CENTRAL OHIO GREENWAYS DEVELOPMENT

The Central Ohio Greenways (COG) Development project is aimed at accelerating development of a Regional Trails Vision. To date approximately 230 miles of trails are complete with 500 more miles proposed. The COG Board is composed of public, private, and non-profit partners. Recently, 6 regional priority trail segments have been identified (see reverse) that would advance trail network connectivity and create more equitable access.

Project Type:
Transportation - Active Transportation

Estimated Cost: >$250 million

Lead Agency:
Central Ohio Greenways (COG) Board, a MORPC Committee

Project Contact:
Melinda Vonstein, Mid-Ohio Regional Planning Commission
mvonstein@morpc.org | 614-228-2663

Partner Agencies:
Ohio Department of Transportation, Ohio Department of Natural Resources, local governments, agencies (e.g., park districts, county engineer offices, etc.), corporations, businesses, and non-profits

Jobs Supported:
Potential development of businesses along COG corridors; critical amenity desired by workforce

Project Benefits

- Maintains competitive infrastructure by creating a critical quality-of-life amenity to attract and retain a talented workforce in Central Ohio

- Adds value to the transportation system and promotes active transportation by connecting neighborhoods to jobs, educational institutions, recreation opportunities, and other destinations

- Increases the percentage of residents in Franklin County with biking and walking access within one mile of their home from currently 25% to nearly 50% of the population

- Creates recreational tourism and trail town opportunities within both urban and rural areas of the region through connections to the larger state trail network

Prioritized as a project of REGIONAL SIGNIFICANCE

Project Location
Central Ohio Greenways encompasses existing and proposed trails across seven counties: Delaware, Fairfield, Franklin, Knox, Madison, Licking, and Union
## Central Ohio Greenways Development

<table>
<thead>
<tr>
<th>Trail Segment</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Trail</td>
<td>Completes a critical gap in the trail network within the economic core and links the three most highly used trails (Scioto, Alum Creek, and Olentangy trails)</td>
</tr>
<tr>
<td>Linden Greenline</td>
<td>Takes advantage of an abandoned rail corridor providing a north-south connection through the Linden neighborhood, a historically underserved neighborhood severely impacted by redlining and highway development</td>
</tr>
<tr>
<td>Hudson Urban Greenway</td>
<td>Provides an east-west connection and has the potential to aid in activating economic activity along an underutilized commercial corridor</td>
</tr>
<tr>
<td>Big Walnut Creek</td>
<td>Connects suburban neighborhoods to outdoor recreation and transportation opportunities</td>
</tr>
<tr>
<td>SR 161 Trail</td>
<td>Takes advantage of extra right-of-way capacity to diversify transportation options and provides outdoor recreation opportunities in an area with limited parks</td>
</tr>
<tr>
<td>Camp Chase Gap</td>
<td>Completes a critical gap in a popular trail multi-county trail, which also is a major part of the Ohio to Erie statewide trail.</td>
</tr>
</tbody>
</table>