



MOHICAN VALLEY CONCEPT PLAN

DECEMBER 5, 2019



ACKNOWLEDGMENTS

Many thanks to everyone who contributed to this plan:

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TABLE OF CONTENTS



INTRODUCTION

Overview	4
Objectives	4
Project Process	4
Project Evolution	5
Observations	5



EXISTING CONDITIONS

Related Studies & Plans	7
Online Reference Map	8
Traffic Counts	9
Scenic Designations	9
Observations	9



ENGAGEMENT

Steering Committee	11
Website	11
ODNR Scenic Rivers Survey	11
Public Open Houses	16
Verbal Input	17
Written Input	18



ALIGNMENT OPTIONS

Overview	20
Guidelines	21
Alignment Options Reference Map	26
Alignment Options Enlargement Maps	28



RECOMMENDATIONS

Overview	33
Plan Principles & Initiatives	34



APPENDIX

ODOT Equity Assessment	37
Loudonville Forum	40
Historic Plat Maps	44
Traffic Count Data	47
ODNR Trail Conditions	54
Meeting Materials/Public Feedback	57
Funding Sources	82

Introduction

The Wally Road Scenic Byway and the Mohican Scenic River Valley serve as the lifeline for up to 1 million visits per year from regional, national, and international tourists. Touted by the Friends of the Mohican Watershed as Ohio's Largest Outdoor Recreational Complex, the study area is a highly popular destination for camping, river-related activities, ziplining, cycling, and hiking.

These increasing visits generate millions of dollars for the local economy each year. Infrastructure, controlled access to the river, and management practices, however, have not evolved with the increased visits, resulting in unsafe and sometime chaotic conditions on water and on land, including trespassing on and damaging private property, and natural resource degradation of the scenic river.

OBJECTIVES

The Mohican Valley Concept Plan originally began as the Wally Road Multimodal Corridor Plan, a study of how to connect the Mohican State Park area and the Wally Road corridor to the Ohio to Erie Trail (which connects Cleveland, Columbus, and Cincinnati,) via an all-purpose trail. Through early conversations with stakeholders, though, it became clear the scope needed to grow. Project objectives expanded into how

to achieve the following:

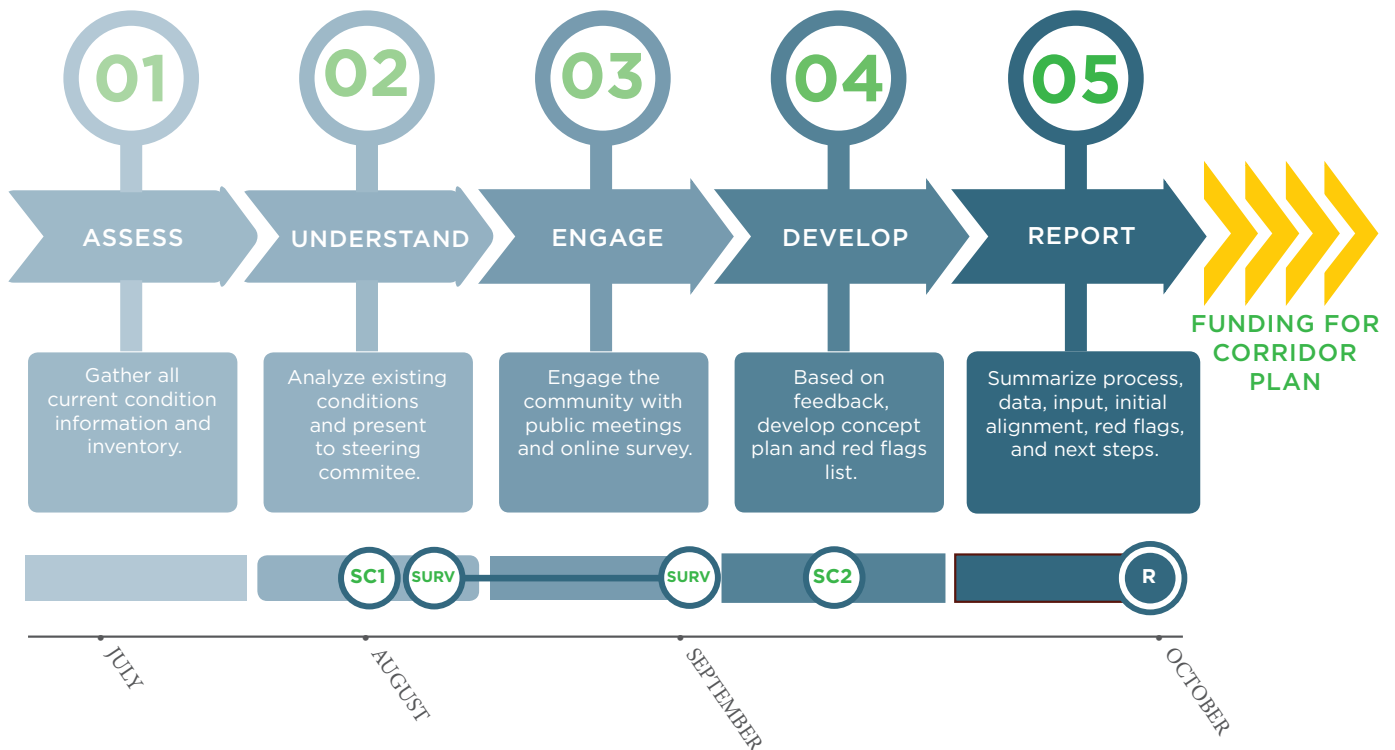
- Improve the quality of life for residents, local businesses, and visitors
- Install Internet and cell phone infrastructure
- Examine the need for other infrastructure
- Celebrate the area's history and culture
- Boost the tourist economy, and therefore elevate the area's overall economy
- Protect and enhance the beauty of the area and the health of the river

PROJECT PROCESS

The study followed the systematic set of steps shown on the following page, to incorporate all available information and input, to develop as comprehensive a plan as possible.

PROJECT EVOLUTION

The project team reached out to stakeholders and local citizens through a variety of methods. During this process, local residents and business owners shared concerns about several egregious public



safety and personal property issues that exist in the river corridor.

- When the river is approaching or at flood stage, there is no governing authority, no consistent method for evaluating when to close the river to canoers and other “floaters”, no means of universally communicating the closure, and no enforcement of the closure.
- There are very few public access points along the river for people with their own floating vessels to get in and out of the river. This results in river users creating their own access points (and impromptu parking areas,) often on private property.
- Unmoderated alcohol consumption on floatables, combined with the spontaneous creation of access points, leads to frequent damage of private property and violent conflicts with the property owners.

These realities helped the project team understand the strong need for more, clearly-defined and public access points to the river, and some form of a river corridor management group.

OBSERVATIONS

Many opportunities exist not only for fixing deficiencies, but also for improving the quality of life for residents and elevating the visitor experience. For instance:

- A strengthened brand and clear and consistent communication can re-frame the area to potential visitors as a safe, family destination for healthy, outdoor recreation.
- Accommodations for cyclists and pedestrians can provide routes separated from vehicles, encouraging local use by residents and visitors and filling a gap in the state-wide active transportation network, between Mohican State Park and the Ohio to Erie Trail.
- Broadband infrastructure for Internet connectivity and cell phone service would provide residents access to information, help businesses operate, and improve safety and communication with emergency services.
- Extended sanitary service would upgrade local citizens’ conditions and reduce

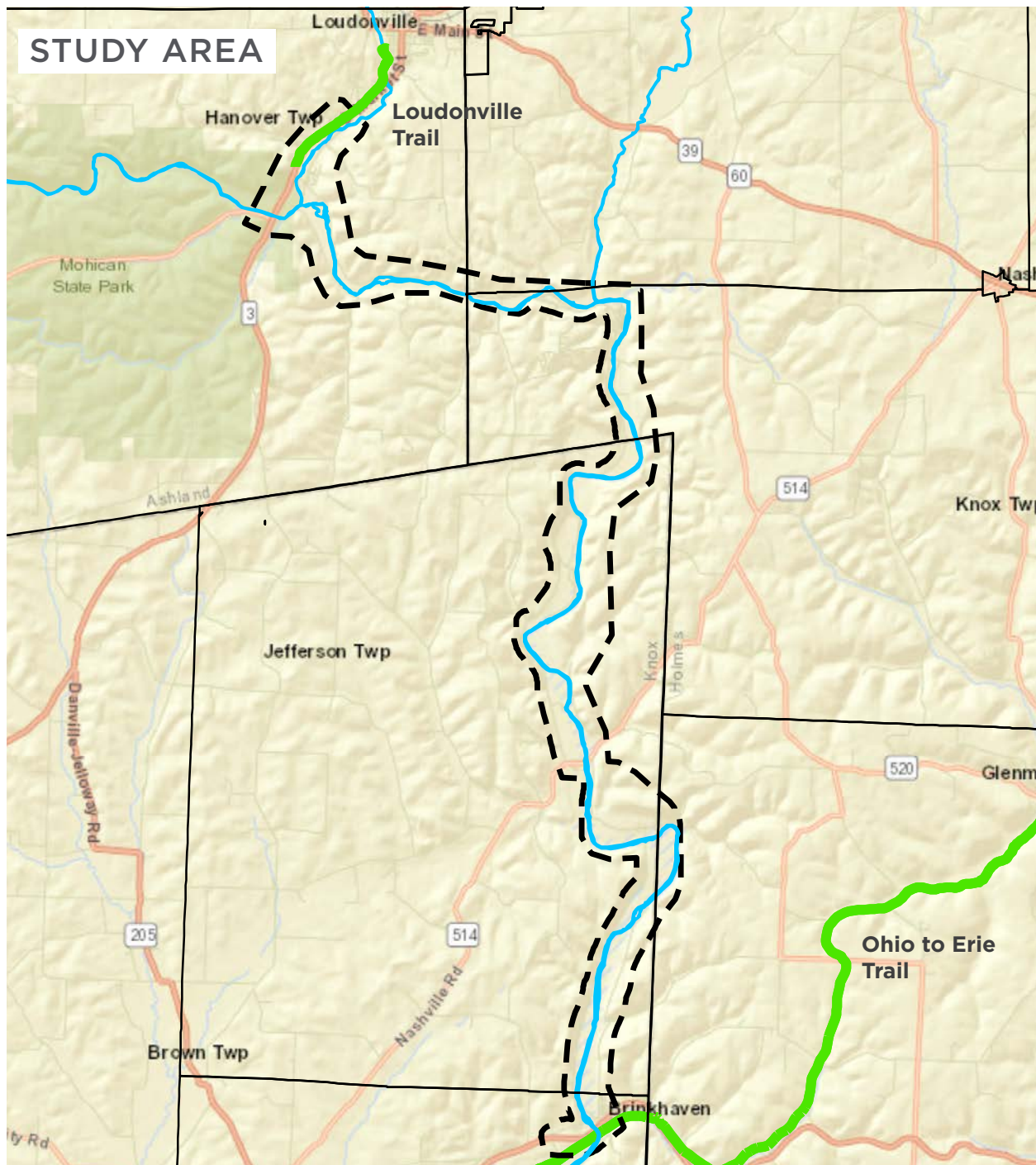
INTRODUCTION

septic effluent flow into the water table and Mohican River.

- Interpretive displays could celebrate the unique history of the area, and educate visitors.
- An iconic element, such as a cantilevered trail at a key viewpoint, could add a

landmark along the river and trail, and act as a draw for tourists.

If fully implemented, the Mohican Valley Corridor Plan could restore order to the river valley, improve local residents' quality of life, elevate people's and the river's health, and brand the region as a national, family-friendly tourist destination.



Existing Conditions

RELATED STUDIES & PLANS

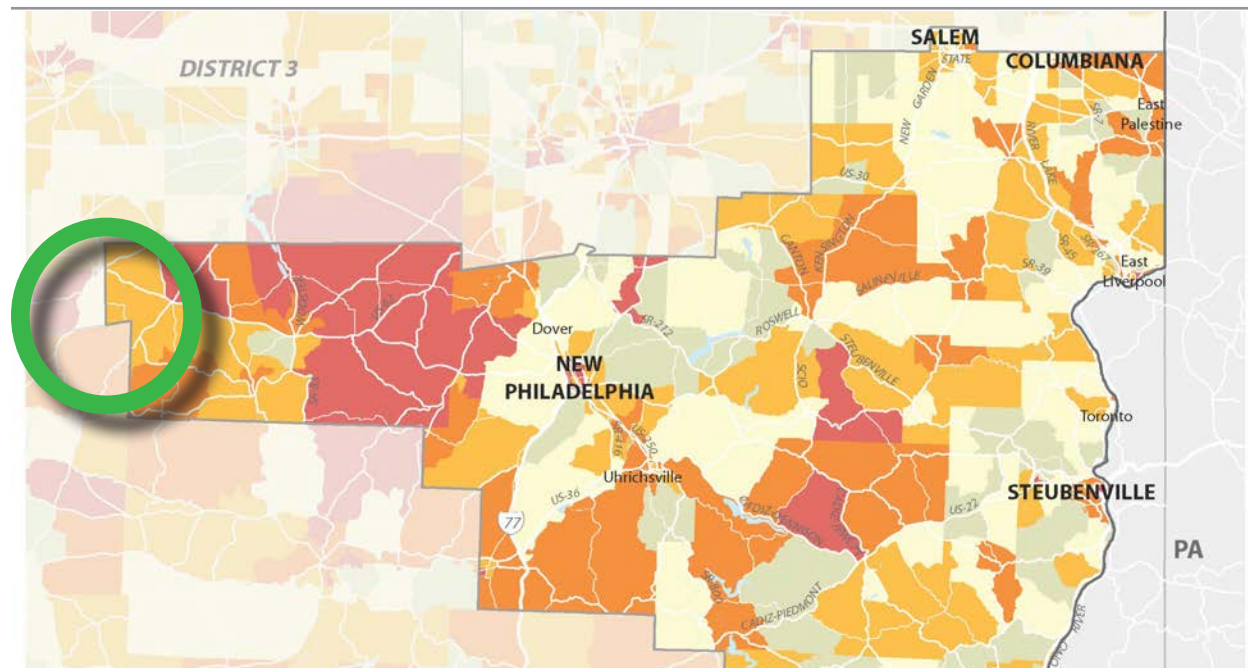
The project team gathered existing conditions data from numerous sources. In order to first understand the study's local and regional context, the team reviewed related studies and plans within and near the study area's boundaries:

- ODOT Equity Analysis:** As of the time of this study, the Ohio Department of Transportation (ODOT) was working on a state-wide bike and pedestrian plan. As part of its analysis of preferred areas and points to connect, ODOT performed an equity assessment, to determine where the most underserved populations are, for bicycle facility access. The study area crosses three ODOT districts, and multiple analysis sectors within the districts, but the composite value for the study area's sectors shows a moderate need for facilities, based on equity. See the appendix for the equity analysis maps and further explanation of the analysis.
- OMEGA Active Transportation Plan:** The Ohio Mid-Eastern Governments Association (OMEGA) was working on an active transportation plan within its service area, but the plan was not complete at the time of this report's publication. OMEGA will include the recommendation for a trail within the study area as part of its larger plan.

