

**FAIRFIELD TOWNSHIP
RESOLUTION NO. 17-11**

**RESOLUTION TO APPROVE AND SUPPORT DEVELOPMENT OF STATE
AND US BICYCLE ROUTES.**

WHEREAS: Bicycle tourism is a growing industry in North America, contributing \$133 billion a year to the economies of communities that provide facilities for such tourists; and

WHEREAS: The American Association of State Highway and Transportation Officials (AASHTO) has designated a series of corridors crossing Ohio to be developed as various US Bicycle Routes; and

WHEREAS: The Ohio Department of Transportation has designated a series of corridors crossing Ohio to be developed as various US Bicycle Routes to connect the US Bicycle Routes and communities; and

WHEREAS: The Ohio Department of Transportation (ODOT) has designated a series of corridors crossing Ohio to be developed as various State Bicycle Routes; and

WHEREAS: The Ohio Department of Transportation is supportive of AASHTO designated bicycle routes through Ohio, subject to ongoing collaboration with affected jurisdictions to inventory, analyze, and designate specific facilities the routes will traverse; and

WHEREAS: Fairfield Township and the Adventure Cycling Association, with the cooperation of the Ohio Department of Transportation and other stakeholders, have proposed these specific routes to be designated, a map(s) of which is/are herein incorporated into this resolution by reference; and

WHEREAS: We have investigated the proposed route(s) and found it to be a suitable route(s), and desire that the route(s) be designated so that it can be mapped and signed, thereby promoting bicycle tourism in our area; and

WHEREAS: We acknowledge the route(s) may change over time because new facilities are being constructed that are more suitable for bicyclists; and

NOW THEREFORE BE IT RESOLVED that Fairfield Township hereby expresses its approval and support for the development of State and US Bicycle Routes, and requests that the appropriate officials see to it that the route(s) is/are officially designated by AASHTO and the Ohio Department of Transportation. Once the Route(s) is/are approved, there may be efforts to publicize the route(s) via internet maps, incorporating the Route(s) on local maps, etc. Tourism agencies may be involved in these efforts.

SECTION 1: The Board of Trustees hereby authorizes the approval and supports development of State and US Bicycle Routes

SECTION 2: This resolution is the subject of the general authority granted to the Board of Trustees through the Ohio Revised Code and not the specific authority granted to the Board of Trustees through the status as a Limited Home Rule Township.

SECTION 3: That it is hereby found and determined that all formal actions of this Board concerning and relating to the passage of this Resolution were taken in meetings open to the public, in compliance with all legal requirements including §121.22 of the Ohio Revised Code.

SECTION 4: This Resolution shall take effect at the earliest period allowed by law.

Adopted: February 8, 2017

Board of Trustees

Shannon Hartkemeyer: Shannon Hartkemeyer

Joe McAbee: Joe McAbee

Susan Berding: Susan Berding

Vote of Trustees:

yes
yes
yes

AUTHENTICATION

This is to certify that this is a resolution which was duly passed, and filed with the Fairfield Township Fiscal Officer, this 8th day of February, 2017.

ATTEST:

Nancy A. Bock
Nancy Bock, Fairfield Township Fiscal Officer

APPROVED AS TO FORM:

L. E. Barbieri
Lawrence E. Barbieri, Township Law Director



MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding sets forth the non-binding understanding between Tri-State Trails, City of Hamilton, City of Fairfield, City of Mason, West Chester Township, Liberty Township, Fairfield Township, and Deerfield Township, hereby referred to collectively as the “M2M Coalition,” to collaborate, plan for, construct, and maintain a network of bicycle and pedestrian connections between the Great Miami River Trail and Little Miami Scenic Trail, hereby referred to as “Miami 2 Miami Connection.”

WHEREAS, active transportation infrastructure, such as multi-use paths, on-road bicycle facilities, and sidewalks, have been shown to promote economic development, increase property values, increase options for citizen mobility, improve traffic safety, reduce air pollution, improve public health, and improve community well-being and quality of life; and

WHEREAS, multi-jurisdictional regional trails create freely accessible recreational opportunities for local and regional tourism that benefits communities and nearby businesses; and

WHEREAS, the Little Miami Scenic Trail is the longest connected trail in the Tri-State Trails region, spanning over seventy-five miles from Cincinnati, Ohio to Xenia, Ohio, and is the southern segment of the 320-mile Ohio to Erie Trail, connecting Cincinnati, Ohio to Cleveland, Ohio; and

WHEREAS, the Great Miami River Trail is the second-longest trail in the Tri-State Trails region, with plans to span over ninety-five miles to connect Fairfield, Ohio to Piqua, Ohio, of which, eighty-three miles are existing and twelve miles are currently being planned; and

