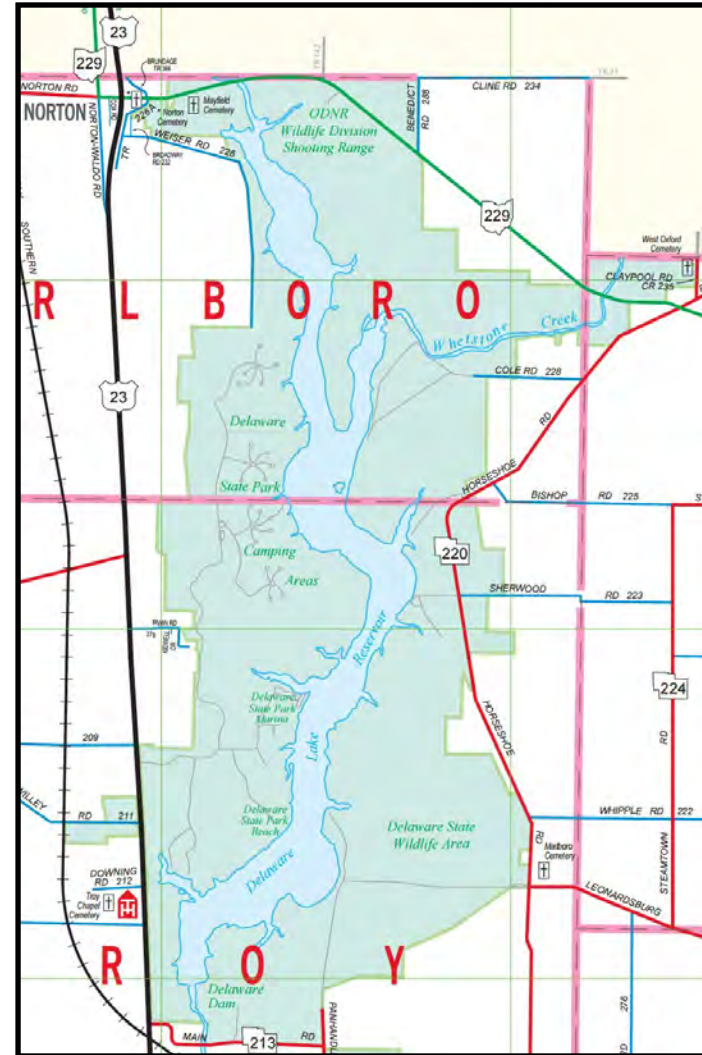
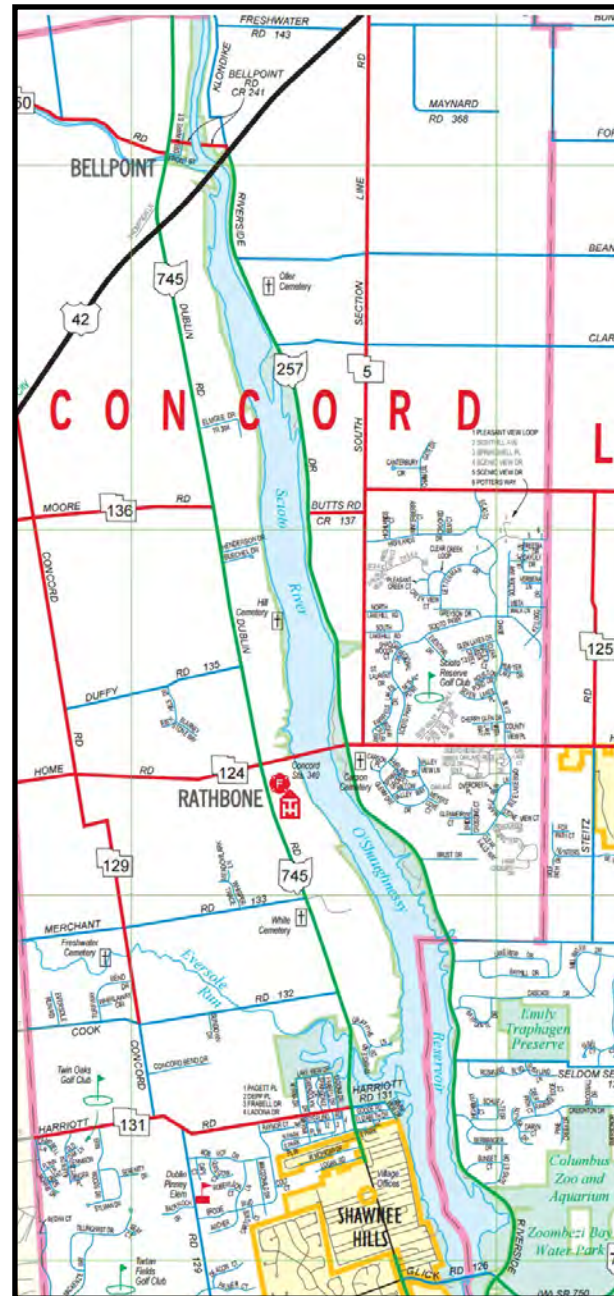
(City of Columbus)

10545 Riverside Dr. Dublin, OH 43065

This community park of over 1,143 acres provides a variety of separate park areas surrounding the O'Shaughnessy Reservoir. Areas are appropriate for child and family-friendly activities.

Features

- * Boating
- * Fishing
- * Parking areas
- * Picnicking
- * Woods & Wildlife Areas
- * Glick Road Park and dam viewing



Delaware State Park

(Ohio Department of Natural Resources)

5202 U.S. Highway North Delaware, OH 43015

Delaware Lake State Park comprises 1,686 acres within Troy, Marlboro, and Oxford Townships.

Features

- * Six miles of Hiking Trails
- * Fishing
- * Camping
- * Picnicking
- * Boating
- * Swimming
- * Parking areas

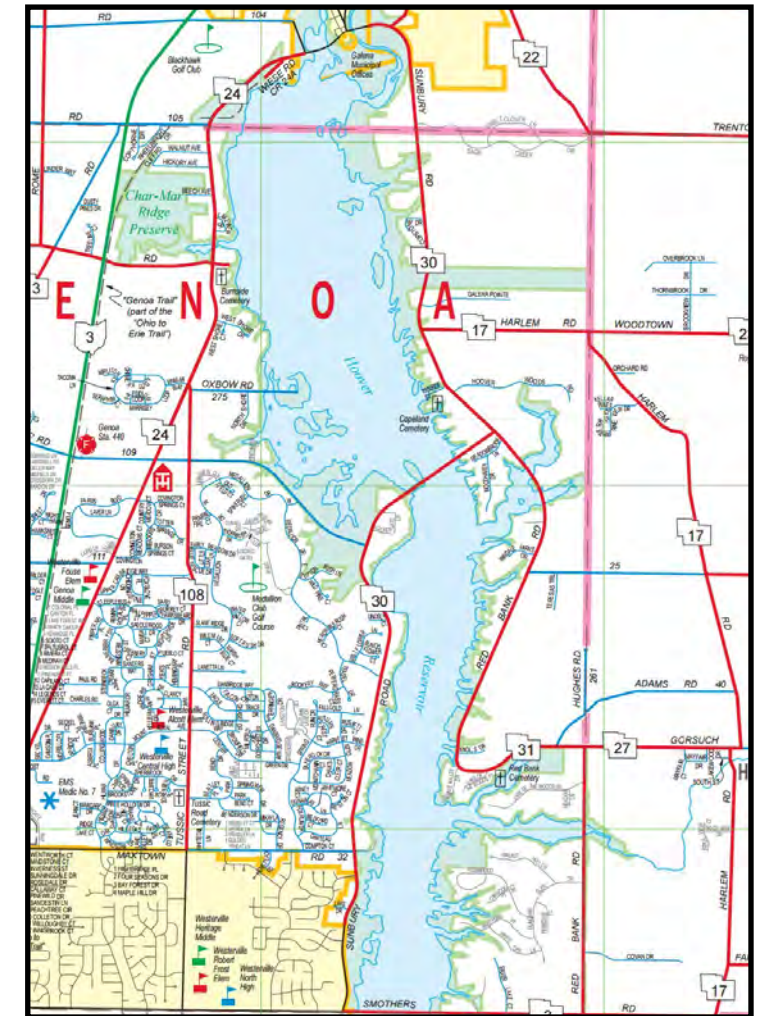
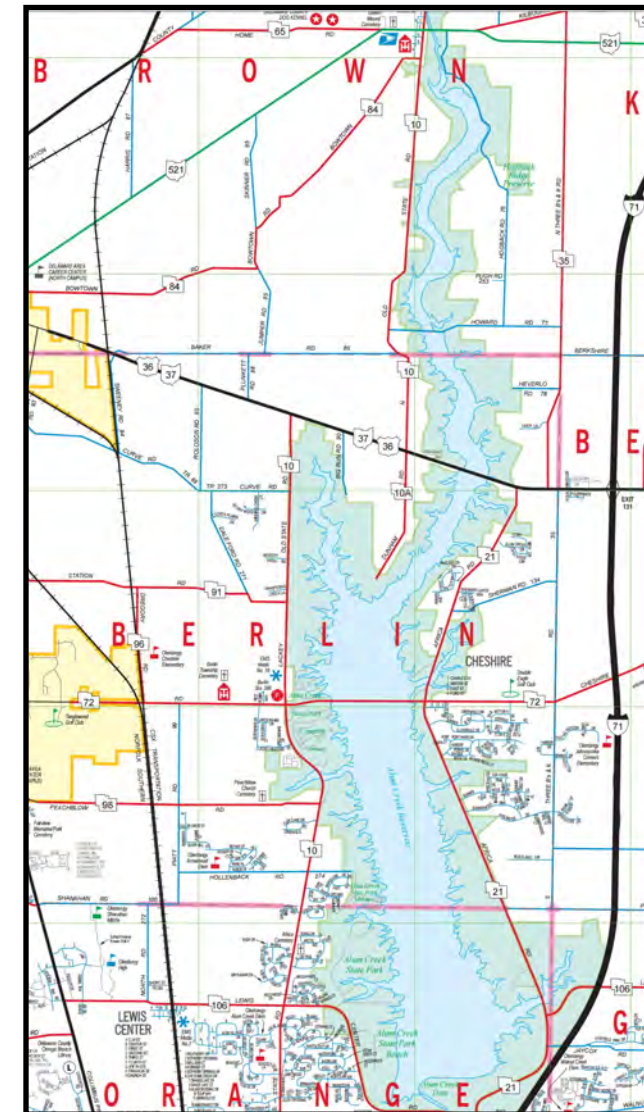
Alum Creek State Park