- “Stimulating The Economy Of Loudonville, Ohio” Forum:** In 2013, Ashland University's Center for Civic Life conducted a forum on how to grow the economy of Loudonville (see appendix for report.) One option discussed was to increase tourism by completing the bike trail along Route 3, and encourage trail users to shop and eat in Loudonville. Multiple studies have demonstrated that trails increase property values and increase local retail and restaurant sales.
- Existing Trails:** The Mohican Valley Concept Plan originally began as a study of how to connect the Mohican State Park area and the Wally Road corridor to the Ohio to Erie Trail (which connects



EXISTING CONDITIONS



EQUITY ANALYSIS | DISTRICT 11 | COMPOSITE EQUITY SCORE

OHIO DOT STATEWIDE BIKE AND PEDESTRIAN PLAN



DRAFT July 2019

Data provided by ODOT, Open Street Map, and the US Census Bureau.

Cleveland, Columbus, and Cincinnati,) via an active transportation (AT) facility. Filling this gap will be a key development in the state’s overall AT network. Also, the Loudonville Trail fills part of the gap between the Mohican State Park and north end of Wally Road. See the study area map in this report’s introduction for the two existing trails’ locations.

- **Covered Bridge:** The Holmes County Engineer’s Office anticipates releasing plans for bid and construction in 2020 for a covered bridge on Wally Road (County Road 23,) just west of Smith’s Campground and Cabins. See study area map, in the introduction chapter, for the location.
- **Historic Plat Maps:** Maps from 1896 (in the appendix) show the railroad line that paralleled the Mohican River. Often, former rail lines create optimal all-purpose trails, but the vast majority of the former rail line bed is in private ownership today.

ONLINE REFERENCE MAP

The team also assembled existing Geographic Information System (GIS) data into an interactive, online map, to act as a public resource for anyone to utilize. The following layers of information can be viewed and turned on and off, to create custom maps, measure distances, and query for additional information:

- Roadways, categorized by US, State, County, Township, or Municipal designation
- Public Rights of Way (ROW)
- County, Township, Municipal, and park boundaries
- Public and private property, with parcel line boundaries
- Railroads, both active and abandoned
- Contours
- Waterways
- 100-year floodplain
- Aerial photographs

Site reconnaissance consisted of driving and walking audits, throughout the entire study area. The team recorded the on-site existing conditions with a 360 degree camera, and uploaded the photos to the online map. As of the time of this report's publication, the map was accessible at www.mohicangreenway.com.

TRAFFIC COUNTS

The Holmes and Knox County Engineer's Offices conducted traffic counts at a few key locations along the study area, in order to better understand typical traffic volumes and to inform which active transportation facility options are most feasible (see Chapter 4.) Vehicles were counted for at least one week in high vacation season, to sample the typical heaviest traffic conditions. Refer to the appendix for the count data.

SCENIC DESIGNATIONS

The following designations paint a clear picture of how beautiful the study area and the surrounding region is, hence why the area is a popular tourist and vacation destination:

- Mohican Scenic River
- Wally Road Scenic Byway
- Holmes County Scenic Byways - All county roads in Holmes County are Scenic Byways.

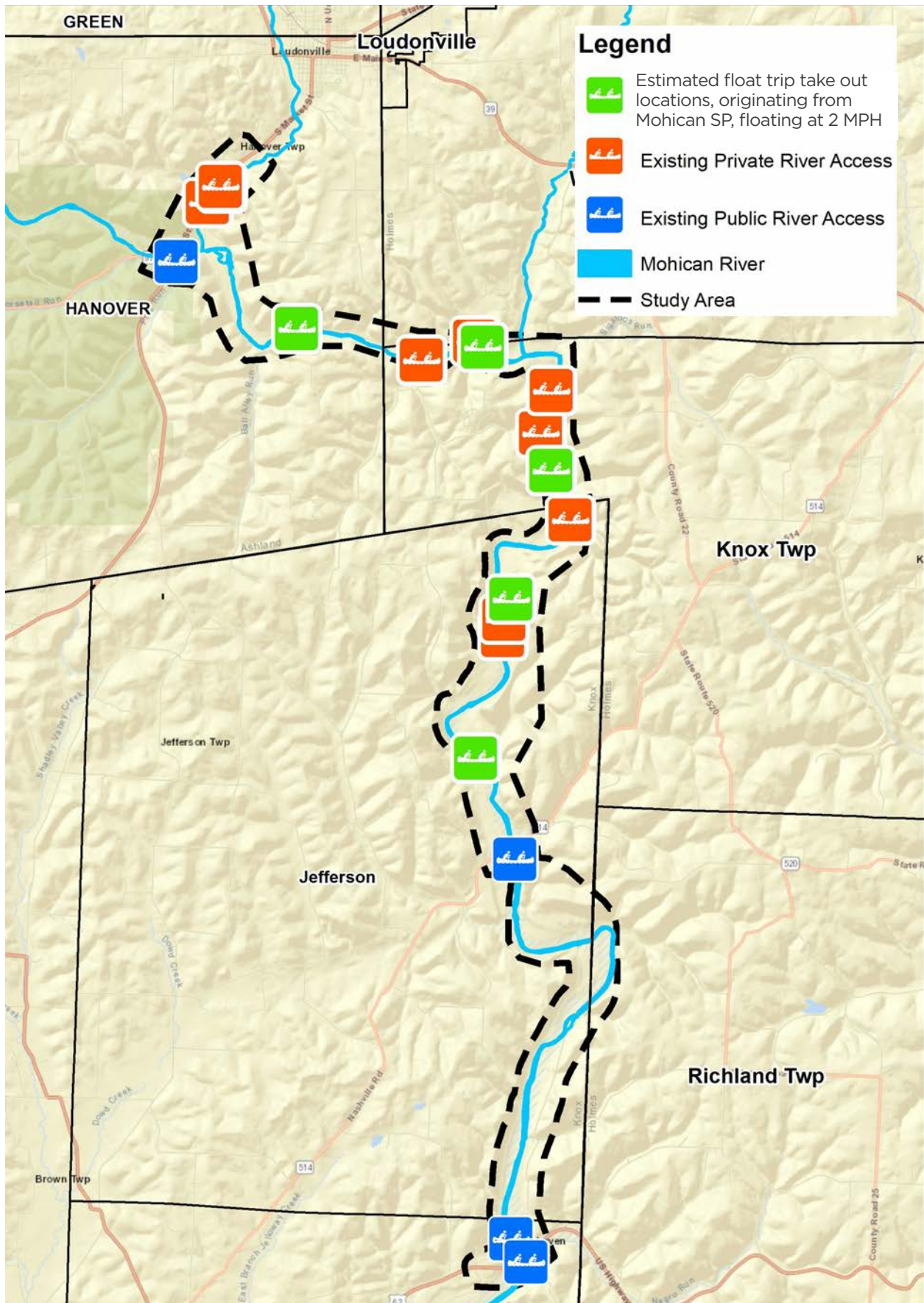
Protecting and enhancing beauty within the area is critical to the region's economic health.

OBSERVATIONS

From the above-mentioned inventories and information supplied by the steering committee and stakeholders, several general conditions became clear:

- The Mohican River functions as a public amenity within a private context. As demonstrated by the graphic on the following page, there are only four public access points along the river, within the study area. There are numerous other access points, but they are privately owned, and not publicly accessible.
- A similarly-constricted condition exists for an active transportation facility, along the Wally Road/Nashville Road/Brinkhaven Road corridor. Narrow Rights of Way (ROW,) steep grades often close to the ROW, and nearly-ubiquitous private ownership make an all-purpose trail, separated from the road, a challenging, but not impossible, prospect.
- There are many assets along the study corridor that would benefit from being connected by an active transportation (AT) facility: campgrounds, canoe liveries, small retail stores, Mohican State Park, and the Tree Frog Canopy Tour.
- Since the study area is highly scenic, viewsheds and specific notable views should be protected and capitalized on through the location of the trail, trailheads, outlooks, and public spaces.

EXISTING CONDITIONS



ENGAGEMENT

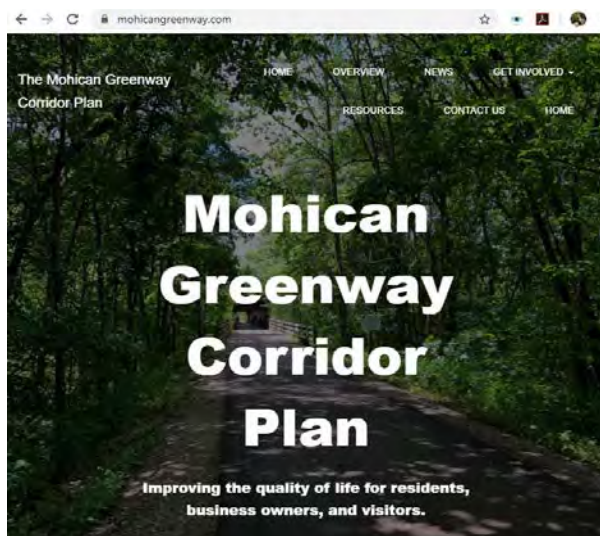
The project team utilized a wide variety of methods to reach as many citizens as possible, and to develop a full understanding of the project area.

STEERING COMMITTEE

The people listed in the acknowledgments at the beginning of this report were selected to create a full cross section of regional, county, municipal, park, and business representation, to guide the planning process.

WEBSITE

The consultant team created a project website to serve as a communication tool. Active at the time of this report's publication, www.mohicangreenway.com provided a



project introduction, the interactive map described in the Existing Conditions chapter, project meeting announcements, news posts, access to the public survey, an email comment portal, meeting presentations and minutes, and the final report.

ODNR SCENIC RIVERS

Members of the project team held a focus group meeting with the Ohio Department of Natural Resources, to discuss the Ohio Scenic Rivers Program's generalized greenway trail conditions for the Mohican River. Topics included:

- Design guidance for: trail location and design, stream crossings, grading, and setbacks
- Best management practices for: erosion control, storage of fuels, petrochemicals, and equipment, spill prevention, material disposal, de-watering, clearing and grubbing, and painting and sandblasting
- Scenic River signage
- Stream impact mitigation

The Conditions can be viewed in the appendix.

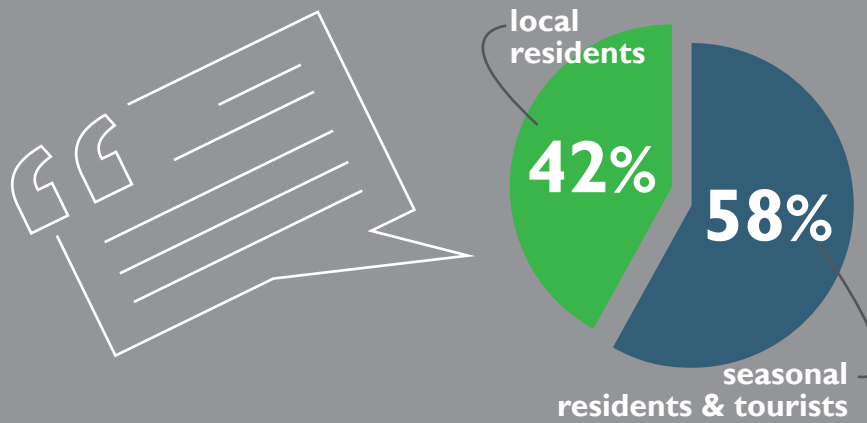
SURVEY

Over 240 people completed the survey mentioned above in the website paragraph. See the following pages for a summary of the results.

ENGAGEMENT

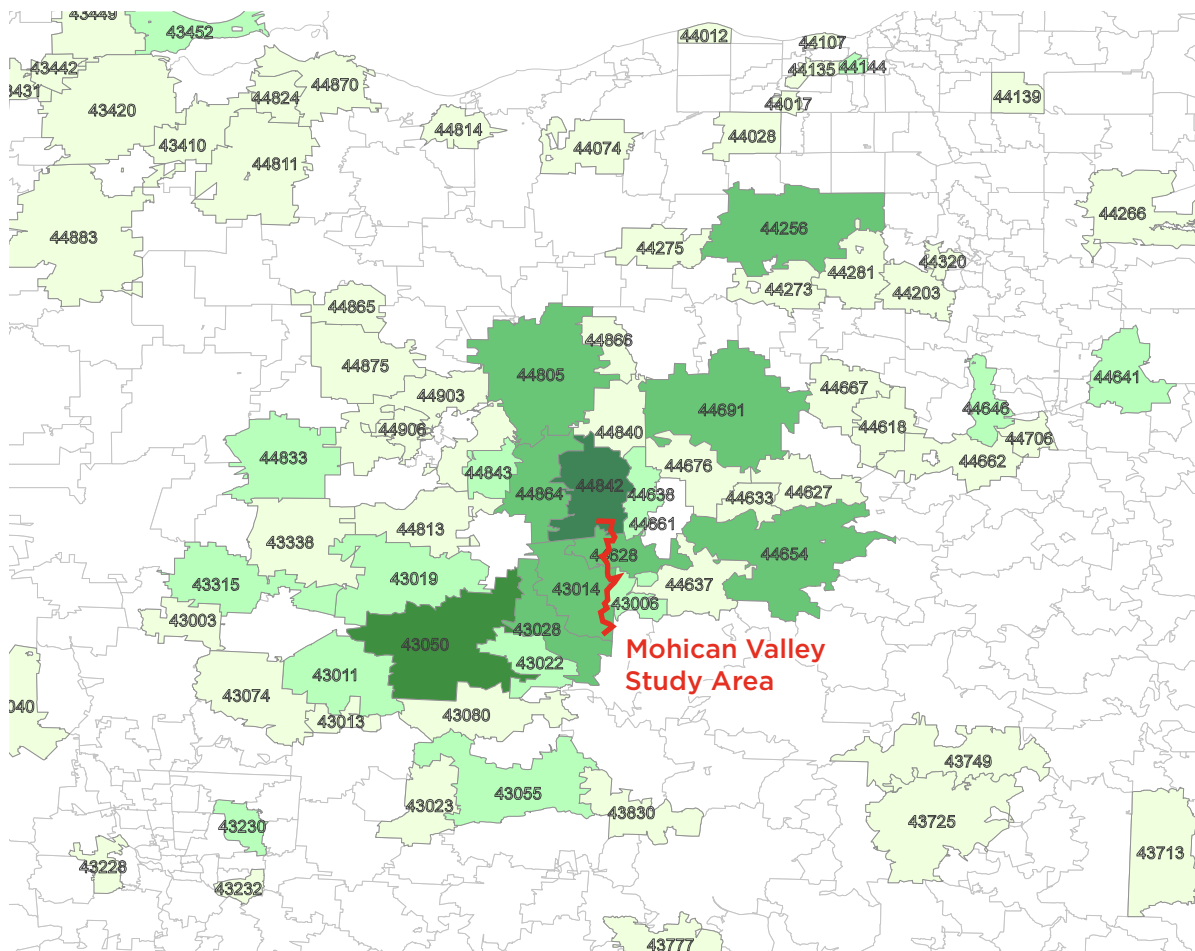
#1

Survey-takers included local residents, seasonal residents, and tourists.