WHEREAS, the M2M Coalition has recognized the original Miami 2 Miami Feasibility Study produced by OKI Regional Council of Governments in 2002 and incorporated the Miami 2 Miami Connection into their respective community plans; and

WHEREAS, of the originally proposed 123-mile Miami 2 Miami Connection, approximately thirty-six miles of the network have been constructed by M2M Coalition members, fifty-five miles are proposed, and thirty-three miles are identified as further study; and

WHEREAS, due to significant population growth and development patterns in Butler and Warren Counties since 2002, the M2M Coalition recognizes the need to update the original Miami 2 Miami Feasibility Study to identify which of the remaining proposed and/or further study routes should be prioritized to create a cohesive Miami 2 Miami Connection, hereby referred to as the “Miami 2 Miami Connection Action Plan”;

WHEREAS, Green Umbrella’s Tri-State Trails initiative plays an integral role in convening the M2M Coalition and stakeholders to facilitate, plan, and execute an interconnected network of active transportation infrastructure in Butler and Warren Counties and its broader ten-county tri-state service area.

NOW, THEREFORE, THE M2M COALITION MEMBERS WILL:

1. Participate and collaborate in the Miami 2 Miami Coalition; and



TRI-STATE
TRAILS'
connecting nature, Kentucky and you

2. Contribute to a fundraising effort coordinated by Tri-State Trails to fund an updated Miami 2 Miami Connection Action Plan; and
3. Identify opportunities to construct segments of the Miami 2 Miami Connection as a part of roadway construction or rehabilitation projects and other developments; and
4. Work together in a strategic and coordinated effort to acquire grants to fund the construction of a cohesive Miami 2 Miami Connection; and
5. Support efforts to assemble local funding to match state, federal, and/or other grant opportunities to construct the Miami 2 Miami Connection; and
6. Work together to develop a plan for long-term operation and maintenance of the Miami 2 Miami Connection.

Nothing in this Memorandum of Understanding is intended to be legally binding. This document is an outline of how the Parties intend to collaborate in the Miami 2 Miami Connection Action Plan. This Memorandum of Understanding may be executed in counterpart originals.

Tri-State Trails

By: _____

Print Name: _____

Its: _____

Date: _____

City of Hamilton

By: _____

Print Name: _____

Its: _____

Date: _____

City of Fairfield

By: _____

Print Name: _____

Its: _____

Date: _____

City of Mason

By: _____

Print Name: _____

Its: _____

Date: _____

West Chester Township

By: _____

Print Name: _____

Its: _____

Date: _____

Liberty Township

By: _____

Print Name: _____

Its: _____

Date: _____

Fairfield Township

By: _____

Print Name: _____

Its: _____

Date: _____

Deerfield Township

By: _____

Print Name: _____

Its: _____

Date: _____

Miami 2 Miami

The 2002 Miami 2 Miami Feasibility Study was the result of a strong collaborative process that included OKI Regional Council of Governments, Human Nature, BWSC, and stakeholders from across Butler and Warren Counties. The plan created a vision for an 123-mile active transportation network that included a combination of 10-foot wide separate multi-use paths (i.e. trails), 5-foot wide bike lanes on roadways, and signed shared roadways to connect the Great Miami River Trail (existing and proposed) to the existing Little Miami Scenic Trail. When completed, the network will not only connect two of the longest trails in the region, but within the connections, it will link schools, parks, commercial districts, communities, employment centers, and to a larger network of over 400 miles of trails.

The M2M Feasibility Study has been an important tool for communities as they have grown and developed over the years. In the 14 years since the original M2M study, a lot has changed for the proposed network. Not only have many segments of the trails been constructed, but the enthusiasm for trails is stronger today than at any other point. Much of this can be attributed to the increased awareness of the value of trails to our communities. Building a trail can have real tangible impacts on community health, marketability, sense of identity, and overall quality of life. It's for these reasons that a 2011 University of Cincinnati study of the Little Miami Scenic Trail shows property owners willing to pay a \$9,000 premium to live within 1,000 feet of the trail. The economic value is real.

So how do we make sure that the communities of the M2M plan can capitalize on the benefits of trails? It starts with understanding how the network has grown over the last 14 years. This process includes analyzing what has been built, what hasn't, and why; mapping the new assets, developments, and connections that have been envisioned; planning for new trail construction; and revisiting what trails mean to each community's unique identity. From this we can begin working together to develop an **updated Action Plan** for the network. In addition to the creation of an updated vision, the creation of a strong branding and wayfinding strategy will give the M2M network the ability to leverage existing trail investment, identify strong partnerships, and realize the full potential of this major regional connective network. The following is a summary of the anticipated tasks required to complete an updated vision.