(Ohio Department of Natural Resources)

7701 Sunbury Rd. Westerville, OH 43081

Alum Creek State Park comprises 4,630 acres of land within Orange, Berlin, Brown, Kingston, and Genoa Townships. The largest useable park area is located on Africa and Lewis Center Roads.

Facilities include full-service campsites, cabin rentals, a dog park, hiking trails, picnic areas, 14 miles of mountain bike trails, 38 miles of bridle trails, camping, hunting facilities, volleyball, and Frisbee golf. Water recreation includes a marina with boat ramps, areas of unlimited horsepower, a 3,000-foot swimming beach, and a sailing club. www.dnr.state.oh.us



Hoover Reservoir Park

(City of Columbus)

7701 Sunbury Rd. Westerville, OH 43081

The Hoover Reservoir Park (area) offers over 4,700 acres of peaceful and serene landscape on the east side of the County, providing a range of activities from picnicking, hiking, boating and fishing. The park offers a wide variety of bird types, including frequent sightings of the American Bald Eagle throughout the year.

Nearby Features

- Hoover Meadows Bluebird Trail (Bird Sanctuary)
- Nature Preserve (Access to Reservoir)
- Mudflats and Boardwalk (Bird Watching Walkway)
- Apple Orchard Recreation Area
- Baldrige Boat Ramp (Concrete Boat Ramp & Parking)
- Mud Hen Marsh (Wetlands)
- Oxbow Area (Causeway to Island Boat Launch)
- Red Bank Marina (Boat Launch and Docks)
- Twin Bridge Recreation Area
- Walnut Bluffs Area (Old Campground Location)

Preservation Parks

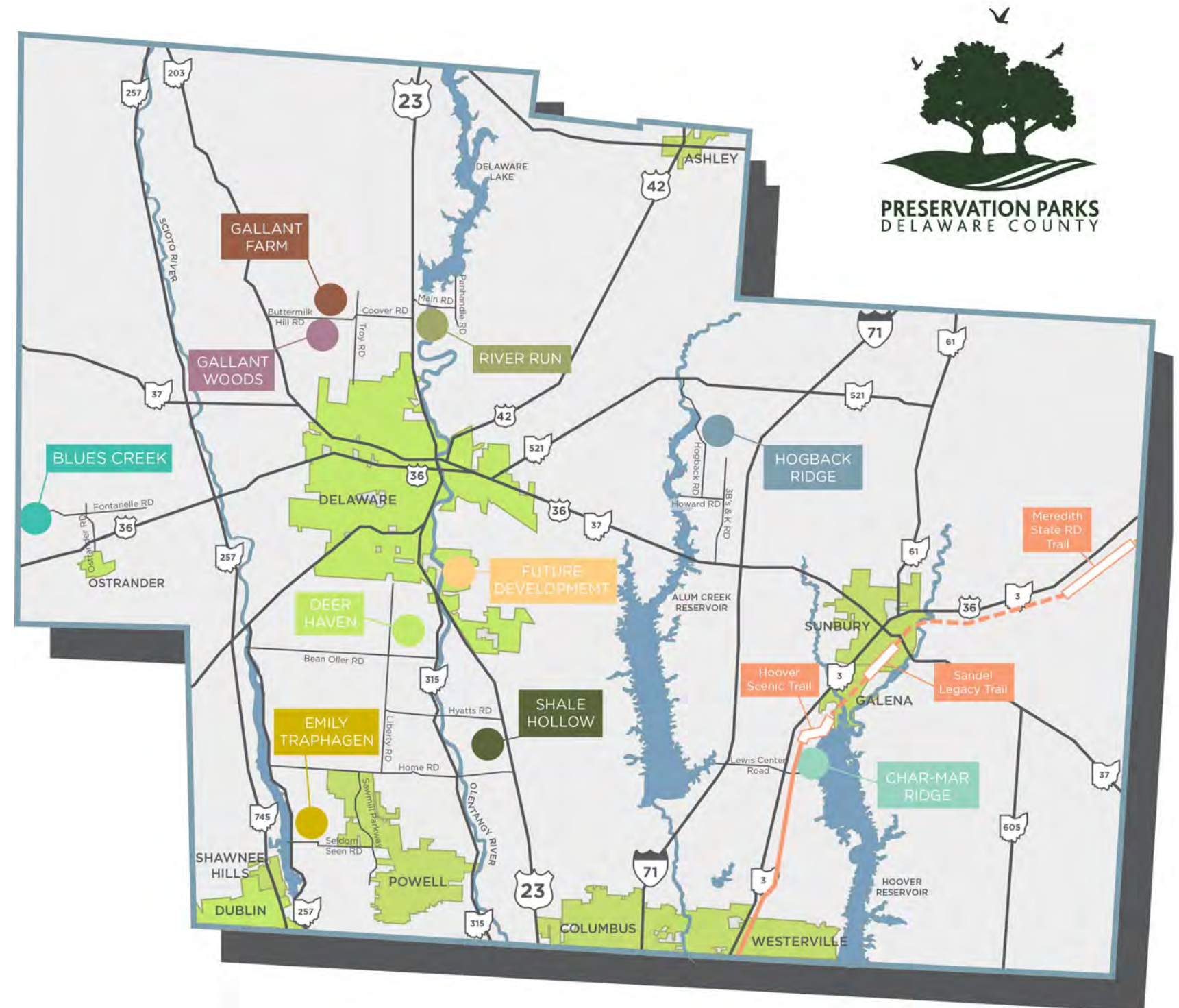
The mission of Preservation Parks of Delaware County is to protect and conserve Delaware County's natural scenic, historic, and archaeological features for the benefit of present and future generations and provide for enjoyable, safe, easily accessible, and aesthetically pleasing outdoor education and passive recreational experiences. The organization's philosophy is to develop no more than 20% of any individual property. The organization currently holds more than 800 acres for current and future development as listed below. Park locations are found on the Parks and Trails map.