#2

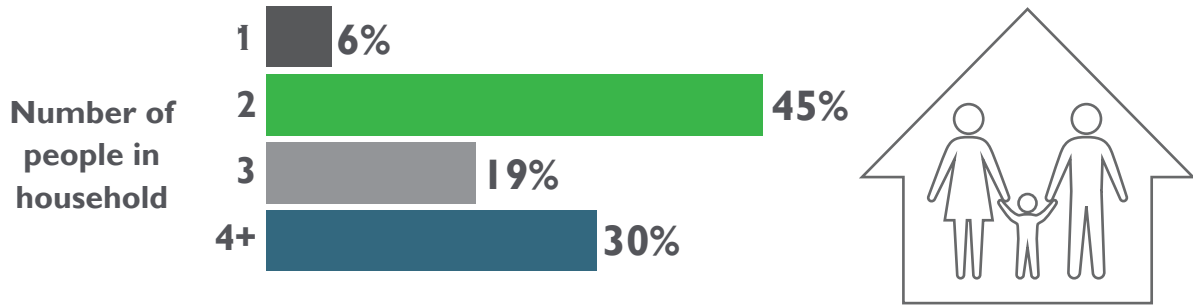
Survey-takers live all around the region, and even beyond.



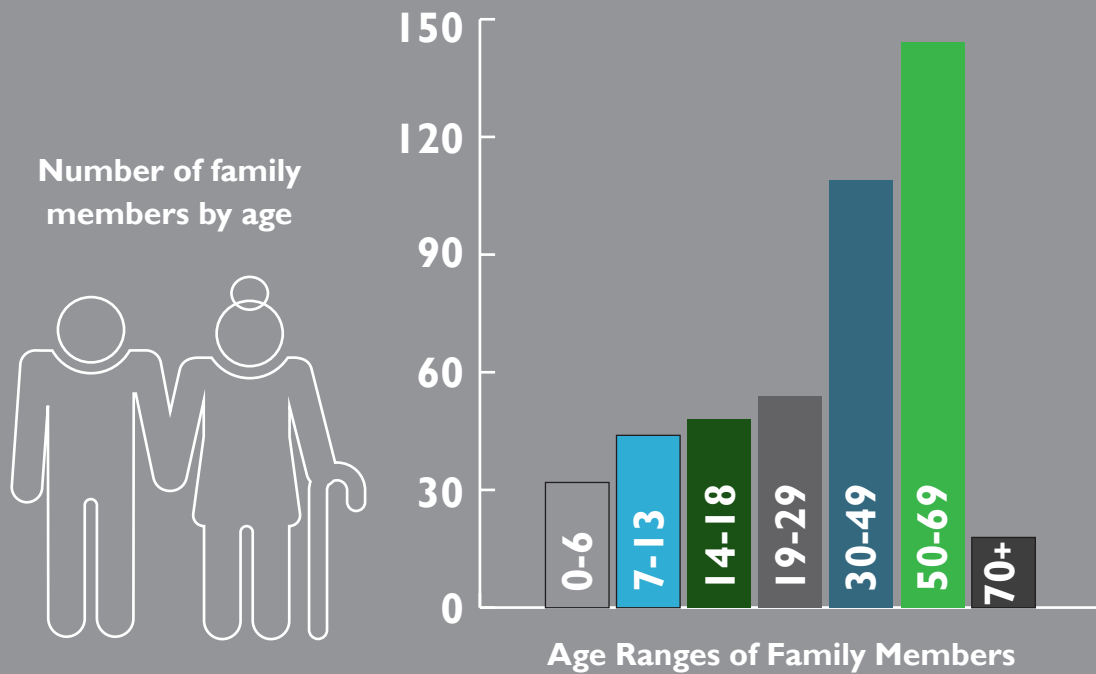
Zipcodes where survey-takers live:

Fewer More

#3 The average family size among survey-takers was between 2 and 4.

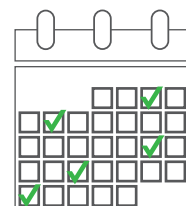


#4 Most of our survey-taker's family members are middle-aged.



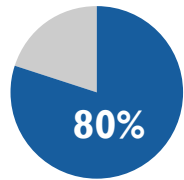
#5 Almost ALL of our survey-takers use the trails very frequently.

97% of survey-takers use the all-purpose trails *a few times per month or more*

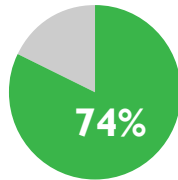


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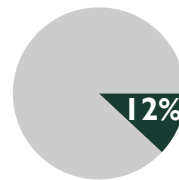
#6 Survey-takers use the Mohican trail for different reasons.



recreation



health/exercise



commuting



#7 The majority of survey-takers want to travel far distances.



42% say they'd walk/bicycle on an all-purpose trail for **more than 3 miles**

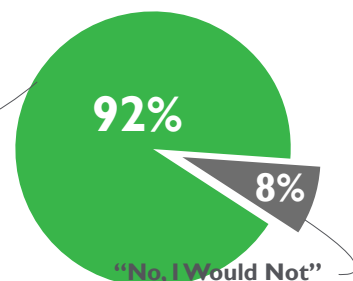
30% say they'd walk/bicycle on an all-purpose trail for **more than 10 miles**



#8 The vast majority of survey-takers say they would use a

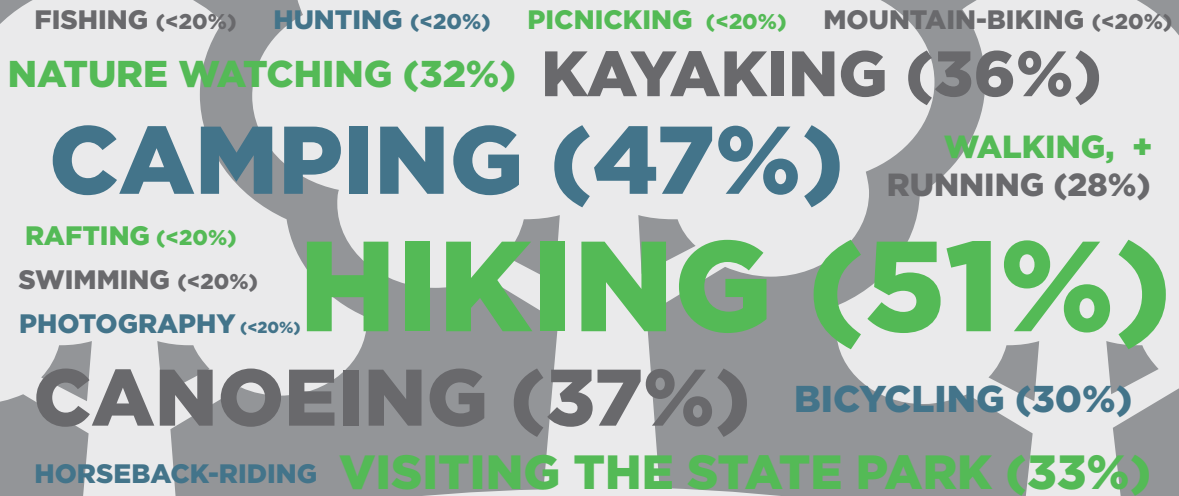
“Yes!”

223 out of 244

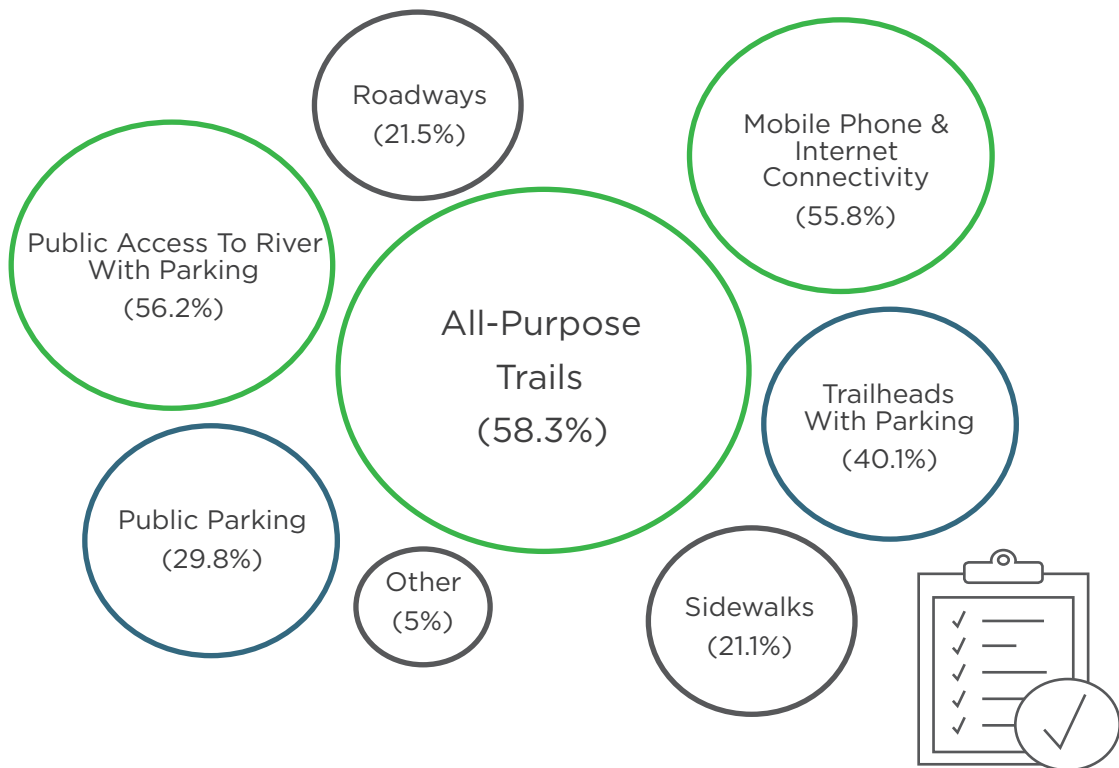


“No, I Would Not”

#9 Survey-takers use the Mohican Valley for lots of different activities.



#10 Survey-takers have clear ideas about what needs to be improved.



ENGAGEMENT

PUBLIC OPEN HOUSES

The project team held three open houses, to provide an in-person avenue for citizens to give input on the concepts presented.

Outreach to notify people who might be affected by the plan took various forms, including notice on the project website, social media, 11x17 posters, and 500 postcards distributed by steering committee members.

In order to distribute the meetings as evenly as possible across the large three-county area, the project team held one meeting in each of the three counties.

The typical format of the meetings consisted of a general presentation about the project, a question and answer period with the entire group, and then a one-on-one and project map review session, to allow for more personal conversations.

The repeated presentation was broadcast and recorded on Facebook Live at one of the meetings, received over 670 views, and can still be viewed, as of the time of this report's publication. To view it (if it is still available,)

go to the project website, find the Facebook link at the bottom of the home page, and click on Videos when the reader arrives at the Holmes County Highway Department's Facebook page.

Written comments and minutes from each of the meetings are in the appendix, and markups of the large project maps were electronically delivered to each of the counties' engineering offices, at the time of this report's publication (see the Alignment Options chapter, for more information on the project maps.)

PUBLIC OPEN HOUSES

AUGUST 27

MOHICAN GREENWAY CORRIDOR

ENGAGE:

- Public Meeting #1**
Tuesday, August 27, 5:00-8:00 PM
Knox County Memorial Theatre Building
(KCMB Ballroom 2nd Floor, elevator available)
112 E. High Street
Mount Vernon, OH 43050
- Public Meeting #2**
Wednesday, August 28, 5:00-8:00 PM
Harvest Ridge Expo + Event Center
(Hardwood Furniture Guild Expo Center)
8880 OH-39
Millersburg, OH 44654
- Public Meeting #3**
Thursday, August 29, 5:00-7:30 PM
Loudonville Library (Room A)
122 East Main Street
Loudonville, OH 44842

CONNECT:

Visit the project website:
www.mohicangreenway.com

Learn more about the project and stay up to date with upcoming meetings and events.

Can't make the open houses?
Share your thoughts in our survey on the project website.

SPONSORED BY:

- Ashland County Engineer's Office
- Holmes County Engineer's Office
- Knox County Engineer's Office



VERBAL INPUT

Citizens who attend public open houses are often the most passionate about the meeting's topic. The project team heard both from people who were strongly in favor of the project's ideas and strongly opposed to them. Those who voiced concerns most vociferously listed the following primary issues:

- Floating on the Mohican River in a canoe, kayak, inner tube, or other "floatable" is one of visitors' favorite summer weekend activities in the area. During or after a heavy rainfall, however, the river often becomes dangerously high and fast. Inconsistent judgment by local liveries and campground operators to "close" the river to floaters and people's ignoring warnings to evacuate result in situations that could result in someone's drowning, and have necessitated rescue operations that cost local municipalities and businesses money.
- Prior to about 5 years ago, local canoe liveries were the primary supplier of canoes, kayaks, and inner tubes. The recent advent of readily-available floatables at retail chains has resulted in a significant increase in visitors using their own vessels in the river. Due to the small number of unclearly-marked public access points, many visitors put in and take out at whatever point looks accessible and has an open space to receive their vehicle. Since there are few public spaces along the river, this often results in trespassing on and damaging private property, and infuriating local property owners.
- Another popular weekend activity is for floaters to consume alcohol, while floating down the river. When some floaters overconsume and create their own take out and parking spots, this can lead not only to damage of private property but sometimes has led to violent conflicts with the property owners.
- Periodically, large public events take place, which draw many people. Some events are housed on and contained in the campgrounds, but others, such as bicycle races, require more space. The project team heard from both sides of this issue: A) The race organizers went through the proper channels to secure permission for the race and space needed to operate the event, and B) Race organizers and participants parked and rode all over private property and local roads without permission, and left a mess after the event.