Miami2Miami

Phase 1: Inventory & Awareness

The inventory & awareness phase will focus on creating a clear picture of the current M2M network. To accomplish this, the project will focus on the following tasks:

1. Stakeholder & Advisory Group Creation – during this task the project team will aid in the development of a stakeholder and advisory group that will help guide the plan update process and become part of the implementation strategies team and begin building consensus on routes.
2. Digitize & Package existing trail data – this task will focus on collecting and packaging the current network data into a complete GIS dataset and graphic map that will aid in educating the public, political leaders, and others about the extent of the network.
3. Identify the Changes – During this task the project team along with the stakeholders and advisory group will work together to identify where the trail constraints and opportunities exist today.

Phase 2: Exploration & Analysis

The goal of the exploration & analysis phase is to perform engineering feasibility analysis based on the opportunities and constraints discovered in Phase 1. To accomplish this, the project will focus on the following tasks:

1. Feasibility Analysis – The project team will study the trail segments identified in Phase 1 and by the Stakeholder & Advisory Group. During this task the project team will consider the trail impacts and opportunities and develop strategies for alternative alignments. It's anticipated that approximately 30-40 miles of trails will be analyzed.
2. Community Engagement – This task is intended to accomplish two goals; the first is to solicit comments and feedback on the feasibility analysis results. The second goal is to actively engage more people in the conversation by inviting them to participate in the process. The result of this will be a more informed and active participation in the development of the M2M network.
3. Preliminary Construction Cost Estimates – Based on the preferred alternative trail alignments, the project team will use ODOT AASHTO Estimator software and average unit bid prices to develop the estimates.
4. Deliverables – The project team will work with the Stakeholder & Advisory Group to create and define the final products that will merge the original study with new opportunities. The goal is to have that excel at being a road map for trail development.

Phase 3: Branding and Wayfinding

Creating the M2M network will require advancing a shared vision. How trail users experience the vision from a simple map to navigating a complex regional network will require a smart and efficient branding and wayfinding strategy. To accomplish this, the project will focus on the following tasks:

1. Create a united brand – The development of a united brand that will celebrate each unique community while at the same time providing a familiar style that will connect the region. The brand strategy will build on the original M2M work and combine this with the style vision of the stakeholders. Once complete, the brand can become the backbone for all other trail graphics including maps, signage, and wayfinding markers.

Miami2Miami

2. Wayfinding – The M2M network travels through a diverse landscape of open space, residential neighborhoods, and dense urban development. To help trail users safely and efficiently navigate the network. The project team will develop a signage family that provides examples of the best solutions for each situation. From this, each community will have the opportunity to select a sign type that best fits their wayfinding and messaging needs while at the same remaining part of the larger network.

Phase 4: Implementation Strategies

Feasibility studies provide the review and analysis necessary to determine the best trail alignments. Once complete, the implementation strategy will create a roadmap for moving from lines on a map to trails in our communities. To accomplish this, the project will focus on the following tasks:

1. Funding Strategies & Partnerships – Building the M2M network will require a creative approach to traditional funding sources joining with existing and new partnerships to create a strategy that identifies the potential sources to build the network. By actively engaging and clearly documenting funding and partnership opportunities, communities will have a powerful funding resource available.
2. Phased Implementation Strategy – The goal is to create a dedicated off-road trail network that every member of the community can benefit from. To accomplish this it is inevitable that segments of the network will need to be prioritized and phased in to align with funding, partnerships, and future opportunities. The project team will work with the stakeholders and advisory group to create the implementation strategy to direct the phased development of the network.

Funding

The M2M update is intentionally broken down into four phases. Each phase addresses a major need to complete the network and creates an opportunity for communities to join together and have their investments help have a major impact on the quality of life of residents from around the region. This scope includes key partners in Landscape Architecture, Civil/Transportation Engineering, and Branding and Wayfinding. The funding range needed to accomplish this can be found by phase below.