- **Shale Hollow Park:** 1.1-mile and 1.0 mile trails, 211-acre park
- **Sandel Legacy Trail:** 0.6-mile trail, 6-acre park;
- **Blues Creek Park:** 3.2-mile trail, 139-acre park;
- **Char-Mar Ridge Park:** 1.67-mile trail, 128-acre park;
- **Deer Haven Park:** 1-mile trail, 97-acre park;
- **Emily Traphagen Park:** 0.5-mile trail, 72-acre park;
- **Gallant Farm Park:** 0.25-mile trail, 19-acre park;
- **Gallant Woods Park:** 1.5-mile trail, 231-acre park;
- **Hogback Ridge Park:** 1-mile trail, 37-acre park;
- **Ottawa Creek Park:** future development, Thompson Twp.

www.preservationparks.com



Artesian Run in Olentangy Crossings Subdivision, Orange Township



Delaware County

Trail Committee Recommended Corridors

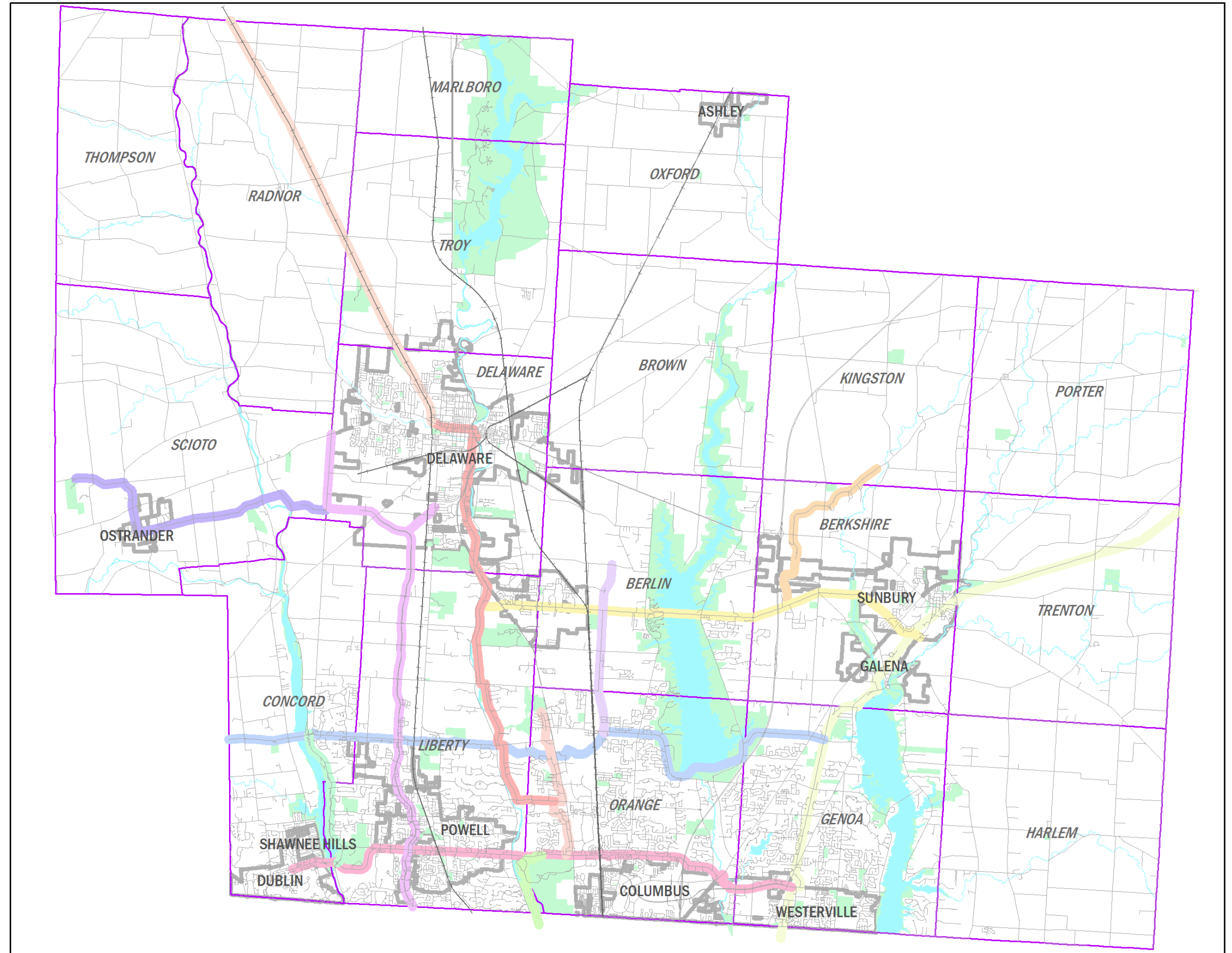
This map indicates the major corridors identified for further study by the Delaware County Trail Committee. More detailed maps follow this one.

An online, detailed map can be accessed at <http://arcg.is/1D90PS> in the online version of this document.

Corridors represent general connections and not actual alignments.

Legend

- Road Centerlines
- +— Rail road
- Major Corridors**
- Cheshire
- Highbanks
- Home/Lewis Center
- North Orange
- Ostrander
- Ohio to Erie
- Perry-Taggart
- Piatt
- Powell/Polaris
- Riverside
- Sawmill
- Troy Railroad
- Wilson
- Township boundary
- Rivers/Lakes
- Parks
- Incorporated Area



Proposed and Regional Trail System Conceptual Corridors

Trail Location	Jurisdictions	Estimated length	Benefits	Considerations/Details
Cheshire Road (East/West)	Delaware, Berlin	10.3 miles	Links the Glenn Road corridor, Glen Ross golf club to a potential Berlin Township park, Alum Creek Park, Village of Cheshire and population centers along Africa Road. Also has potential to extend into Berkshire Township and commercial development at I-71/U.S. 36/S.R. 37.	Multiple owners, Cheshire Road causeway would need to be widened.
Highbanks	Metroparks	.93 miles	Potentially links Olentangy Trail to Highbanks and populations within Orange and Liberty Townships.	Metroparks needs to include it in its scheduled funding, now that the easement is secured.
Home Road (East/West)	Concord, Liberty, Powell, Orange	7.6 miles	Links the parks along the O'Shaughnessy with Scioto Reserve, Golf Village, Sawmill Parkway, Liberty Park, U.S. 23 and Orange Park and Aquatic Center.	Engineering challenges on Home Road between Liberty Road and S.R. 315. Otherwise, improvements could be made as part of road widening; few property owners between Sawmill and Riverside Drive make construction less difficult.
Lewis Center/Big Walnut (East/West)	Orange, Genoa	7.7 miles	Connects U.S. 23 to Alum Creek State Park, Ohio to Erie Trail, Genoa McNamara Park and Hoover Reservoir.	Western end would require building during developer-driven Home Road extension to Lewis Center Road. Lewis Center Road has width constraints and multiple ownership. Trail through Alum Creek Park would be more desirable than going along Lewis Center to Africa Road. Big Walnut has multiple owners but is planned for widening.
North Orange (North/South)	Orange	2.6 miles	Trails exist along Owenfield, Gooding, and Artesian. Filling the gaps would complete a connection between Big Run/Shale Hollow and Highbanks. Would also connect west-side neighborhoods with pool/park and 23 bridge.	
Ohio to Erie Trail (North/South)	Westerville, Genoa, Galena, Sunbury, Trenton	6.62 miles	New segments north of Genoa Township and through Sunbury and Trenton Township would complete the Delaware County portion of this state-wide trail.	Few individual owners remain east of Sunbury.
Ostrander (East/West)	Scioto, Ostrander	7.7 miles	Linkage City of Delaware to Village of Ostrander mostly along old railbed. Bridge exists over Scioto River.	
Perry-Taggart (North/South)	Liberty, Delaware City	6.2 miles	Links Highbanks to Big Run Preserve and Camp Lazarus and Columbus State.	Best route is probably along Perry Road/Taggart Road/Chapman Road to Winter. Critical piece is getting from Powell Road to West Orange Road
Piatt Road	Orange/Berlin	4 miles	Extend the existing Orange Township railroad trail north through Evans Farm and Metro developments in Berlin Township. Would connect Berlin high school with Cheshire Elementary and Arrowhead Elementary.	A Multi-Use Path is proposed to be built along with the construction of Piatt Road. A path along the railroad as part of the open space design is also recommended.
Powell Road to Polaris (East/West)	Liberty, Powell, Orange, Columbus	6.7 miles	Links the Columbus Zoo and Waterpark to Sawmill Parkway and downtown Powell, Highbanks Park, U.S. 23 and the Polaris Area. Some improvements could be made during scheduled road improvements.	Topographical constraints near S.R. 315 and crossing S.R. 315, two-lane section of Powell Road adjacent to Highbanks. Routing this corridor into Highbanks at another location (Jewett Road?) would avoid some of these challenges.
Riverside Drive (North/South)	Liberty, Concord, (Columbus-owned)	3.3 miles	Connects Dublin and the Columbus Zoo to Traphagen Preserve, Scioto Reserve and Home Road Bridge.	Most can be built along Columbus-owned land along the reservoir. Several stream and inlet crossings would require Riverside Drive expansion or additional trail bridges.
Sawmill Parkway (North/South)	Liberty, Powell, Delaware	.5 mile gap 3 miles @42	Links Franklin County and Columbus with existing trails along the Parkway. Also eventually links development north to Golf Village and Powell.	Some of Sawmill Parkway is somewhat development-driven. As a county road, funding may be limited for bike-ped infrastructure and the road is extended.
Troy Railroad	Delaware City, Troy, Radnor	8.7 miles	Connects Smith Park to Gallant Woods Preserve, and potentially Prospect in Marion County.	Much of the railroad includes a 50-foot parcel along the east side owned by Ohio Edison Co. Roughly 2.27 miles from the city to Gallant Woods and another 6.4 miles to the county line.
Wilson Road	Berkshire, Kingston, Sunbury	3.3 miles (gaps)	Links Northstar development to Simon-Tanger outlet mall and I-71 interchange.	South of outlet mall would be developer-driven or built with interchange improvements. Added trail needed along existing Wilson Road between 36/37 and North Galena Road.