ENGAGEMENT

WRITTEN INPUT

Opportunities for written comments were available in the survey, at the open houses in the form of comment cards, and via the email comment portal on the website. Input generally sorted into the following categories and comments:

Economic Potential

- This will help connect our communities together.
- This will help attract more tourists.
- This will bring enormous economic value to our area.

Protect Nature

- We don't want to disturb the tranquility of the area.
- This might create more litter. Who will clean the garbage?
- We don't want to see trees cut down.

Historic Value

- This will help honor the history of our area.
- Connect to and improve our famous bridges.
- Use this to help narrate and educate the history of our area.

Cost Concerns

- This will be too expensive.
- This will increase property taxes on private land owners.
- The benefits do not offset the high cost.

Access to the River

- We need better (public) access to the river.
- We need parking for those who want to go to the river.
- This will help resolve conflicts between property owners and river users.

Wally Road

- Wally Road is too dangerous for pedestrians.
- Wally Road is too narrow for large vehicles.
- Wally Road cannot handle more traffic.
- A path must be at a decent distance away from Wally Road.

Amenities & Services

- We need restrooms
- We need emergency phone stops
- We need cell and internet reception
- We need more policing





ALIGNMENT OPTIONS

As one of the primary tasks of the study, the project team investigated options for types and locations of active transportation facilities, to connect the Mohican State Park to the Ohio to Erie Trail, along the study corridor. The following pages exhibit design guidelines, an overall reference plan for the alignment options, and enlargement plans of the alignment options.

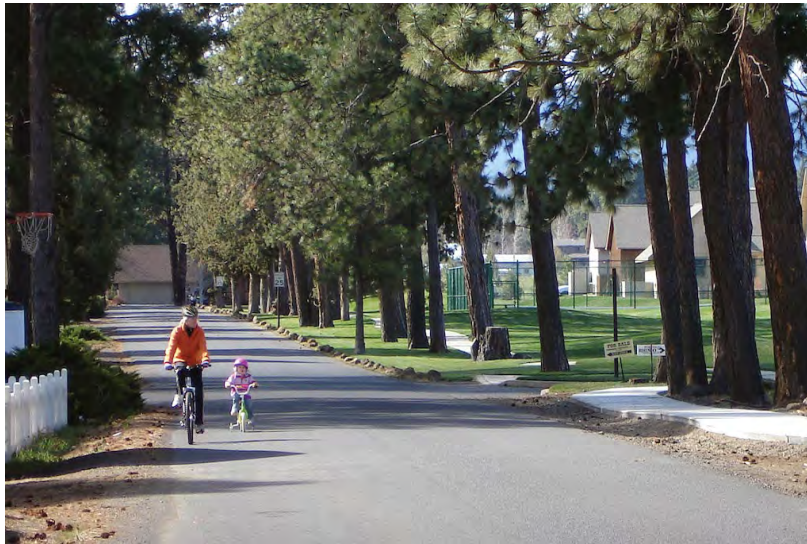


GUIDELINES

Design standards are developed for the safety of the end user and those who the end user may interface with. For this study, the team utilized the guidelines outlined in Small Town and Rural Multimodal Networks, as developed by the U.S. Department of Transportation, Federal Highway Administration, dated December, 2016. The bike/pedestrian/vehicle configuration options that apply best to the conditions in the study area are as follows:

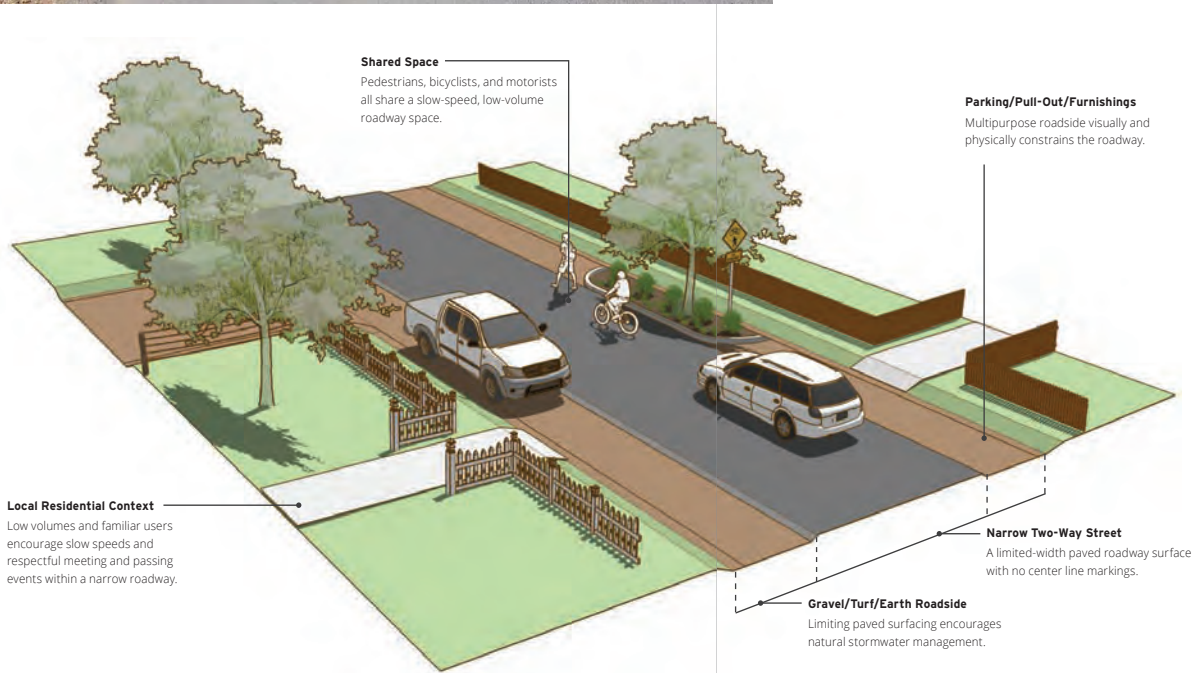
Option 1: Yield Roadway

A **YIELD ROADWAY** is designed to serve pedestrians, bicyclists, and motor vehicle traffic in the same slow-speed travel area. Yield roadways serve bidirectional motor vehicle traffic without lane markings in the roadway travel area.



BENEFITS:

- Less costly to build and/or maintain than fully paved cross sections.
- Limits impermeable surface area and minimizes stormwater runoff.
- Encourages slow travel speed when narrower than 20 ft (6.0 m).
- Connects local residential areas to destinations on the network.
- Maintains aesthetic of narrow roads and uncurbed road edges.
- Can support a larger tree canopy when located within wide unpaved roadside areas.
- Low maintenance needs over time.



ALIGNMENT OPTIONS

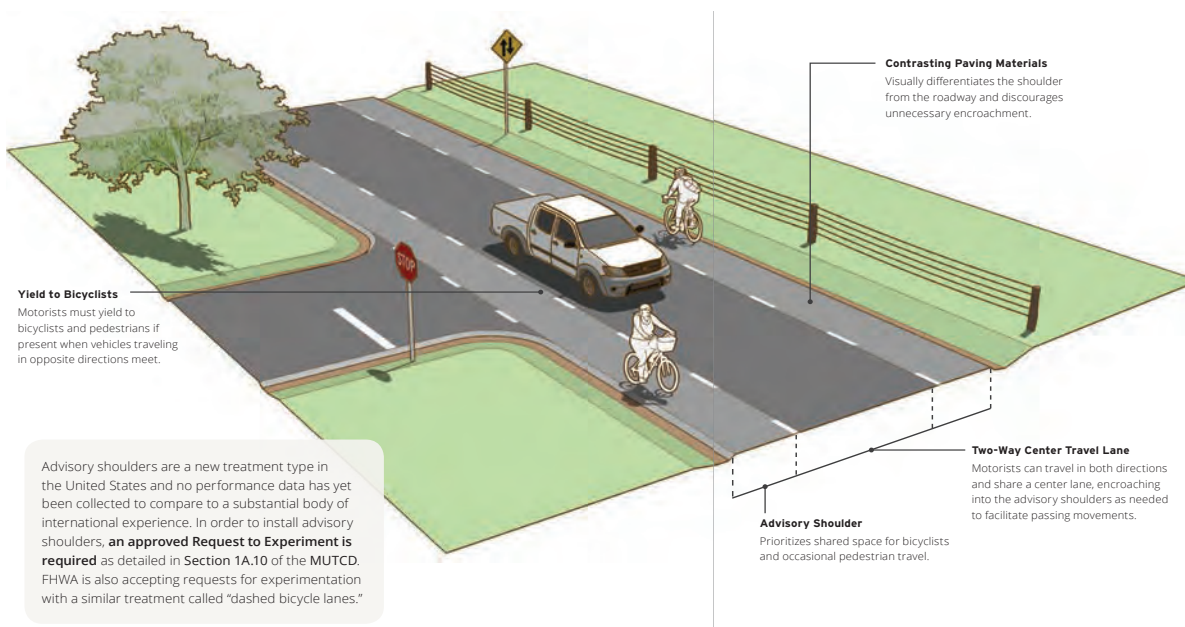
Option 2: **Advisory Shoulder**

ADVISORY SHOULDERS create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic.



BENEFITS:

- May reduce some types of crashes due to reduced motor vehicle travel speeds. +
- Increases predictability and clarifies desired lateral positioning between people bicycling or walking and people driving in a narrow roadway.
- Functions well within a rural and small town traffic and land use context.
- Supports the natural environment through reduced paved surface requirements.



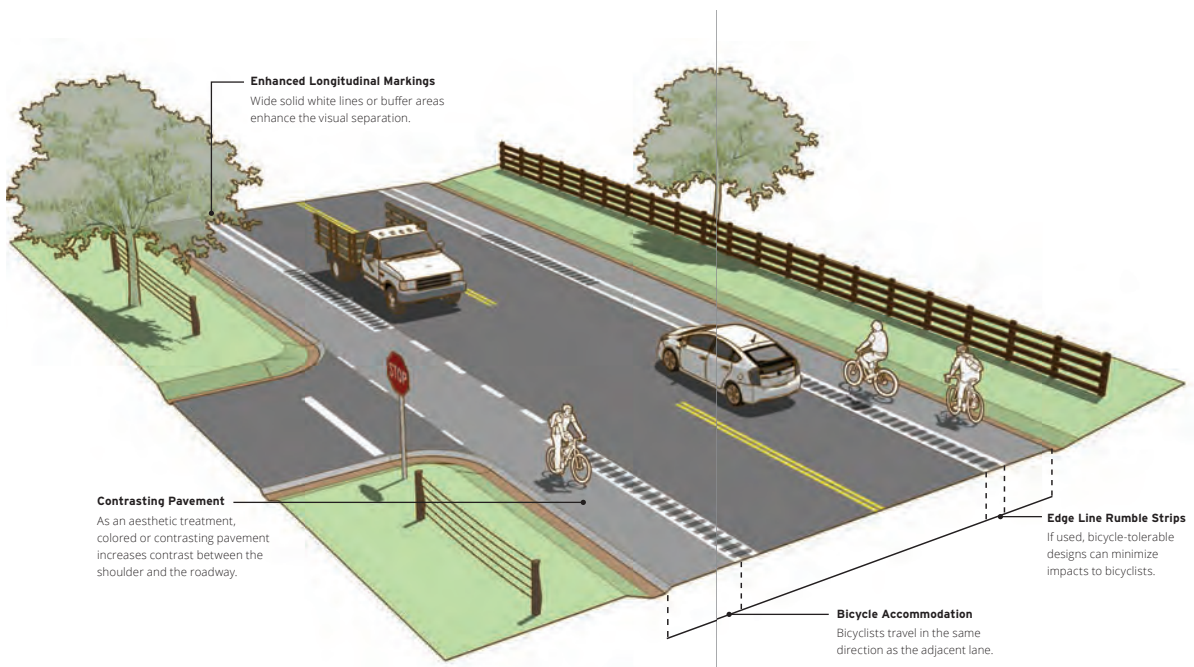
Option 3: Paved Shoulders

PAVED SHOULDERS on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation.



BENEFITS:

- Improves bicyclist experiences on roadways with higher speeds or traffic volumes.
- Reduces pedestrian “walking along roadway” crashes.
- Provides advantages for all roadway users, by providing space for bicyclists, pedestrians, and motor vehicles.
- Provides a stable surface off the roadway for pedestrians and bicyclists to use when sidewalks are not provided
- Can reduce “bicyclist struck from behind” crashes, which represent a significant portion of rural road crashes.



ALIGNMENT OPTIONS

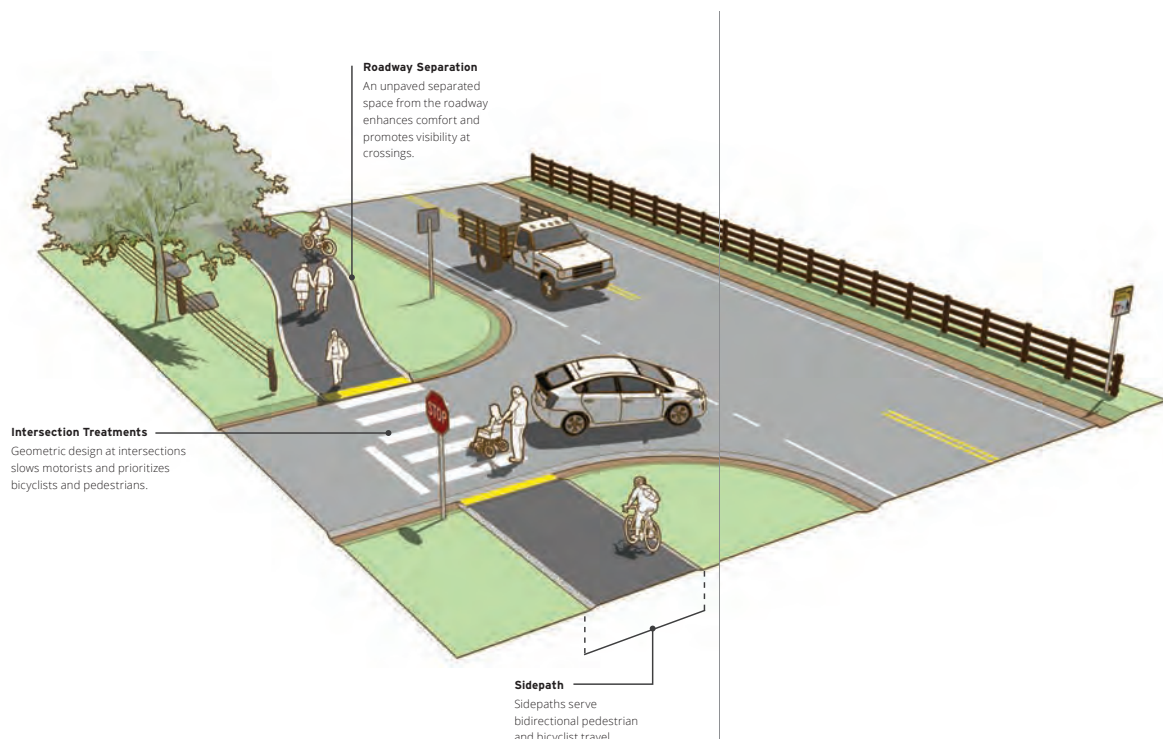
Option 4: Shared Use Path/Side Path

A **SHARED USE PATH OR SIDE PATH** provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths/side paths run parallel to a roadway and can provide a low-stress experience for a variety of users using the network for transportation or recreation, all the while preserving a rural community's character.