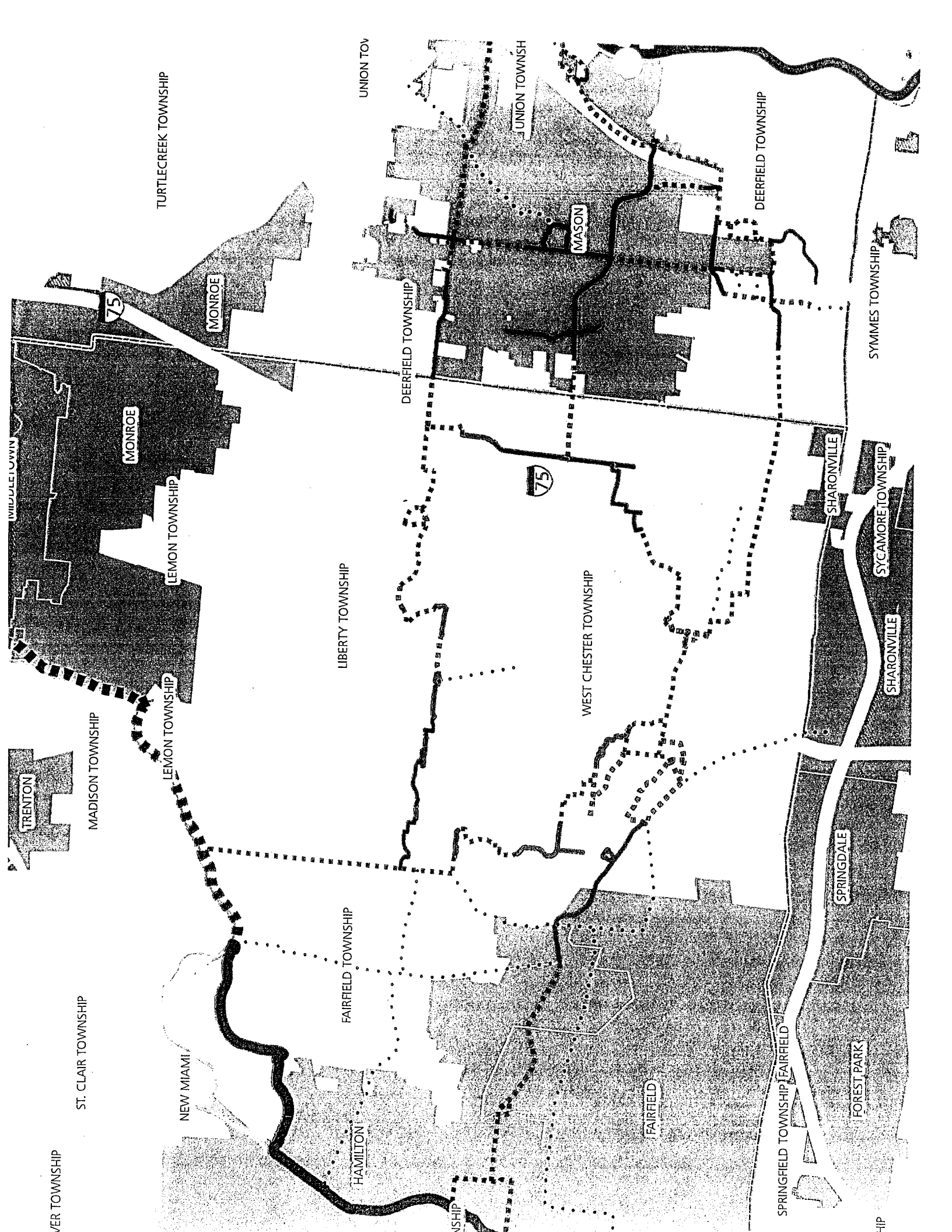
Phase 1 : Inventory & Awareness	\$30,000 - \$37,000
Phase 2: Exploration & Analysis	\$75,000 - \$88,000
Phase 3: Branding and Wayfinding	\$25,000 - \$35,000
Phase 4: Implementation Strategies	\$20,000- \$25,000
Total Funding Needed	\$150,000 - \$185,000