Existing and Planned Facilities (West County)

The central and southwest portions of the county are marked by emerging trail networks within the City of Powell and Liberty Township. Sawmill Parkways provides an important north/south corridor and Powell Road is forming an important east/west connection. The southern part of the City of Delaware is starting to gain paths along Cheshire Road and Glenn Parkway. Orange Township has a robust system as well. The cities of Delaware and Powell, as well as Orange Township, use budgeted parks funds for building trails within their jurisdictions.

City of Delaware maintains a significant park system of approximately 220 acres. The city recently updated its bikeway plan with a number of maintenance and construction standards and new path recommendations. www.delawareohio.net

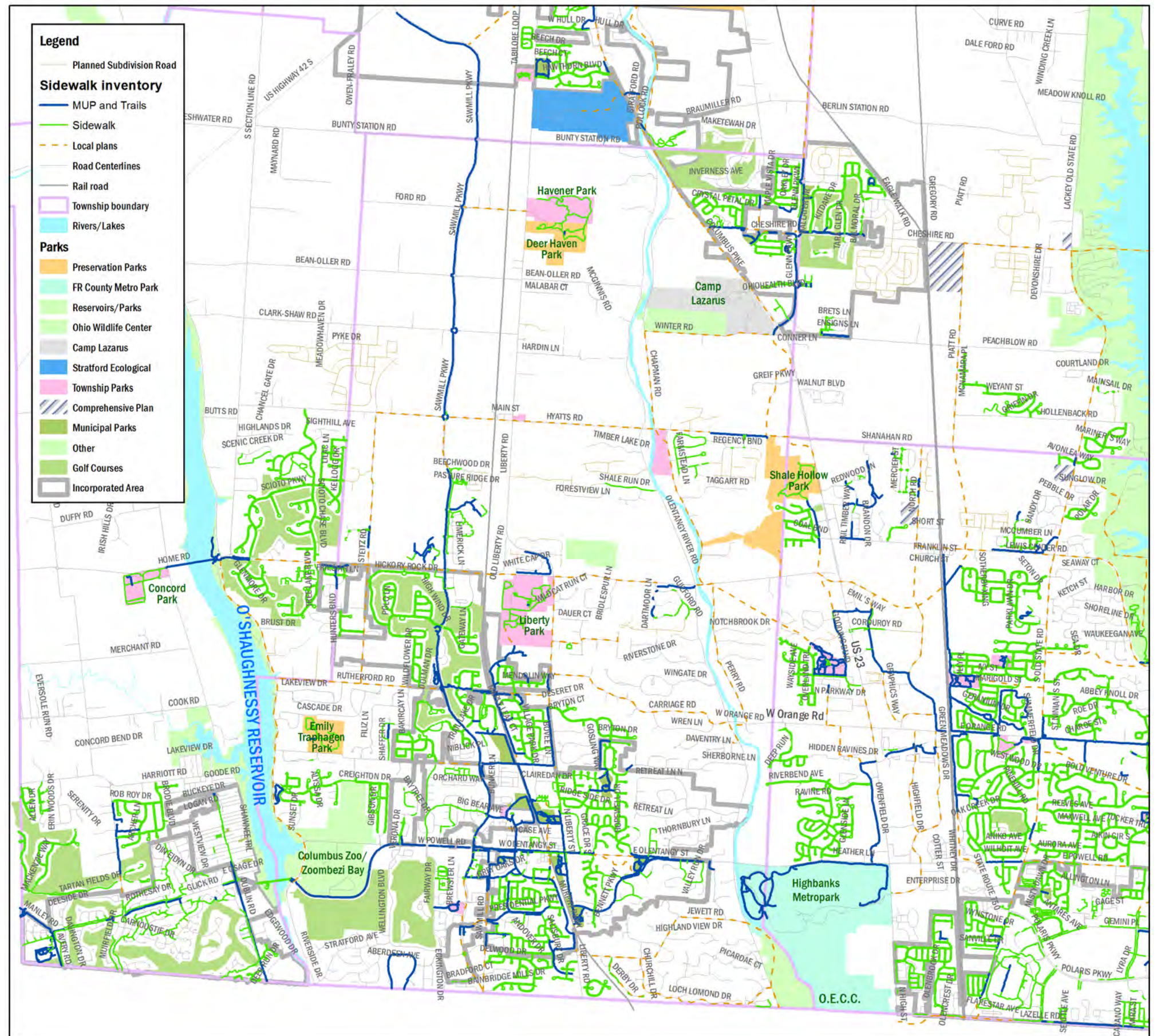
City of Powell features approximately 85 acres of park land at eight different sites throughout the city. It has developed eight miles of shared pathways and offers more than 200 recreation, leisure, and education programs throughout the year. www.cityofpowell.us

Shawnee Hills maintains a one-acre park next to its police station and also benefits from the park land around the O-Shaughnessy Reservoir. A sidewalk extends the length of Dublin Road (S.R. 745) which connects to the City of Dublin's extensive network. www.shawneehillsoh.org

Concord Township has a 12-acre park at the corner of Home Road and Dublin Road. It includes a walking track with a connection across the Home Road Bridge to the O'Shaughnessy Reservoir boat launching area. www.concordtwp.org

Liberty Township maintains over 400 acres of park land at six different sites. The largest is Liberty Park, with 12 soccer fields, four softball fields, and courts for tennis and sand volleyball. Olentangy Powell and Liberty (OPAL) is a local advocacy group that encourages new trails and their use in the area. www.libertytwp.org

Orange Township has an aggressive parks and trails plan funded by a parks levy. The township maintains three major parks totaling approximately 75 acres. Trails are located along the railroad, Orange Road, and across U.S. 23. www.orangetwp.org



Existing and Planned Facilities (East County)

The southeast area of the county is most notable for the portion of the Ohio to Erie Trail that extends through Westerville, Genoa Township, Galena and Sunbury. The route then uses roads through Trenton Township before exiting the county. Extensive networks exist in Westerville and Genoa Township. Preservation Parks are located throughout the county, and the organization maintains a portion of the Ohio to Erie.

Ohio to Erie Trail see the next page and following web link for more information on the Ohio to Erie Trail.
ohioerietrail.org

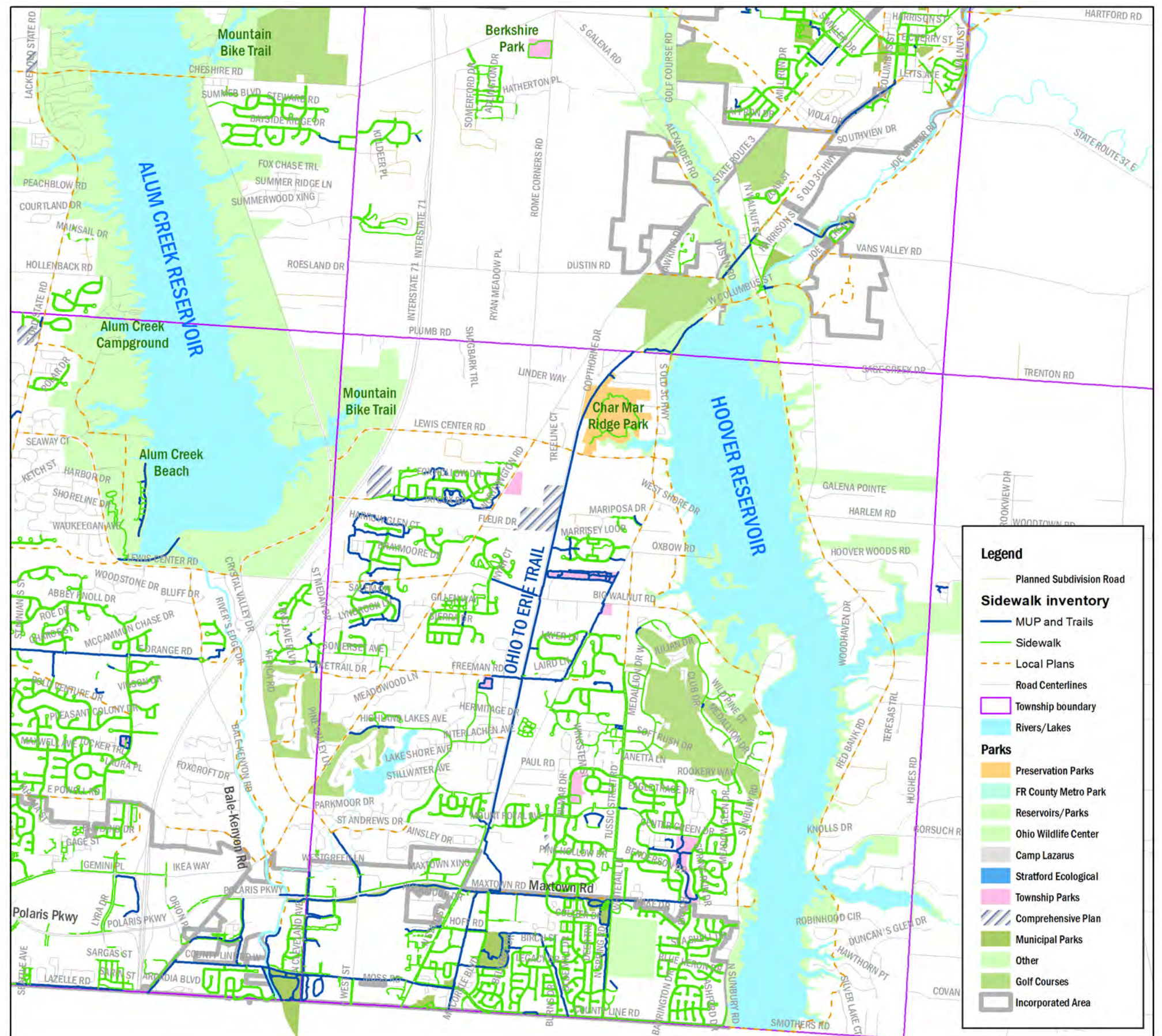
Berlin Township owns an 8-acre parcel where the Fire Department is located and benefits from the recreation opportunities around the Alum Creek Reservoir, including a mountain bike area at Cheshire and Africa Roads, and a portion of trail at Old Lewis Center and Africa Roads.
www.berlintwp.us