BENEFITS:

- Provides a more appropriate facility for users of all ages and abilities than shoulders or mixed traffic facilities on roads with moderate or high traffic intensity. +
- Maintains rural character through reduced paved roadway width compared to a visually separated facility. +
- Fills gaps in networks of low-stress local routes such as shared use paths and bicycle boulevards.
- Encourages bicycling and walking in areas where high-volume and high-speed motor vehicle traffic would otherwise discourage it. +
- Very supportive of rural character.



Option 5: Sidewalks

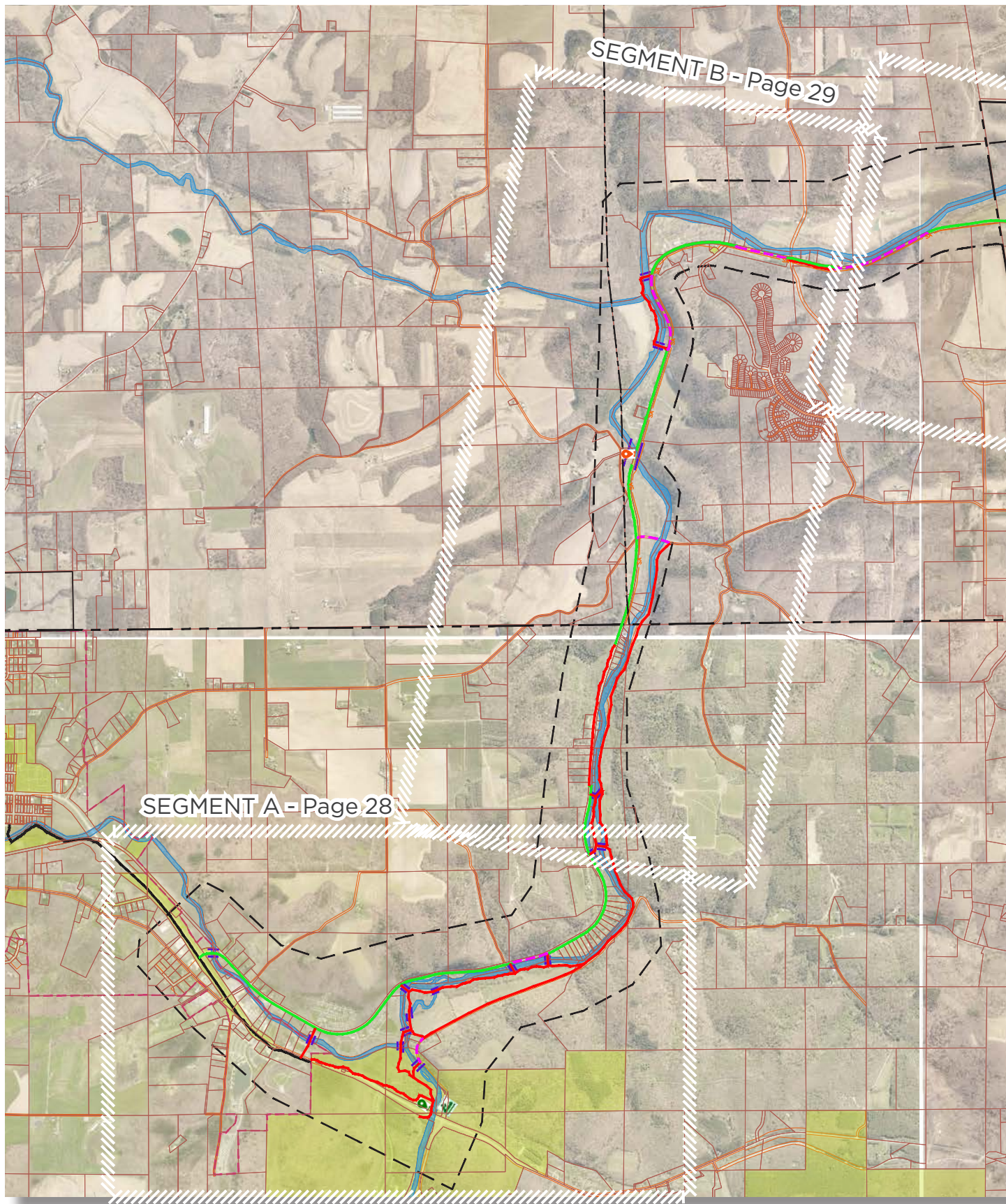
SIDEWALKS provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space.



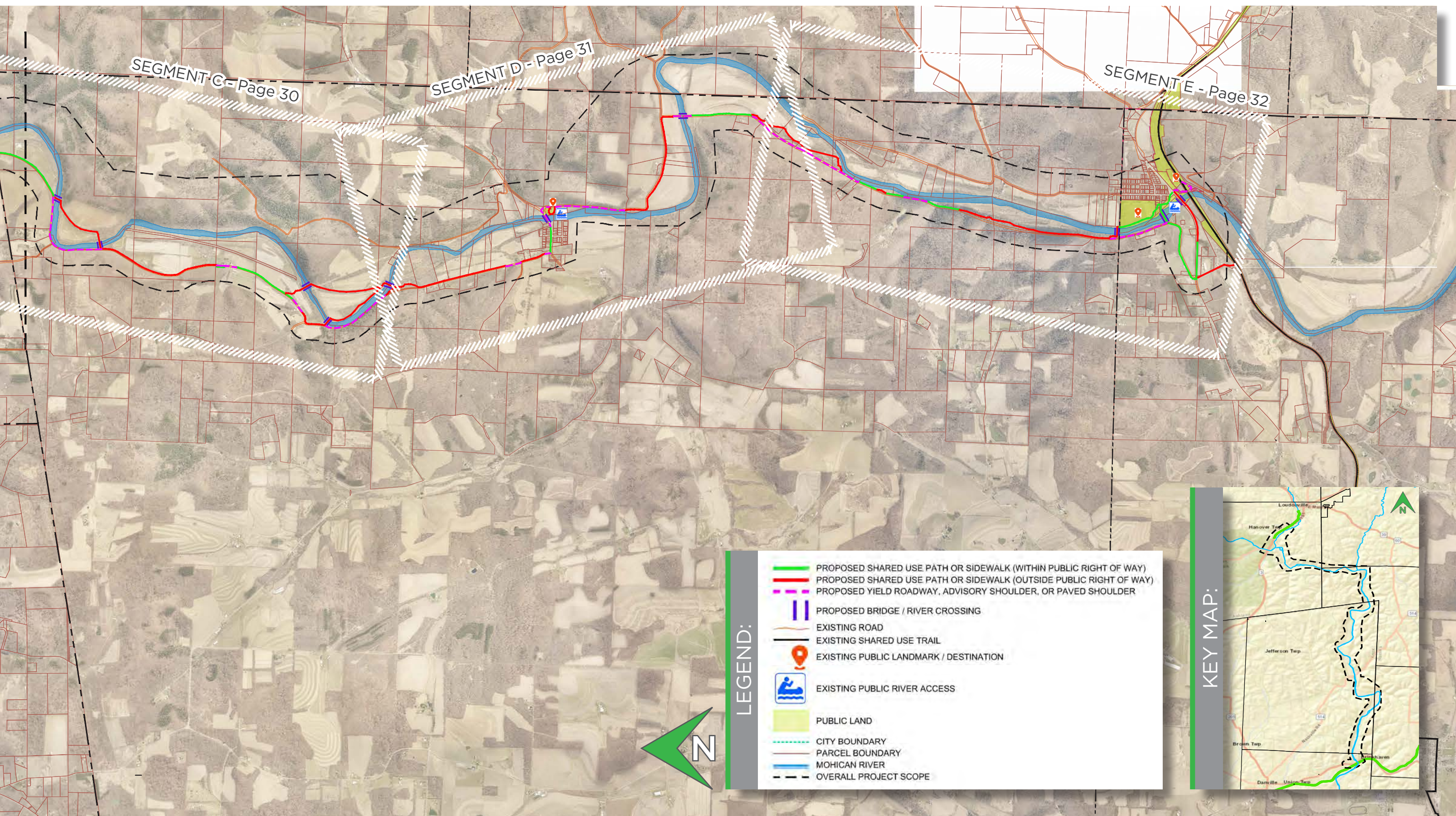
BENEFITS:

- Provides a dedicated place within the public right-of-way for pedestrians to safely travel and reduces pedestrian collisions in rural areas.
- Reduces “walking along roadway” crashes.
- May notably increase levels of walking in areas with high traffic speeds and/or volumes.

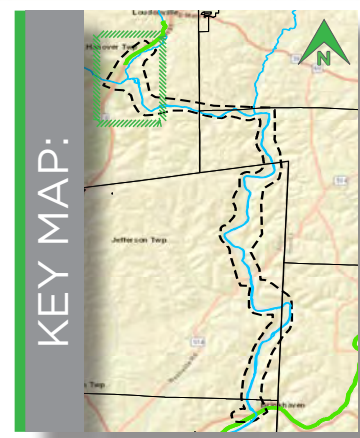
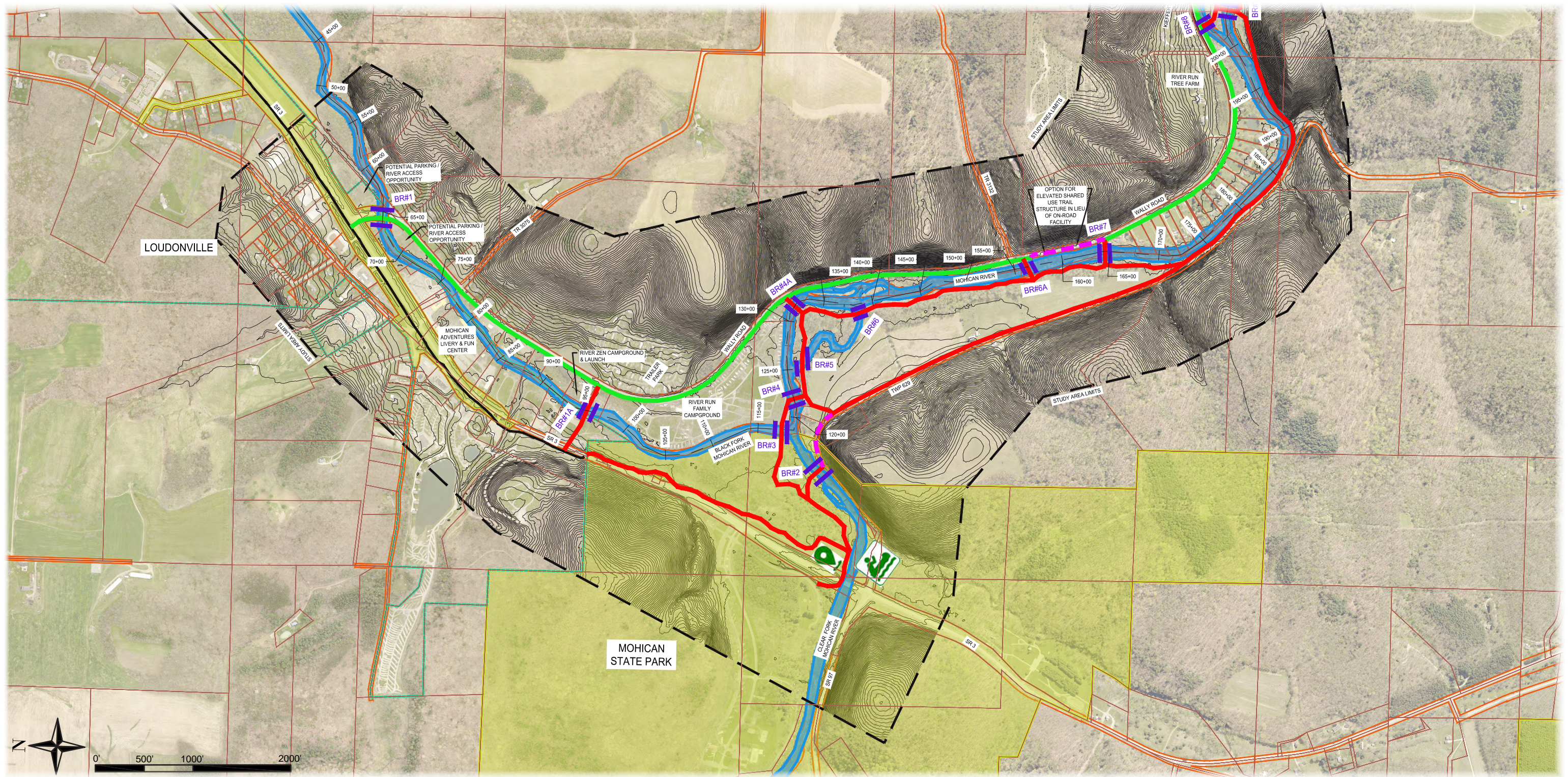




ALIGNMENT OPTIONS



Large versions of this map were shown and discussed at each public open house. Comments were incorporated, to this current version. The options shown on this overall map and the following enlargement maps are only possibilities. A significant, detailed, additional study, including in-depth public engagement, will be necessary to determine the single, most-feasible route and combination of facility types.