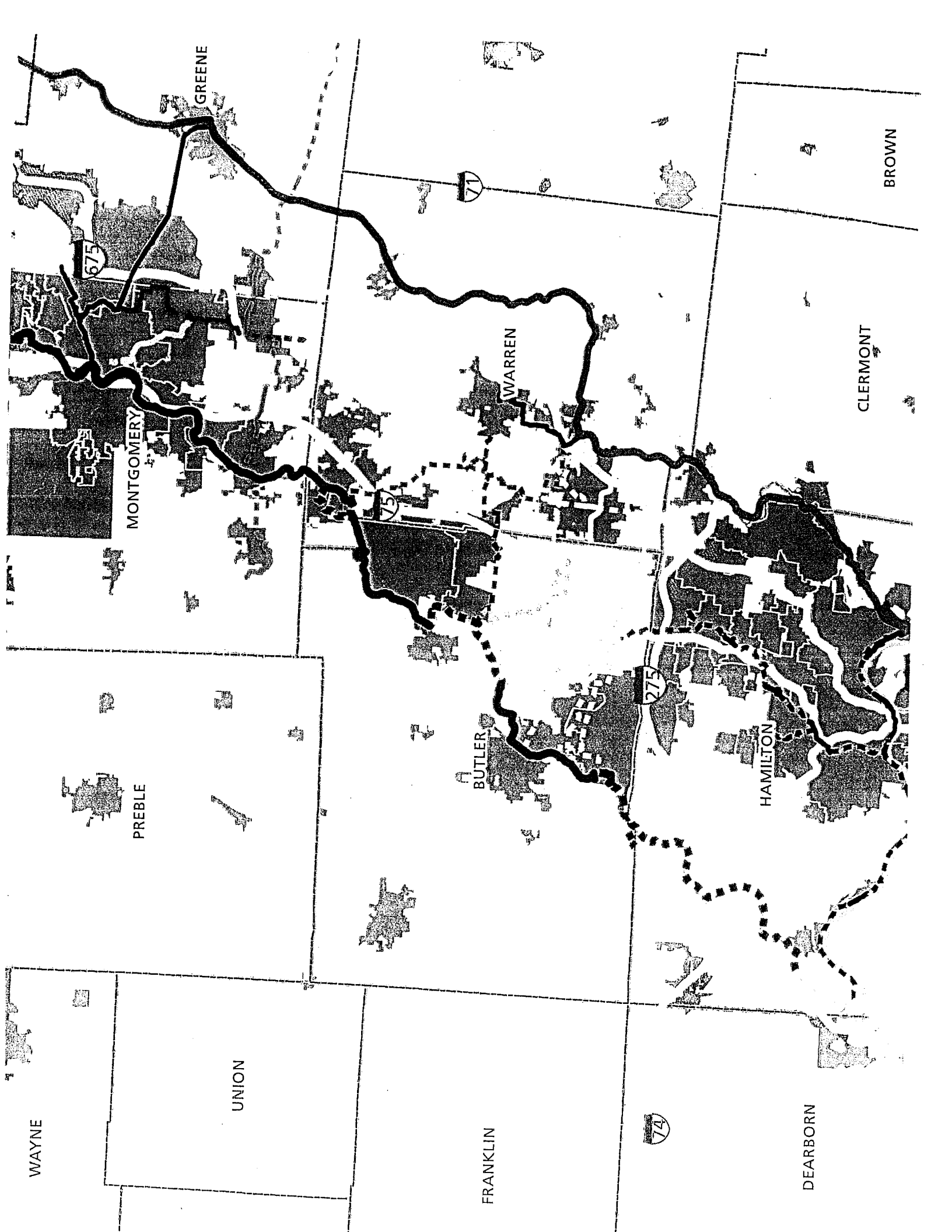
Miami2Miami

Fundraising Plan

	Direct Stakeholder Communities	Portion
1	City of Hamilton	\$ 7,500
2	City of Fairfield	\$ 7,500
3	City of Mason	\$ 7,500
4	West Chester Township	\$ 7,500
5	Liberty Township	\$ 7,500
6	Fairfield Township	\$ 7,500
7	Deerfield Township	\$ 7,500
	Adjacent Stakeholder Communities	Portion
8	City of Lebanon	\$ 5,000
9	City of Loveland	\$ 5,000
10	City of Monroe	\$ 5,000
11	Union Township	\$ 5,000
12	Village of South Lebanon	\$ 5,000
13	City of Sharonville	\$ 5,000
14	Turtlecreek Township	\$ 5,000
	County Agencies	Portion
15	Butler County Commission	\$ 10,000
16	Butler County TID	\$ 7,500
17	Butler County Metro Parks	\$ 7,500
18	Butler County Visitors	\$ 7,500
19	Warren County Commission	\$ 10,000
20	Warren County TID	\$ 5,000
21	Warren County Parks	\$ 5,000
22	Warren County Visitors	\$ 5,000
	Community Foundations	Portion
23	West Chester Liberty Foundation	\$ 10,000
24	Hamilton Community Foundation	\$ 10,000
25	Fairfield Community Foundation	\$ 10,000
26	Warren County Foundation	\$ 10,000
	TOTAL	\$ 185,000

Together we can create an updated vision that connects schools, parks and open space, businesses, and communities together; enhances local economies; improves health; and provides a vital transportation alternative. Please join the coalition in this effort, so everyone will have an opportunity to enjoy the benefits.





WAYNE

UNION

FRANKLIN

DEARBORN

PREBLE

BUTLER

WARREN

MONTGOMERY

GREENE

CLERMONT

BROWN

675

71

75

275

74