Genoa Township maintains approximately 81 acres of parks property at four locations, plus a playground at the township hall. Genoa Trail is a 4-mile section of the Ohio to Erie trail running north/south through the township. The township maintains several other small connections and off-road trails connecting subdivisions, as well as a community garden.
www.genoatwp.com

Village of Galena hosts the Ohio To Erie trail through its village center and has participated in its construction. A segment from Dustin Road Walnut Street, including an upgraded bridge over Little Walnut Creek, was recently paved as part of the Galena Brick Trail.
www.galenaohio.org

Village of Sunbury maintains a number of open spaces and parks. A recent update of their Comprehensive Plan notes that major trail facilities will be proposed along major existing roadways, as well as along new routes, most notably along the Sunbury Parkway and any Interstate interchange roads. The village also supports the extension of the Ohio To Erie Trail.
sunburyvillage.com

Westerville maintains 20 parks including two in Delaware County. Several trail extensions, including the Ohio to Erie, connect into Genoa Township.
www.westerville.org/parks



On-Road Routes



On-road bike routes are an important part of a comprehensive trail network. They bridge gaps between multi-use trail segments, help users get to key destinations for work and recreation and encourage cyclists to explore remote portions of our county. Bike routes should include clear directional signage and when necessary, include pavement marking, paved shoulders and actual bike lanes. Examples of such signage and pavement markings can be found in the Village of Galena.

The routes proposed for Delaware County were generated based on the Committee's knowledge of the routes and from input from cycling groups who know and ride the county. The recommended routes generally follow lower traffic volume roads that are scenic in nature. For the purpose of identifying priority on-road projects, six major criteria were identified:

- * Being part of a larger trail or route network
- * Being already known and frequently used cycling routes
- * Connectivity to key destinations
- * Motor vehicle traffic volume- the smaller, the better
- * Scenic value
- * Potential for commuting and other regular use

Other considerations that can be considered are lane and shoulder width, speed limits, and pavement condition.

The following seven routes are recommended and when put into place will provide safer and more organized routes than currently exist. They also provide superior connectivity between destinations across the County, as can be seen on the attached map. One would be able to ride a well marked designated route all the way across the County from Powell to Prospect (in Marion County); Delaware to Westerville; and Columbus to Knox County using the Ohio to Erie Trail. The routes are listed in the order of priority as seen by the committee:

Priority #1 U.S. Bike Route 50-A Scenic Connector (California to Washington DC)

Ohio currently has one U.S. Bicycle Route that runs east-west across the State, USBR 50. It does not currently run through Delaware County but does have a U.S. Bike Route 50A spur that includes the County. It is a scenic alternative connecting cyclists with Hoover Reservoir, The Village of Galena, Genoa Township, Westerville and the Ohio to Erie Trail. Highlighting this U.S. Bike Route with signage and road marking will encourage tourism, support of local businesses, and increase cyclists safety.

Priority #2 Ohio to Erie Trail (Future U.S. Bike Route 21) Temporary On-Road Route

Delaware County has the good fortune of having part of the Ohio to Erie Trail (future U.S. Bike Route 21). Most of this 326 mile across state trail is in place from Cleveland to Cincinnati.

However there is still a gap within our County. As a temporary measure, we propose to sign the on-road route. Marking this very popular cycling route will help bring awareness that Delaware County will be at the cross roads of our State's two U.S. Bike Routes.

Priority #3 Orange Township - City of Delaware Railroad Route

This route connects two of the County's population centers- Orange Township and the City of Delaware. Its southern terminus is at the northern trailhead of the Orange Township Railroad Trail which is one block south of Lewis Center Road. Its northern terminus is at Olentangy Avenue and Henry Street in the City of Delaware. It generally uses low volume rural roads. The route crosses the Cheshire- Galina on-road route which gives users many options for interesting rides and connections to regional trails. In addition, it has great future potential for connectivity with Highbanks MetroPark, Shale Hollow Park, the Olentangy Trail and with the proposed Delaware- Kilbourne-Ashley Route.

Priority #4 River Road - Klondike Road Scenic Route

This route links from the northernmost border of our County all the way down to the Sawmill Parkway Multi-use Trail. When completed, one will be able to ride from the City of Powell at the southern border of our county to the Village of Prospect just north of the County line, all on a current trail and this marked route. River Road and Klondike Road are

two of the most popular cycling routes in the County because of their low volume roads and views along the scenic Scioto River. To improve this route, safety enhancements are recommended where this route crosses State Route 42 and 37.

Priority #5 Cheshire to Galena Route

This is an important on-road route because it provides an east- west link between the top three priority routes and trails. It will link the Orange - Delaware Route, the U.S. Bike Route 50A Connector, the Ohio-to Erie Trail. Additionally, this route provides links to the key destinations of the City of Delaware, Orange Township, Alum Creek State Park, Galena, and the Hoover Reservoir. And from the Cheshire Bridge, the view of the Alum Creek Reservoir can be spectacular.

Priority #6 Delaware to Kilbourne to Ashley Route

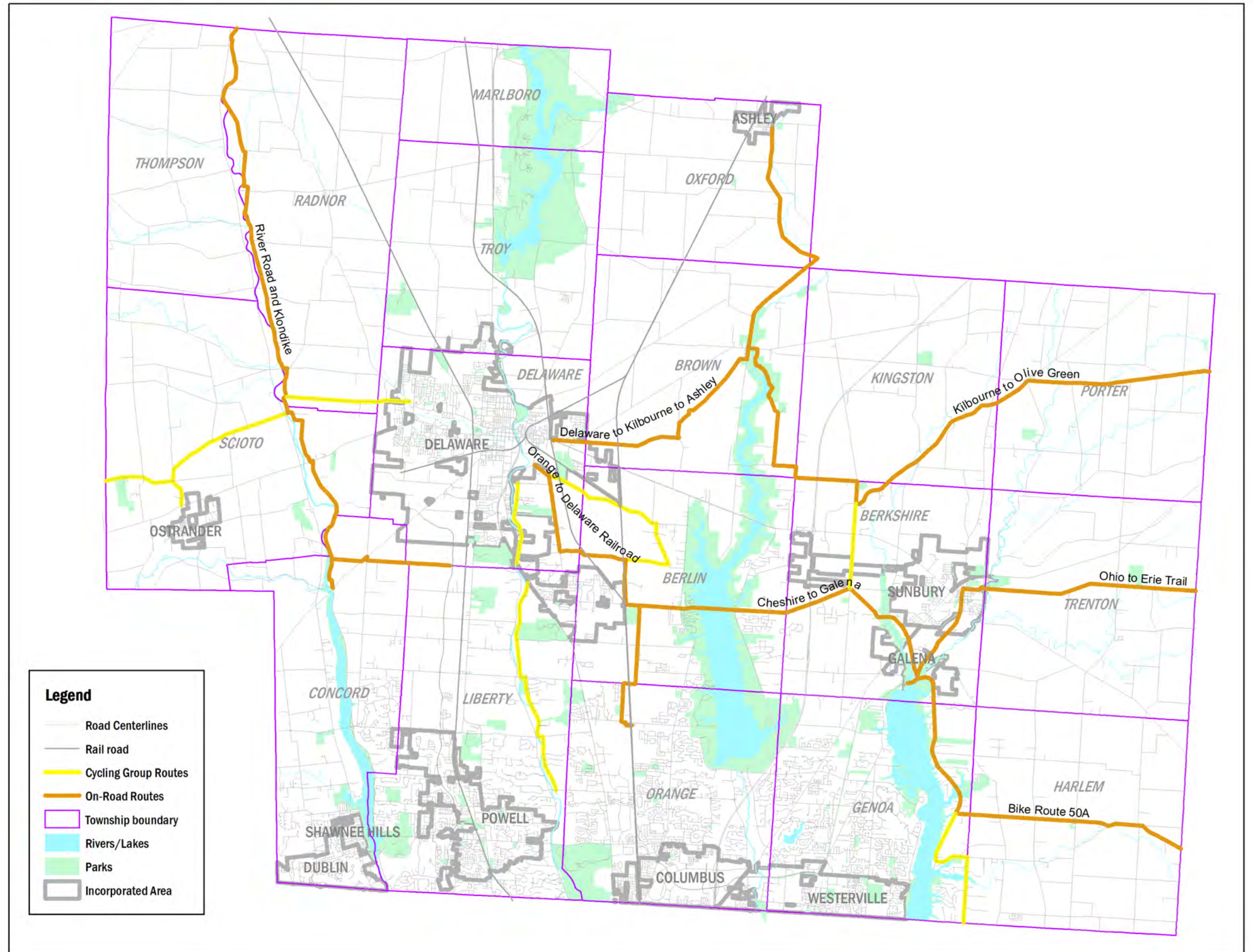
This route allows one to more safely explore the north central portion of the County. It connects the City of Delaware with the quiet and beautiful northern portion of Alum Creek State Park and with the villages of Kilbourne and Ashley. It also comes very close to the northern end of the route to Orange Township. Thus the importance of identifying safe routes through the City of Delaware becomes apparent.