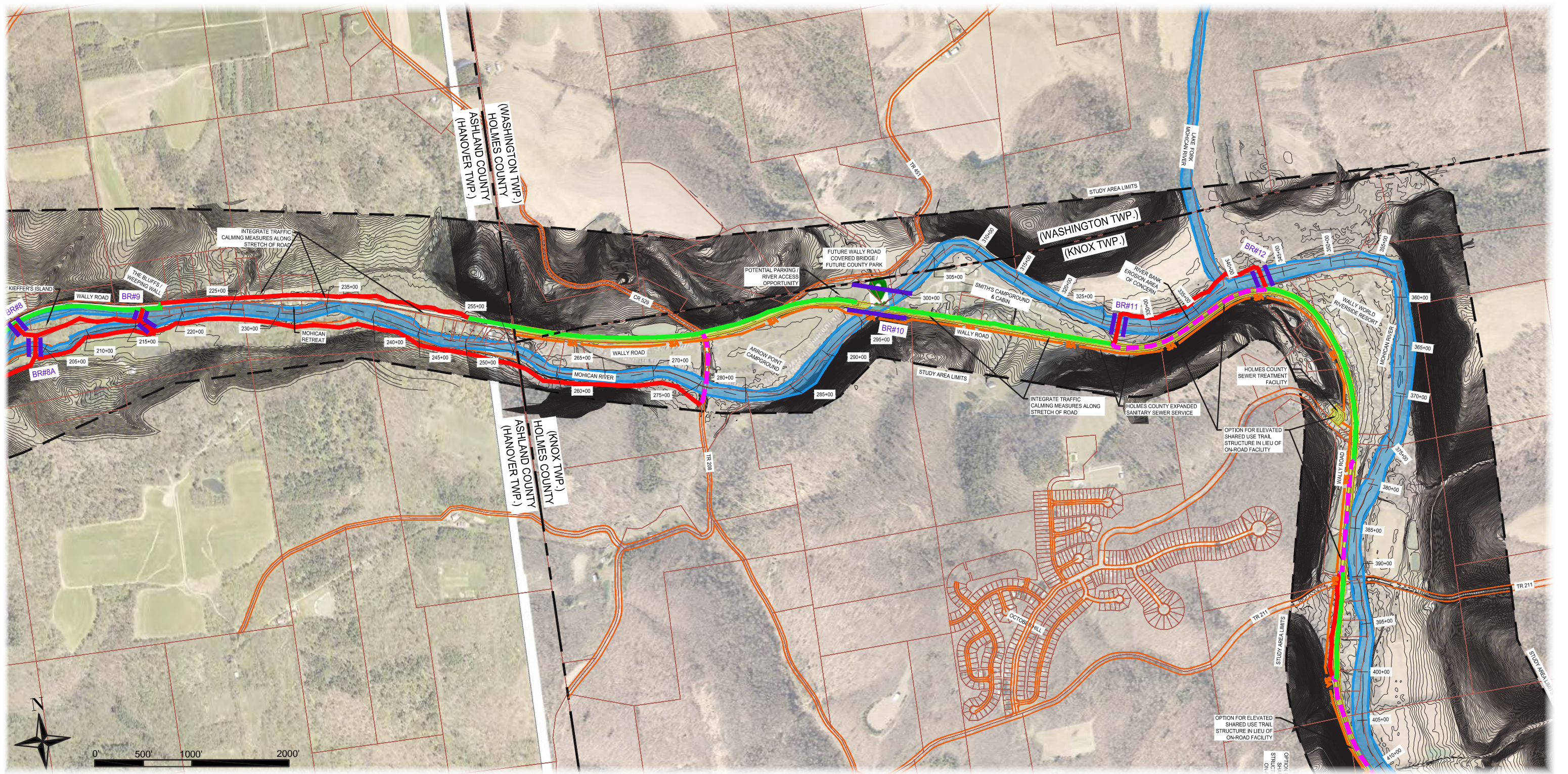


Segment A (River Stations 45 - 200)

Refer to the legend in order to identify which forms of alternative road facilities could be administered to that section. For descriptions of the different types of active transportation road options, consult pages 21-25.

NOTE: River stationing begins at an arbitrary point, and is for reference in these plans only.

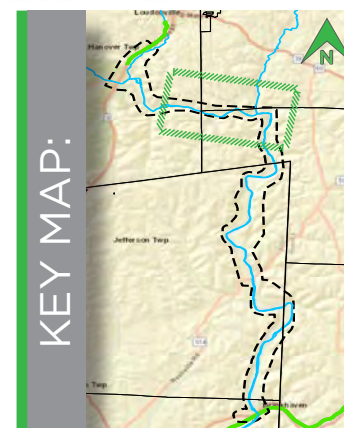
LEGEND:	
	PROPOSED SHARED USE PATH OR SIDEWALK (WITHIN PUBLIC RIGHT OF WAY)
	PROPOSED SHARED USE PATH OR SIDEWALK (OUTSIDE PUBLIC RIGHT OF WAY)
	PROPOSED YIELD ROADWAY, ADVISORY SHOULDER, OR PAVED SHOULDER
	PROPOSED BRIDGE / RIVER CROSSING
	EXISTING ROAD
	EXISTING SHARED USE TRAIL
	EXISTING PUBLIC LANDMARK / DESTINATION
	EXISTING PUBLIC RIVER ACCESS
	PUBLIC LAND
	CITY BOUNDARY
	PARCEL BOUNDARY
	MOHICAN RIVER
	OVERALL PROJECT SCOPE



Segment B (River Stations 205 - 410)

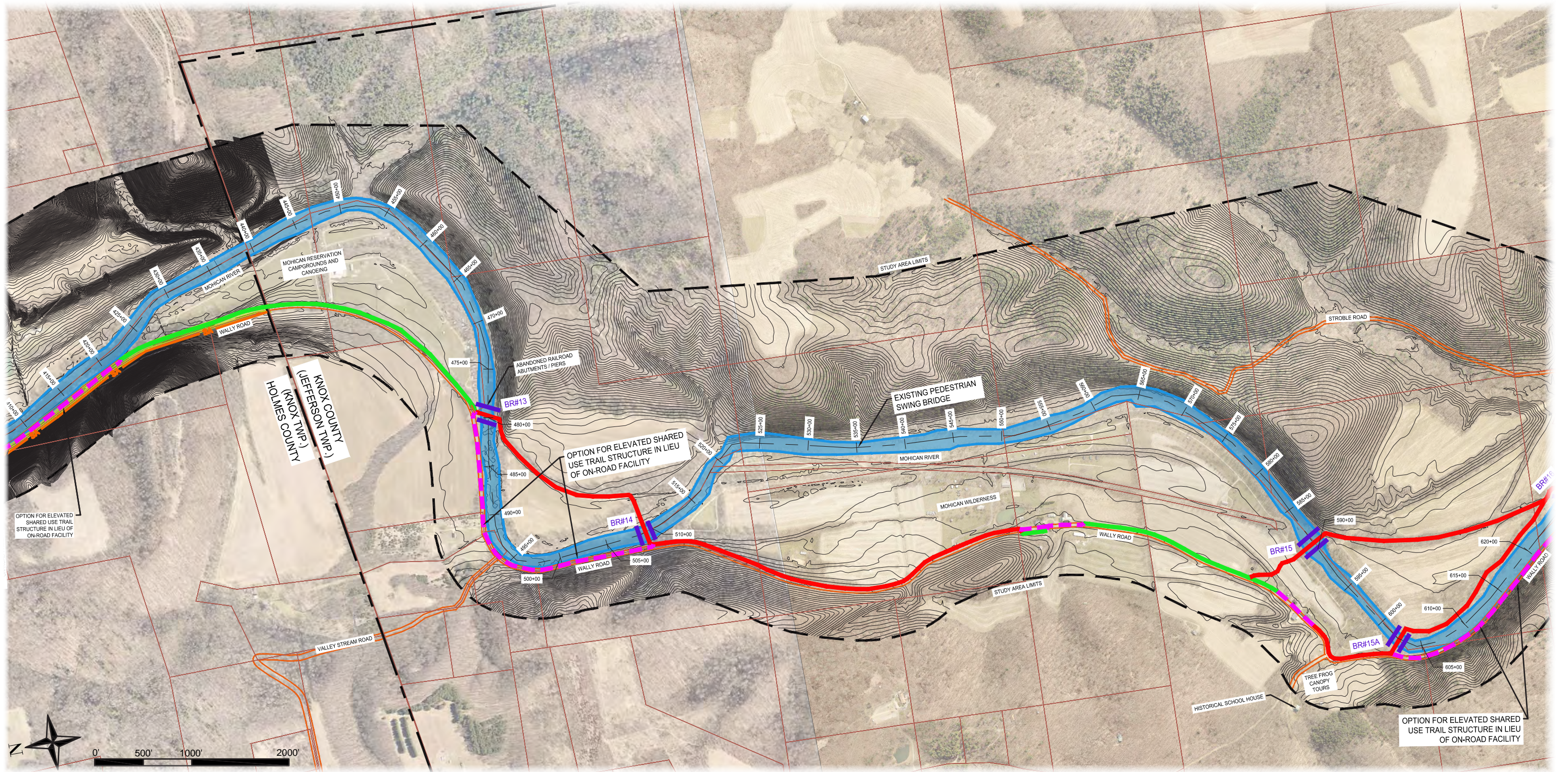
Refer to the legend in order to identify which forms of alternative road facilities could be administered to that section. For descriptions of the different types of active transportation road options, consult pages 21-25.

NOTE: River stationing begins at an arbitrary point, and is for reference in these plans only.



LEGEND:

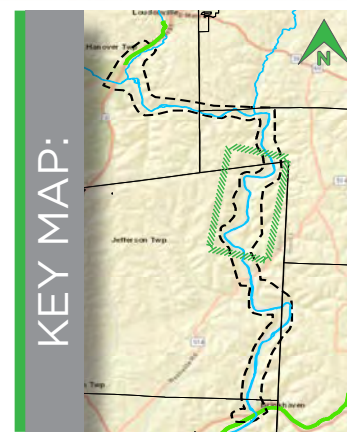
	PROPOSED SHARED USE PATH OR SIDEWALK (WITHIN PUBLIC RIGHT OF WAY)
	PROPOSED SHARED USE PATH OR SIDEWALK (OUTSIDE PUBLIC RIGHT OF WAY)
	PROPOSED YIELD ROADWAY, ADVISORY SHOULDER, OR PAVED SHOULDER
	PROPOSED BRIDGE / RIVER CROSSING
	EXISTING ROAD
	EXISTING SHARED USE TRAIL
	EXISTING PUBLIC LANDMARK / DESTINATION
	EXISTING PUBLIC RIVER ACCESS
	PUBLIC LAND
	CITY BOUNDARY
	PARCEL BOUNDARY
	MOHICAN RIVER
	OVERALL PROJECT SCOPE



Segment C (River Stations 410 - 620)

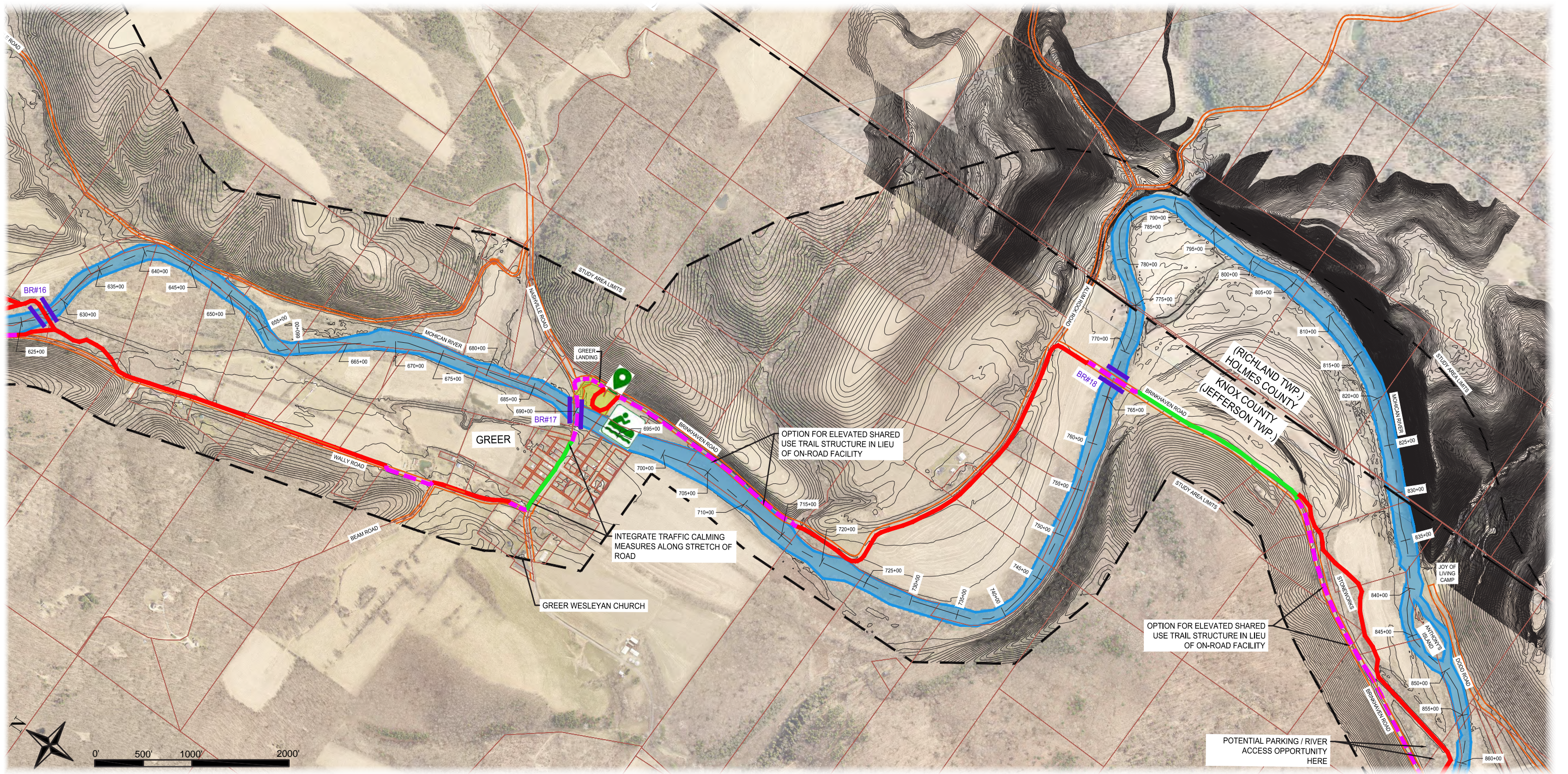
Refer to the legend in order to identify which forms of alternative road facilities could be administered to that section. For descriptions of the different types of active transportation road options, consult pages 21-25.

NOTE: River stationing begins at an arbitrary point, and is for reference in these plans only.



LEGEND:

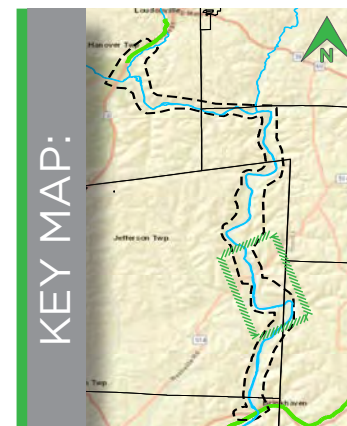
	PROPOSED SHARED USE PATH OR SIDEWALK (WITHIN PUBLIC RIGHT OF WAY)
	PROPOSED SHARED USE PATH OR SIDEWALK (OUTSIDE PUBLIC RIGHT OF WAY)
	PROPOSED YIELD ROADWAY, ADVISORY SHOULDER, OR PAVED SHOULDER
	PROPOSED BRIDGE / RIVER CROSSING
	EXISTING ROAD
	EXISTING SHARED USE TRAIL
	EXISTING PUBLIC LANDMARK / DESTINATION
	EXISTING PUBLIC RIVER ACCESS
	PUBLIC LAND
	CITY BOUNDARY
	PARCEL BOUNDARY
	MOHICAN RIVER
	OVERALL PROJECT SCOPE



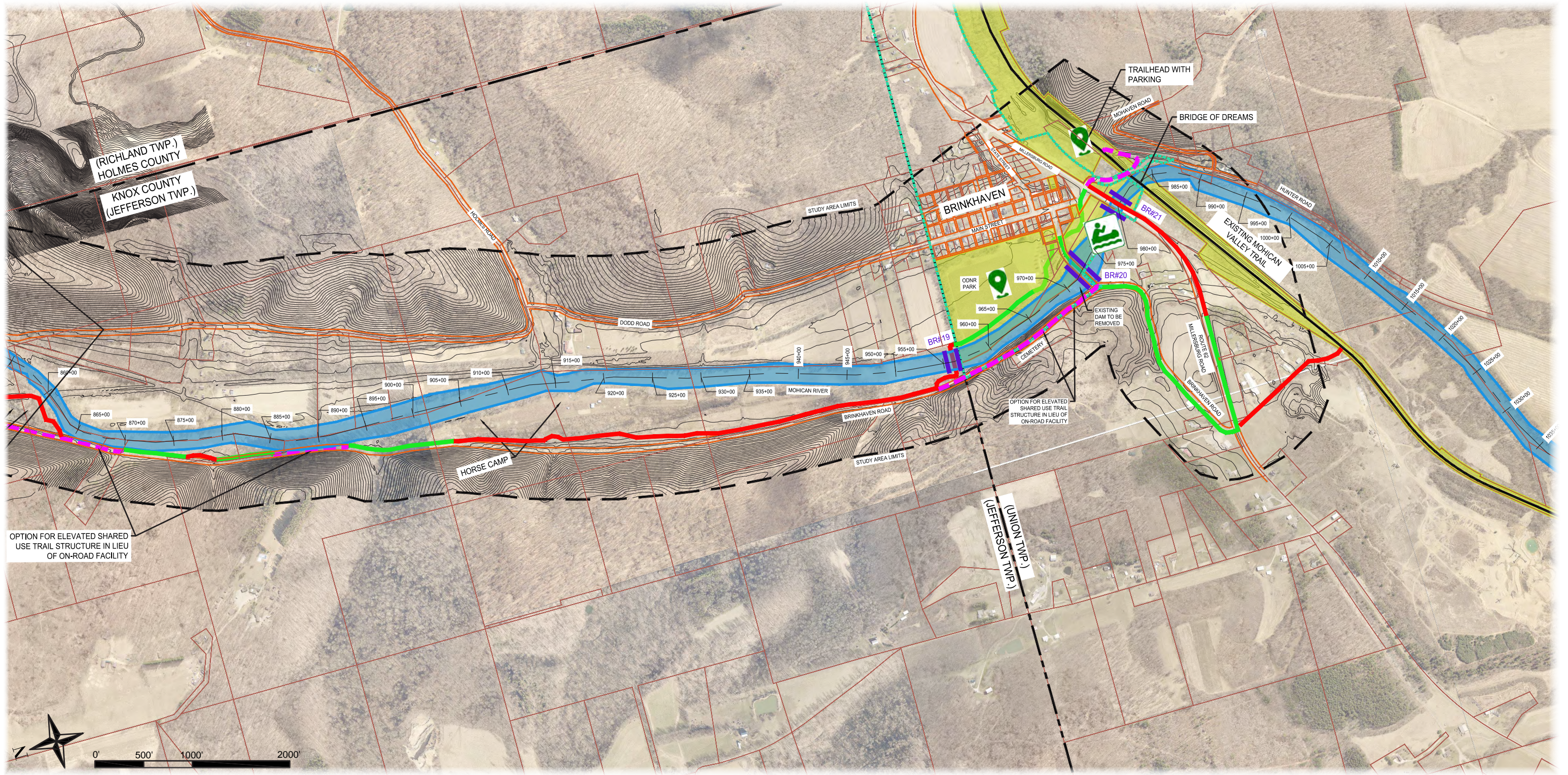
Segment D (River Stations 625 - 860)

Refer to the legend in order to identify which forms of alternative road facilities could be administered to that section. For descriptions of the different types of active transportation road options, consult pages 21-25.

NOTE: River stationing begins at an arbitrary point, and is for reference in these plans only.



LEGEND:	
	PROPOSED SHARED USE PATH OR SIDEWALK (WITHIN PUBLIC RIGHT OF WAY)
	PROPOSED SHARED USE PATH OR SIDEWALK (OUTSIDE PUBLIC RIGHT OF WAY)
	PROPOSED YIELD ROADWAY, ADVISORY SHOULDER, OR PAVED SHOULDER
	PROPOSED BRIDGE / RIVER CROSSING
	EXISTING ROAD
	EXISTING SHARED USE TRAIL
	EXISTING PUBLIC LANDMARK / DESTINATION
	EXISTING PUBLIC RIVER ACCESS
	PUBLIC LAND
	CITY BOUNDARY
	PARCEL BOUNDARY
	MOHICAN RIVER
	OVERALL PROJECT SCOPE

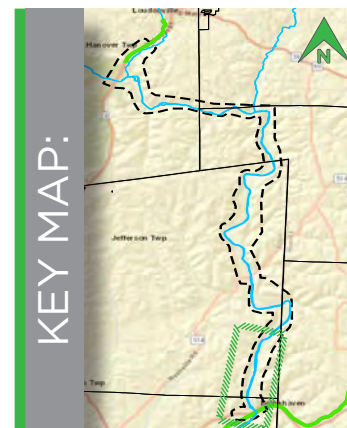


OPTION FOR ELEVATED SHARED USE TRAIL STRUCTURE IN LIEU OF ON-ROAD FACILITY

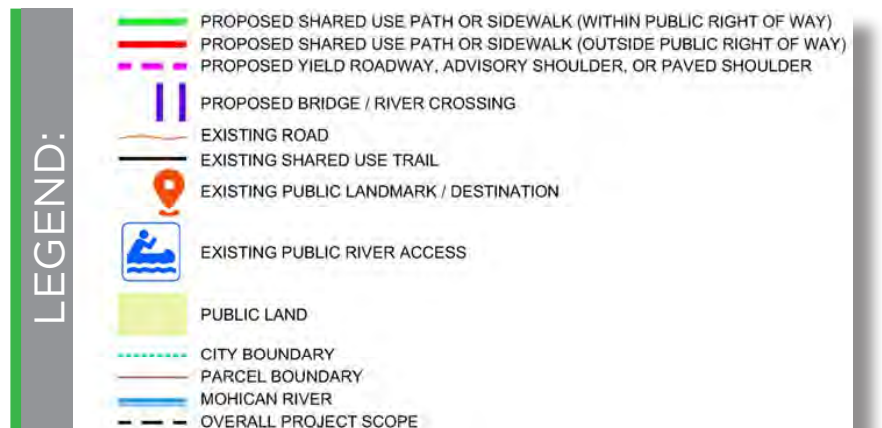
Segment E (River Stations 860 - 1035)

Refer to the legend in order to identify which forms of alternative road facilities could be administered to that section. For descriptions of the different types of active transportation road options, consult pages 21-25.

NOTE: River stationing begins at an arbitrary point, and is for reference in these plans only.



KEY MAP:



LEGEND:

RECOMMENDATIONS

“ EVERYBODY NEEDS BEAUTY AS WELL AS BREAD, PLACES TO PLAY IN AND PRAY IN, WHERE NATURE MAY HEAL AND GIVE STRENGTH TO BODY AND SOUL ALIKE. ”

John A. Muir

It is no wonder that residents and visitors alike enjoy the scenic Mohican Valley. There are many opportunities to make it even better. As mentioned in the engagement chapter, though, several current, growing problems must be addressed. In order to build public support for any proposed new improvements, the proposed solutions to fix the problems must be implemented at least as part of the improvements, if not before.

The following pages enumerate the project team’s recommendations for fixes and improvements.

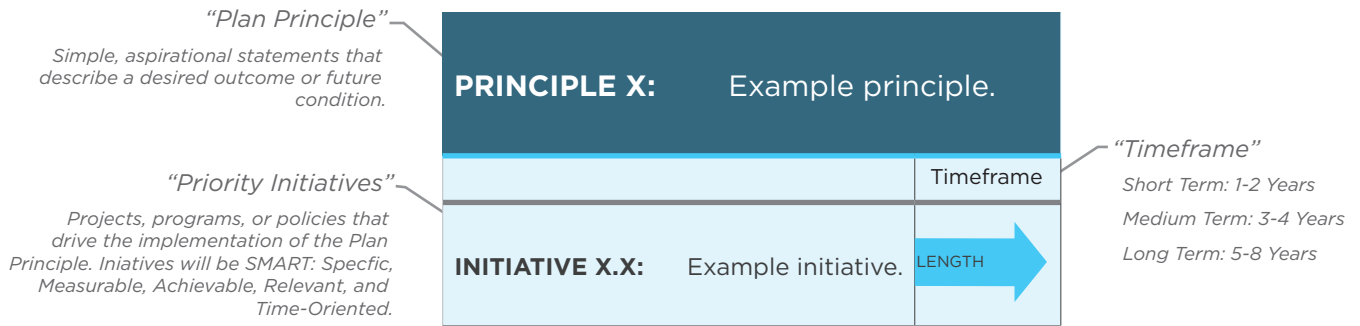
While the recommendations are conceptual, planning for how to fund their implementation should begin now. See the appendix for funding sources, categorized by project type.











RECOMMENDATIONS

PLAN PRINCIPLES AND INITIATIVES

Based on the existing conditions, public, stakeholder & steering committee input, and best practices, the project team recommends the following action items, in order of priority.



PRINCIPLE 1: Order, peace, and personal respect are the norm for residents, business owners, and visitors.	
	Timeframe
INITIATIVE 1.1: Create a sustainably-funded Mohican Valley Partnership. Responsibilities include: <ul style="list-style-type: none"> • Developing local rules and regulations • Policing of Township and State laws • Resident protection • Monitoring of underage drinking and public intoxication • Monitoring of vehicle speeds • Watercraft monitoring • Monitoring of trespassing on private property • Special event application review, permitting, and coordination • Coordination with ODOT and ODNR districts, park districts, counties, townships, & U.S. Army Corps of Engineers • Being the “eyes and ears” on the corridor • River management, including flood stage evaluation and notification 	SHORT
PRINCIPLE 2: Properly-located public space along the river provides controlled public and emergency access to the river.	
	Timeframe
INITIATIVE 2.1: Create public mini-parks, with adequate parking, trash receptacles, water, information kiosks, and restrooms at locations where public floaters are permitted to enter and exit the river. The mini-parks will also serve as trailheads, and will provide bike parking and repair stations.	SHORT
INITIATIVE 2.2: Create parking lot at future covered bridge for sightseers.	SHORT

PRINCIPLE 3: The River Corridor provides a safe and pleasant experience for everyone.	
	Timeframe
INITIATIVE 3.1: Mohican River - Develop flood condition rating and notification system.	SHORT 
INITIATIVE 3.2: Implement traffic calming measures on Wally Road.	SHORT 
INITIATIVE 3.3: Develop active transportation facilities to separate bicycles and pedestrians from cars. Investigate accommodating horseback riding and horse/buggy transportation.	MEDIUM 
PRINCIPLE 4: The Mohican Valley Corridor is a popular, national family destination for healthy recreation, tourism, and special events.	
	Timeframe
INITIATIVE 4.1: Develop authentic Valley brand that speaks to the unique qualities of the area.	SHORT 
INITIATIVE 4.2: Create design standards that reflect the brand and utilize best practices.	SHORT 
INITIATIVE 4.3: Create 1-3 iconic, unique elements that coordinate with the local experience and brand.	MEDIUM 
INITIATIVE 4.4: Execute marketing campaigns to spread the message.	SHORT 
PRINCIPLE 5: Communication to visitors is clear and consistent.	
	Timeframe
INITIATIVE 5.1: Create a family of signage, maps, and online publications that provides information on: <ul style="list-style-type: none"> • Mohican Valley gateways • Local rules and regulations • Wayfinding including public access points and private property • Boating and floating • Flood conditions and notifications • Hunting season dates and education • Historic and cultural interpretation • Ohio Scenic River preservation and restoration 	MEDIUM 

RECOMMENDATIONS

PRINCIPLE 6: Infrastructure improvements improve the quality of life for residents, businesses, and visitors.	
	Timeframe
INITIATIVE 6.1: Install fiber optic cable, Wi-Fi connectivity, and cell service along corridor.	MEDIUM →
INITIATIVE 6.2: Install sanitary service along Wally Road, within Holmes County.	MEDIUM →
INITIATIVE 6.3: Install lighting along corridor roadway.	LONG →
PRINCIPLE 7: The Scenic Mohican River is healthy and is valued as an important natural resource, due to protection, restoration, and public education efforts.	
	Timeframe
INITIATIVE 7.1: Evaluate unused bridge abutments for removal from floodplain, balancing with their historic value.	MEDIUM →
INITIATIVE 7.2: Restore riparian buffer along river, where needed and possible.	MEDIUM →
INITIATIVE 7.3: Implement green infrastructure at proposed and existing impervious surfaces, to improve stormwater runoff quality.	MEDIUM →
INITIATIVE 7.4: Instate a state naturalist program focused on the health and environmental value of the valley.	LONG →