Priority #7 Kilbourne to Olive Green Route

This east-west route provides connectivity between Kilbourne, Alum Creek State Park, Hogback Ridge Park, the Villages of Olive Green and East Liberty, as well as Kingston and Porter Townships.



On-Road Routes



Other Projects

(Active Transportation Plan; Metropolitan Transportation Plan)

Ohio to Erie Trail

The Ohio-to-Erie Trail is a nationally known state-wide route travelling 330 miles from the Ohio River in Cincinnati to Lake Erie in Cleveland. The Central Ohio section of the Ohio-to-Erie trail utilizes the Alum Creek trail, Downtown Connector, Camp Chase trail and passes through Madison, Franklin, Delaware and Knox County. The organization “Friends of the Trail” is dedicated to promoting, planning, and building multi-use trails for recreation and transportation. The group’s main emphasis is the Ohio to Erie Trail as it passes through Westerville, Genoa Township, Galena, Sunbury, and other parts of Delaware County. This trail received a major boost in 2010 with the addition of a bridge over Old 3C Highway near Plumb Road, an extension along Hoover Reservoir, and a recent paving and bridge project on the west side of Galena.

www.dcftr.org
www.ohiotoerietrail.org

Delaware County Engineer

The responsibilities of the County Engineer include road and bridge construction and maintenance. In that light, the Engineer does not plan stand-alone trails and multi-use paths. However, there are opportunities to add facilities as road are improved and as new roads are built.

www.co.delaware.oh.us/engineer

The Metropolitan Transportation Plan

As the [Metropolitan Planning Organization \(MPO\)](#) for the Central Ohio planning area, MORPC is required to conduct a continuing, cooperative, and comprehensive transportation planning process, with a 20-year horizon, that results in producing a Metropolitan Transportation Plan (MTP) and [Transportation Improvement Program](#) for the region.

The MTP is a long-range planning document that identifies transportation deficiencies, policies, strategies and projects over the next two decades. It is

updated on a four-year cycle. MORPC coordinates the development of the MTP with communities throughout Central Ohio and with other local, state and federal agencies. The MTP makes the greater Columbus region eligible to receive a large amount of federal transportation funding to improve, maintain and operate highways, public transit, bikeways, sidewalks, and related facilities. Transportation projects must be included in the MTP to be eligible to receive federal funding. Delaware County projects are shown on the map on the following page.

morpc.org/mtp2040

The Active Transportation Plan

The Active Transportation Plan (ATP) was created as part of the 2016-2040 Metropolitan Transportation Plan to help identify regionally significant active transportation projects that include pedestrian, bicycle, and transit accommodation. The ATP provides tools to assist Central Ohio communities with planning efforts to ensure residents and visitors can efficiently and safely access and move between pedestrian, bicycle, and transit facilities.

APPS.MORPC.ORG/ATP/

Central Ohio Greenways

Central Ohio Greenways is a joint effort among greenway planners, parks departments and local trail groups to connect local trails across a 12-county area. Working with local, state, and national partners, our goal is to provide local residents and visitors with the following benefits:

- *Conserve resources and improve the environment;*
- *Support growth of the local economy;*
- *Improve health and increase recreation choices;*
- *Expand transportation options;*
- *Increase community identity;*
- *Encourage trail professionals to share how to build and keep the trails at their best*



The Delaware County Trail Committee has developed the mapping and text presented in this document in close coordination with COG through the Mid-Ohio Regional Planning Commission, sharing information and ensuring that major corridors match local and regional planning efforts. centralohiogreenways.com

Resources

The Federal Highway Administration has a number of resources related to pedestrian and bicycle safety that can be accessed at the following address:

- safety.fhwa.dot.gov/ped_bike/
- www.saferoutesinfo.org
- www.activelivingresearch.org
- www.pedbikeinfo.org
- www.cdc.gov/transportation
- www.completestreets.org

ODOT maintains a list of funding resources for pedestrian and bicycle facilities in Ohio:

www.dot.state.oh.us/Divisions/Planning/SPR/bicycle/Funding/FundingChart.pdf

- **Transportation Alternatives—includes Safe Routes to School**
- **Safety Program**
- **Surface Transportation Program (STP)**
- **Congestion Mitigation Air Quality (CMAQ)**
- **State and Local Capital Improvement Program (OPWC)**
- **Recreational Trails Program and Clean Ohio Trails Fund (ODNR)**
- **County and Municipal Bridge Program (County Engineers)**
- **Community Highway Safety Funds (ODPS)**
- **Federal Transit Administration (FTA/ODOT)**
- **Community Development Block Grant (HUD/County)**

Implementation

DCTC makes several recommendation for implementation which should be considered by the County Commissioners and local jurisdictions:

- Provide and distribute maps showing existing and proposed routes;
- Provide an on-line portal for webmaps and resources;
- Provide turn-by-turn directions for on-road routes;
- Continue to update information as new facilities are created;
- Continue meetings with stakeholders and advocacy groups to discuss plans and coordinate projects;
- DCTC to serve as organizer and reviewer of community grants;
- Communicate the benefits of trail use to the general community and provide an annual report on new and completed projects.

Other Plans

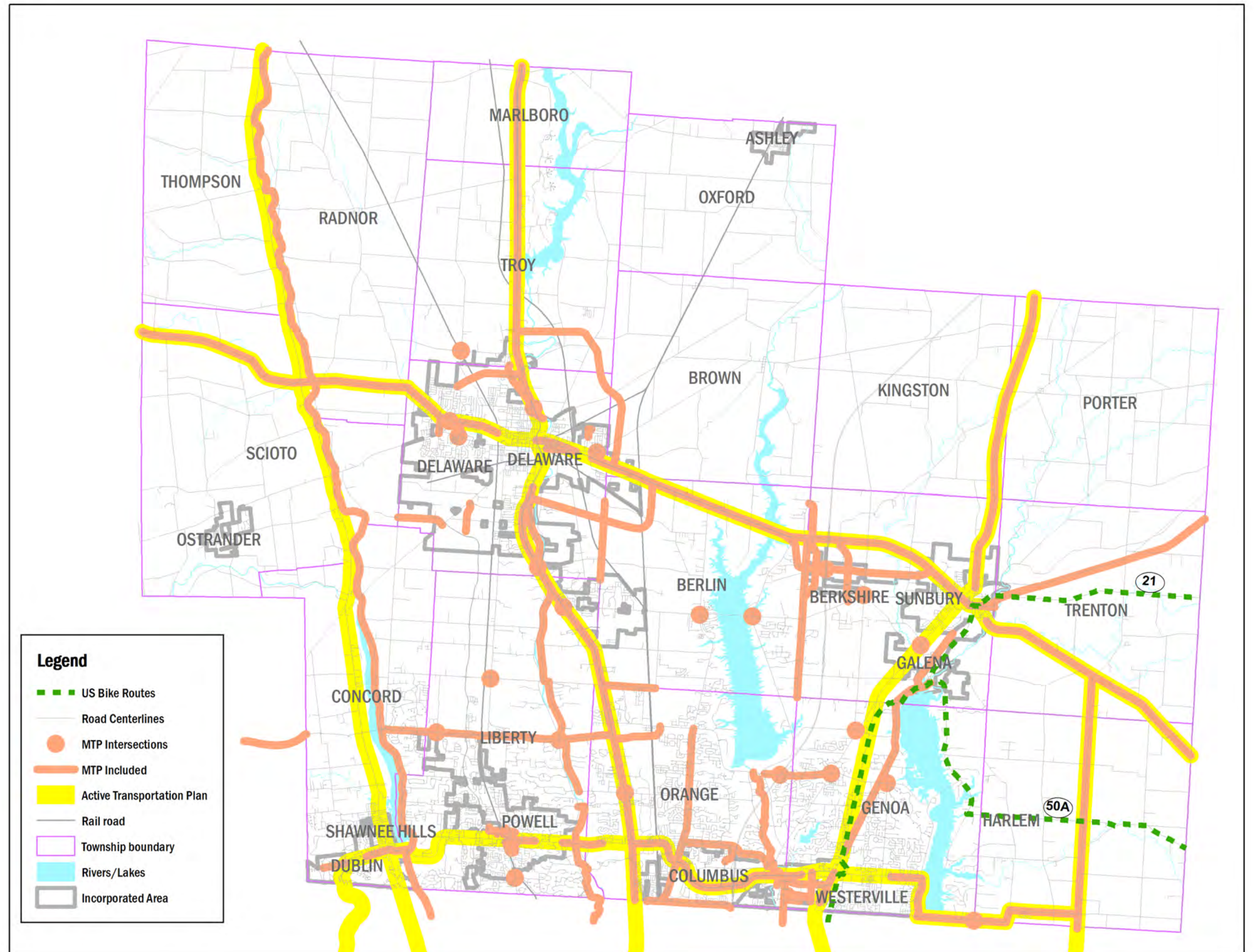
Active
Transportation
Plan

Metropolitan
Transportation
Plan

ODOT
Bikeroutes

(State Routes 39 and 47 will be added as they become finalized)

This information is provided for reference and planning purposes only. For specific detail on the routes and intersections highlighted, particularly related to bike and trail-related information, please see the individual plans referenced on the prior page.



Legend

- ■ ■ US Bike Routes
- Road Centerlines
- MTP Intersections
- MTP Included
- Active Transportation Plan
- Rail road
- Township boundary
- Rivers/Lakes
- Incorporated Area

Trail Committee Activity

- 8/4/16 – Delaware County Commissioners create committee
- 10/3/16 – Central Ohio Greenways Map Review @ Delaware County
- 10/6/16 – Delaware County Commissioners appoint members
- 10/28/16 – Delaware County Trail Committee Meeting
- 11/14/16 – Central Ohio Greenways Map Review @ Franklin County
- 11/15/16 – Delaware County Trail Committee Meeting
- 12/1/16 – DCTC Stakeholder meeting at Orange Township
- 12/7/16 – Delaware County Trail Committee Meeting
- 12/15/16 – Central Ohio Greenways Map Review @ Union County
- 1/11/17 – Delaware County Trail Committee Meeting
- 2/02/17 – Discussion of Glick Road Trail with Shawnee Hills
- 2/22/17 – Delaware County Trail Committee Meeting
- 3/15/17 – Delaware County Trail Committee Meeting
- 4/12/17 – Delaware County Trail Committee Meeting
- 5/10/17 – Delaware County Trail Committee Meeting
- 5/15/17 – *Delaware Gazette* article “Committee picks top five trails”
- 6/21/17 – Delaware County Trail Committee Meeting
- 7/19/17 – Delaware County Trail Committee Meeting
- 8/23/17 – Delaware County Trail Committee Meeting
- 9/25/17 – Presentation to DGHD Obesity Committee
- 9/27/17 – Delaware County Trail Committee Meeting
- 10/25/17 – Delaware County Trail Committee Meeting
- 10/30/17 – *Delaware Gazette* article “Hitting the Trails”
- 11/2/17 – Partnership for a Healthy Delaware County presentation and public open house
- 11/27/17 – Adoption by the Delaware County Commissioners



document prepared by:

Delaware County Regional Planning Commission

www.dcrpc.org

Turn-by-turn directions for on-road routes

Proposed On-Road Bike Route for Official Road Markings and Signage

#1 — U.S. Bike Route 50-A Scenic Connector

Between T.J. Evans Trailhead at Johnstown and the Ohio to Erie Trail at Westerville

FROM THE EAST: The route starts at the Delaware/Licking County Line at the intersection of Center Village Road, Duncan Plains Road and Edwards Road, which connects with the T.J. Evans Trail in Johnstown.

Head west on Center Village Road to Red Bank Road. Then north on Red Bank Road to Sunbury Road.

Then southwest on Sunbury, crossing the bridge over Hoover Reservoir and head south to Weise Road in Galena.

Bear left onto Weise Road and continue south on the Ohio-to-Erie Trail.

FROM THE WEST: Upon leaving Genoa Trail (Ohio to Erie Trail) in Galena, continue north on Weise Road and then north on Sunbury Road.

Cross the bridge over Hoover Reservoir, and continue straight onto Sunbury Road, the rightmost of the three options. It curves, so that you will be heading south on Sunbury Road which then becomes Red Bank Road.

Continue south on Red Bank Road to Center Village Road. Turn left on Center Village Road and head east.

Pass Green Cook Road and then bear right on Duncan Plains Road to the Delaware/ Licking County Line, where you can pick up Edwards Road and take it into Johnstown and the T.J. Evans Trail. If desired you can take the T.J. Evans Trail to Granville, Alexandria or Newark.

#2 — Interim Ohio to Erie Trail On-Road Segment Through Delaware County

For use until the Delaware County missing segment of off-road Ohio to Erie Trail can be built between the intersection of Plum

Road and the Genoa Trail (Just south of Galena) to the Hartford Road/County Road and the Licking County segment)

FROM THE EAST: The route starts at the Delaware/Licking County Line at the intersection of Hartford Road and County Line Road. (On the east side of the County Line, Hartford Road is called Foundation Road.)

From that point, head west on Hartford Road to High in Sunbury. Head south on High a very short distance to Rainbow.

Make a right onto Rainbow and head west for a very short distance to Columbus. Make a left and head south on Columbus to Old 3C Highway.

Make a soft right onto Old 3C and head south into Galena.

After the town square, cross the long bridge and then bear left onto Weise Road and continue south, following the southbound “Ohio to Erie Trail” signs and road markings.

FROM THE WEST: Upon leaving the Genoa Trail (Ohio to Erie Trail) after crossing the bridge over Old 3C, continue north on Weise Road, bear right on Old 3C, cross the bridge and proceed through the town square.

At the “fork” take the middle road and head northeast, staying on Old 3C (a.k.a. Harrison Street). Take Old 3C into Sunbury and make a soft left to stay on S. Columbus Street.

Make a right onto Rainbow Ave. and a left onto High.

Head north on High briefly to Hartford Road. Make a right and head east.

Head east on Hartford (Hwy 44) all the way to the County line, where you can continue east on Foundation Road toward the Town of Croton.

#3 — Orange Township to City of Delaware Railroad

Northbound: From the north end of Orange Township’s Railroad Trail, which is a short block south of Lewis Center Road, you can continue north using the following route:

Turn left on Franklin Street and carefully cross the railroad track to First Street.

Make a right on First Street and head north for one short block to Lewis Center Road and STOP.

This is a well-used road, so very carefully make a left and head

west to the first road on the right (North). Make a right on North and head north to Shanahan Road.

Make a right on Shanahan and head east, carefully crossing the railroad tracks to Piatt Road. Make a left on Piatt and head north for 2 miles to Cheshire Road.

Make a left at Cheshire and head west for 1 1/3 mile to Gregory Road.

Make a right on Gregory and head north, paralleling the railroad track for a mile to Berlin Station Road.

Make a left and head west on Berlin Station for 1/3 miles, carefully crossing the railroad tracks to the intersection where Berlin Station turns north at Braumiller Road.

Stay on Berlin Station and head north to Kingsbury Road. Make a left onto Kingsbury Road to Pollock Road.

Make a right onto Pollock and head north to Olentangy Avenue.

Make a left onto Olentangy, which crosses the Olentangy River and continue into the City of Delaware to Henry Street or Business Route 23 (Sandusky).

Southbound: From Ohio Wesleyan University Main Campus, head south on Henry Street until it dead- ends at Olentangy Avenue.

Make a left onto Olentangy Avenue until it dead ends at Pollock Road. Make a right onto Pollock and head south to Kingsbury Road.

Make a left onto Kingsbury Road and head east until it dead ends at Berlin Station Road.

Make a right onto Berlin Station Road and head south to the intersection with Braumiller Road. Turn left there, heading east and you will still be on Berlin Station Road.

Continue east on Berlin Station for 1 1/3 miles, carefully crossing the railroad track, to Gregory Road. Make a right onto Gregory Road and head south for a mile to Cheshire Road.

Make a left onto Cheshire and head east for 1/3 mile to Piatt Road.

Make a right onto Piatt Road and head south for 2 miles to the dead end at Shanahan Road. Make a right onto Shanahan, carefully crossing the railroad tracks, to North Road.

Head south on North Road to Lewis Center Road and STOP.

Very carefully make a left onto Lewis Center Road and head

east for two short blocks to First Street. Make a right onto First Street and head south for one short block to Franklin Street.

Make a left onto Franklin Street, carefully cross the railroad tracks and then continue to Orange Township’s Railroad Trail, where you can head south to the Orange Road Trail.

#4 — River Road/Klondike Road Scenic Route

Connecting the Sawmill Parkway Multipurpose Trail with The Town of Prospect

FROM THE SOUTH: The route starts at the Round-a-bout at Sawmill Road and Bunty Station Road, which is near the current north end of the Sawmill Multipurpose Trail that has its southern terminus in Powell.

From the Sawmill Parkway Multipurpose Trail, Head west on Bunty Station Road for about 2 1/8 miles to South Section Line Road.

Make a right onto South Section Line Road and head north for about 1/10 mile to U.S. 42 and STOP. Make a left and head southwest on U.S. 42 for about 4/10 mile to Freshwater Road.

Make a soft right onto Freshwater Road and head west for about% of a mile to Klondike Road.

Make a right and head north on Klondike, along the Scioto River, for about 2 1/2 miles to U.S. 36 and STOP.

Make a left on U.S. 36 and head west for about 1/8 mile to Warren Road.

Make a right on Warren Road and head north for about 1 1/2 miles to Warrensburg Road. Make a right onto Warrensburg Road and head north for 1/2 mile to Hodges Road.

Make a left onto Hodges Road and head north for 3/4 mile to Ohio Route 37. Make a left onto Ohio Route 37 for about 1/8 mile to River Road.

Make a right onto River Road for about 9 miles, paralleling the Scioto River to the Delaware County/Marion County Line.

You can continue north on River Road for another mile where it becomes Gast Road and continue to Main Street in Prospect.

You can then turn left on Main Street, (Route 203) to get into town.

FROM THE NORTH: From the intersection of Main Street and Gast Road, head south on Gast. Gast quickly becomes River

Road and enter Delaware County. Continue heading south on River Road, paralleling the Scioto River for about 9 miles to Ohio Route 37 and STOP.

Make a left onto Ohio Route 37 for about 1/8 mile to Hodges Road.

Make a right onto Hodges Road and head south for about 3/4 of a mile to Warrensburg Road.

Make a right onto Warrensburg Road and head west for Yi mile to Warren Road (AKA Ostrander Road). Make a left onto Warren Road and head southeast for about 1 Yi miles to U.S. 36 and STOP.

Make a left onto U.S. 36 and head east for 1/8 mile to Klondike Road.

Make a right onto Klondike Road and head south for 2 Yi miles to Freshwater Road. Make a left onto Freshwater Road and head east for 3/4 mile to U.S. 42 and STOP.

Make left onto U.S. 42 and head northeast for 4/10 of a mile to South Section Line Road.

Make a right onto South Section Line Road and head south for about 1/10 mile to Bunty Station Road. Make a left onto Bunty Station Road and head east for about 2 1/8 miles to Sawmill Parkway.

From that point, one can head south on the Sawmill Parkway Multipurpose Trail into the City of Powell, as far as Seldom Seen Road, for an added 6 miles.

#5 — Cheshire, from Piatt Road to the Village of Galena

This important scenic connector route connects the top three priority routes from Piatt & Cheshire roads to the Village of Galena.

Eastbound: From the Intersection of Piatt Road and Cheshire Road, head east on Cheshire, crossing South Old State Road, across the beautiful bridge over the Alum Creek Reservoir and over 1-71 to the “5 Points” intersection.

At the 5 Points intersection, make a soft right onto South Galena Road and head south-east, carefully crossing Ohio Highway 3 (Westerville Road), and into the Village of Galena.

In Galena, one can check out the short Red Brick Trail over Walnut Creek or one of the eating establishments before

heading south on U.S Bike Route 50 or northeast on the U.S. Route 50A Connector.

Westbound: From the Village of Galena, head northwest on South Galena Road, passing the Red Brick Trail over Walnut Creek and carefully crossing Ohio Highway 3 (Westerville Road) to the 5 Points intersection.

At the 5 Points intersection, make a soft left on Cheshire Road and head west, crossing over 1-71 and then over the Alum Creek Reservoir, and crossing Old State Road to the intersection of Cheshire Road and Piatt Road.

From that intersection, one can head south on the Railroad Trail Route or continue west to Gregory Road and follow the Railroad Trail Route into Delaware.

#6 — Delaware to Kilbourne to Ashley Fire Station

Much of this route parallels Alum Creek and Alum Creek’s West Branch and connects the City of Delaware, the Village of Kilbourne and the Village of Ashley.

Northeast bound: From Tri-township Fire Station at the intersection of U.S. 36 and Bowtown Road in Delaware, head east on Bowtown (Route 84).

Bowtown makes a hard left where it intersects Jumper Road.

Continue north on Bowtown for about 1/2 mile where it makes a soft right at the intersection of Bowtown and Skinner Road.

Continue on Bowtown and head northeast to the dead end at North Old State Road.

Make a left onto North Old State Road (Route 10) and pass through Kilbourne and briefly cross into Knox County. At that point North Old State Road becomes Knox County Road 24. Continue on Knox C.R. 24 for about 1/3 mile to Knox County Route 228.

Make a left onto Knox County Road 228. In about 1/4 mile re-enter Delaware County and the road becomes Delaware County Routes 246 and 243 and is also known as Ashley Road.

Continue heading north on Ashley Road to Ohio 229 in Ashley.

You can make a left onto Ohio 229 and head west for about 1/3 mile to the Elm Valley Fire Station 310.

Southwest bound: From the Elm Valley Fire Station in Ashley, head east on Ohio 229 for about 1/3 mile Ashley Road also

known as Routes 246 and 243.

Head south on Ashley Road and when you cross the County Line into Knox County, the road becomes known as C.R. 228. Continue on C.R. 228 for about a 1/4 mile to C.R. 24.

Make a right onto C.R. 24 and head southwest. After 1/3 mile you re-enter Delaware County and the road becomes known as North Old State Road. Continue heading southwest past Giehl Road and Leonardsburg Road, and through Kilbourne to Bowtown Road.

Make a right onto Bowtown Road (Route 84) and head southwest.

Bowtown Road merges with Skinner Road and then in about 1/3 mile Bowtown turns right where it intersects with Jumper Road.

Continue on Bowtown Road, heading west and carefully crossing the railroad track, continue to U.S. 36, where you can find Tri-Township Fire Station.

#7 — Kilbourne to Olive Green

This very scenic route extends the Delaware County trail system east to Olive Green. And by continuing east on Olive Green Road from there, one can ride to the Delaware- Knox County Line and beyond.

Eastbound: From Kilbourne, head east on Kilbourne Road (C.R. 25) and cross the creek to the east border of Alum Creek State Park at Hogback Road.

Turn right on Hogback Road and head south, passing Hogback Ridge Park, to Howard Road. Turn Left on Howard Road and head east for about 1/3 mile to North 3 B’s and K Road.

Turn right on 3 B’s and K Road and head south for about 1/3 mile to Berkshire Road. Turn left on Berkshire Road and head east for about Yi mile to North Galena Road.

Turn right on North Galena Road and head south for about 1/2 mile to Wilson Road.

Turn left on Wilson Road and head northeast for about 4 miles to S.R. 61, where Wilson Road becomes S.R 656. Continue heading northeast on S.R 656 to the Village of Olive Green

In Olive Green, you can turn right on Olive green Road and head east for 4 1/4 miles to the Delaware/Knox County Line, where you can continue east, if desired.

Westbound: From Olive Green, head southwest on S.R. 656 to S.R. 61, where S.R. 656 becomes Wilson Road. Continue heading southwest for about 4 miles to North Galena Road.

Turn right on North Galena Road and head north for about 1/2 mile to Berkshire Road.

Turn left on Berkshire and head west, crossing over 1-71 for about 1 1/2 miles to North 3 B’s and K Road. Turn right on 3 B’s and K Road and head north for about 1/4 mile to Howard Road.

Turn left on Howard Road and head west for about 1/2 mile to Hogback Road.

Turn right on Hogback Road, pass Hogback Ridge Park and continue north for a total of about 3 miles to Kilbourne Road, where you can turn left, cross Alum Creek and enter Kilbourne.