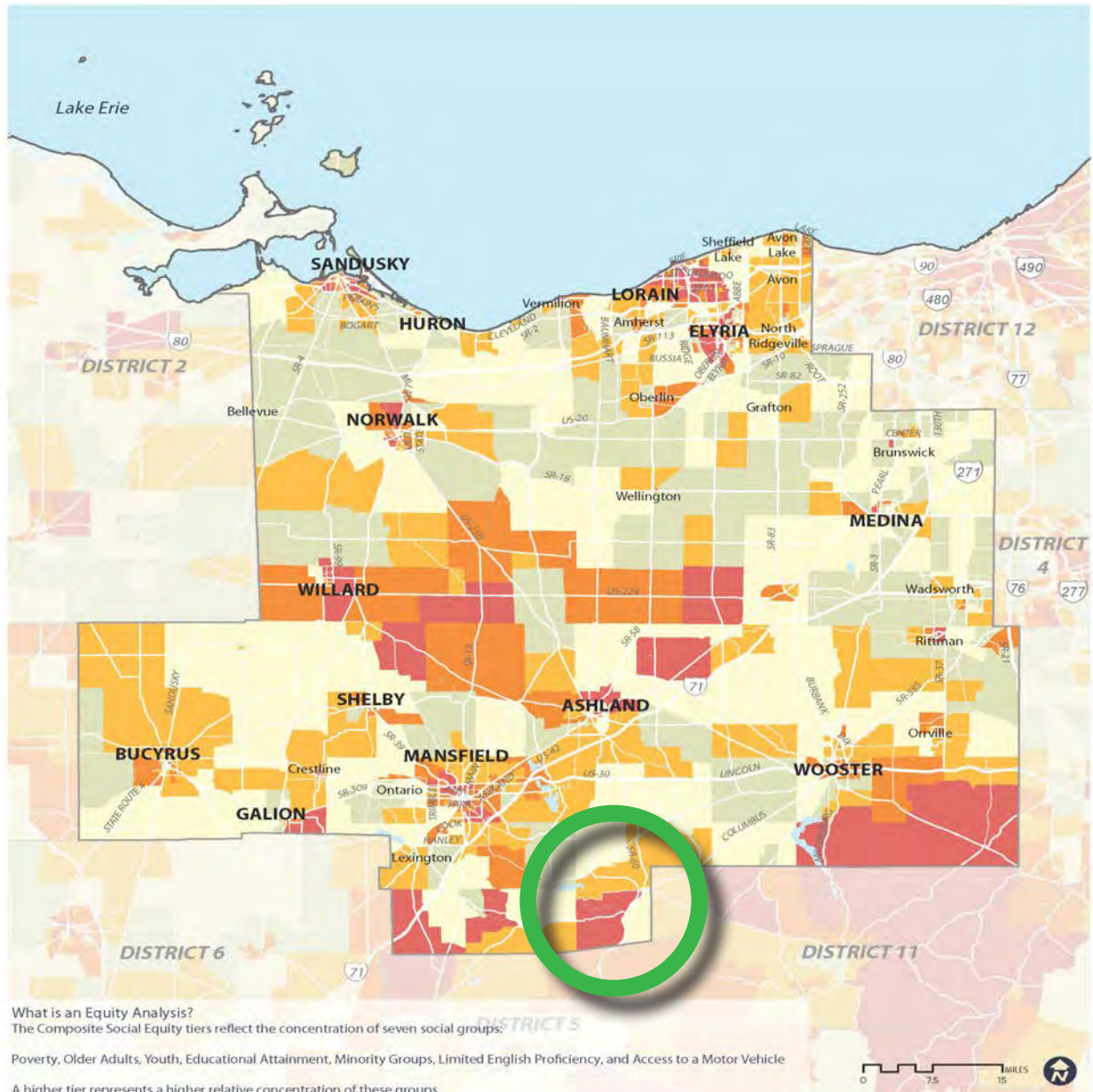


A

APPENDIX

APPENDIX: A-1.1

ODOT EQUITY ASSESSMENT - District 3



What is an Equity Analysis?
 The Composite Social Equity tiers reflect the concentration of seven social groups:
 Poverty, Older Adults, Youth, Educational Attainment, Minority Groups, Limited English Proficiency, and Access to a Motor Vehicle
 A higher tier represents a higher relative concentration of these groups.

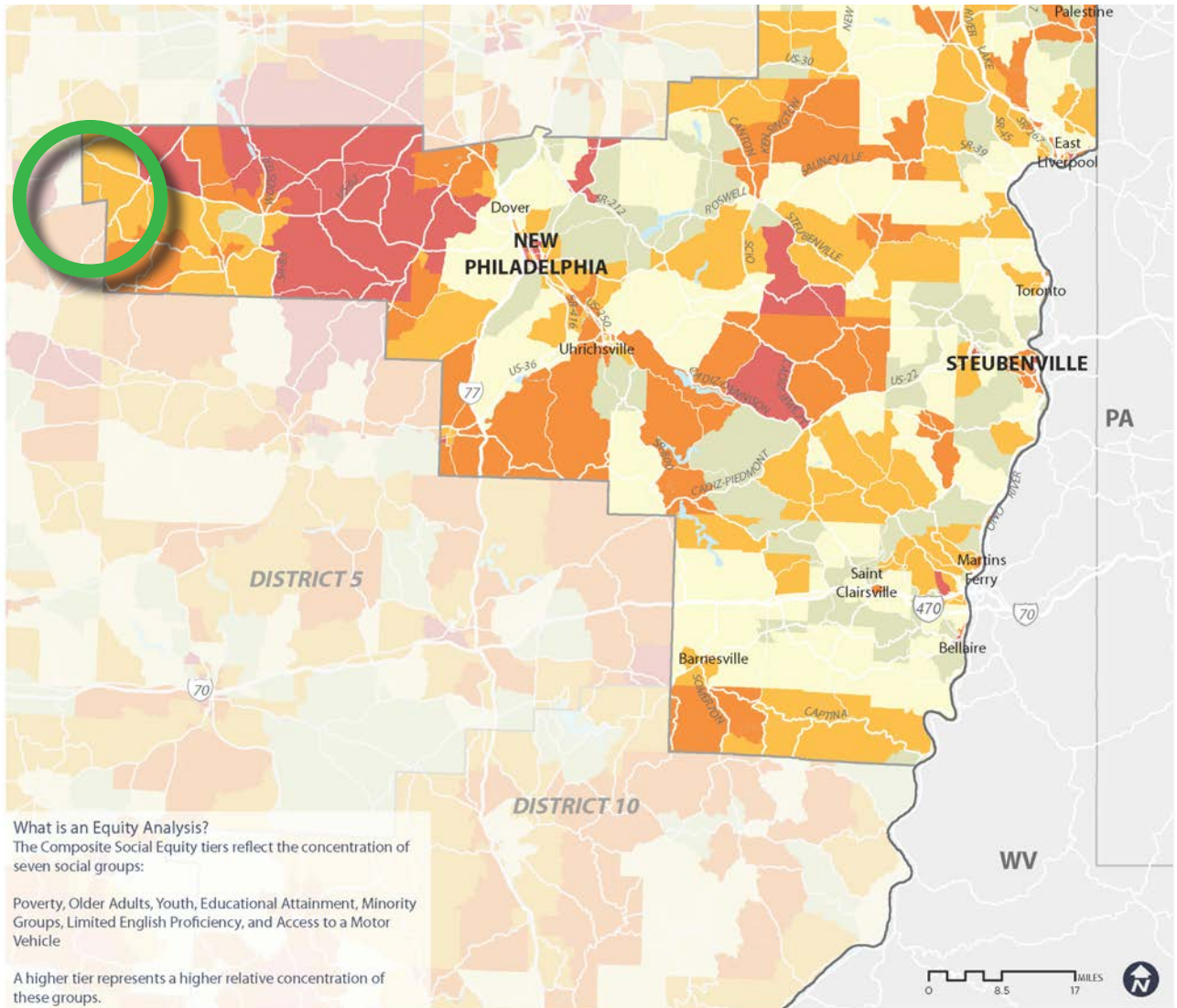


EQUITY ANALYSIS | DISTRICT 3 | COMPOSITE EQUITY SCORE

OHIO DOT STATEWIDE BIKE AND PEDESTRIAN PLAN



DRAFT July 2019
 Data provided by SDOF, Open Street Maps, and the US Census Bureau.



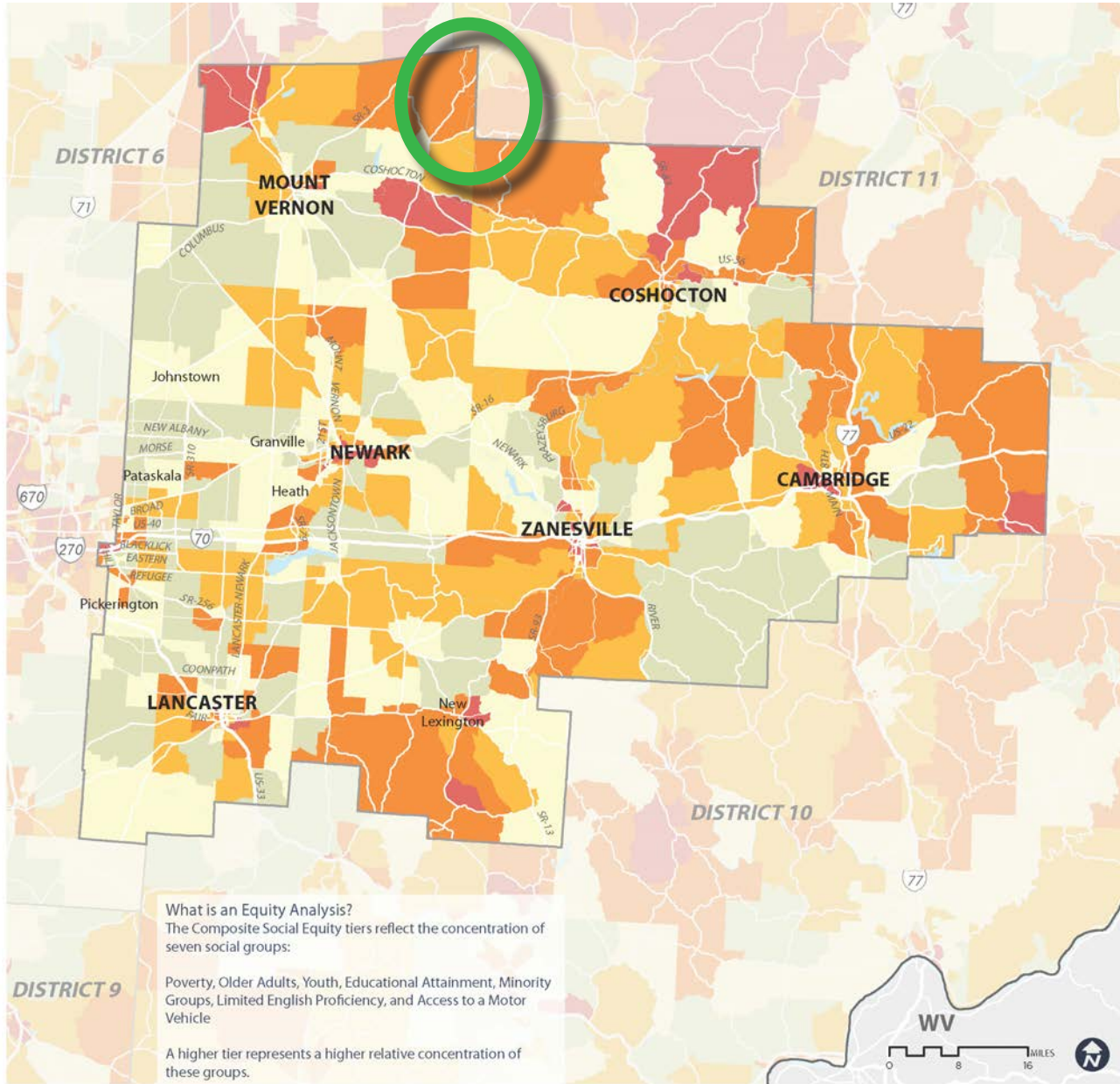
EQUITY ANALYSIS | DISTRICT 11 | COMPOSITE EQUITY SCORE

OHIO DOT STATEWIDE BIKE AND PEDESTRIAN PLAN



DRAFT July 2019

Data provided by ODOT, Open Street Map, and the US Census Bureau.



EQUITY ANALYSIS | DISTRICT 5 | COMPOSITE EQUITY SCORE

OHIO DOT STATEWIDE BIKE AND PEDESTRIAN PLAN



DRAFT July 2015
 Data provided by ODOT, Open Street Map, and the US Census Bureau

**Stimulating the Economy of Loudonville Ohio
Forum conducted by the Center for Civic Life at Ashland University
February 21, 2013**

Forum Results

Personal Stake of Participants

- People who live here and are raising a family appreciate the smallness and tightly knit fabric of the community.
- People would like Loudonville to be a healthy and growing community, keeping the advantage of smallness .
- Business owners would like more business
- Loudonville is a healthy community with many assets, such as the library
- Concerns about lack of growth and the number of homes for sale
- Need for return of industry
- Need for year-round opportunities for residents
- Want to build on strengths, such as location, and support investment opportunities in order to attract residents
- Want a healthy school system
- To retain residents, young people, and families, we need businesses and opportunities
- Need to attract more tourists and to have more tourist opportunities
- Need more places for retirement
- Environmental concerns – supports protecting the natural beauty of the area
- Want Loudonville area to be “the place to go to”: the best place to travel and the best community to reside
- Would like to ensure that current businesses continue for generations to come
- Would like tax abatements/incentives/fewer regulatory hoops for new businesses
- Would like to discourage oil/gas development, in order to protect natural environment
- Would like to see more planning for development and more acting on the plans

Option One: Increase Tourism

Actions We Might Consider	Potential Trade-offs of Action(s)
More festivals	-The Chamber already has its hands full, would need another group or more personnel -Closing Main Street for festivals hurts businesses -More money would be needed for more festivals. This would tax businesses beyond their capacity.
Bike trail along Rt. 3 should be finished and people encouraged to shop/eat in Loudonville	-Need more beautification along the way -Need more bike racks
A shuttle service from the Class A campground into town, with stops along the way. <ul style="list-style-type: none"> • Recreation opportunities • Shopping • Restaurants • Museums/OhioTheater/Grist Mill 	-Liability would be an issue -Need to make sure Loudonville is a welcoming place for groups of campers (some campgrounds don't feel welcome in town)
Provide a welcoming environment for tourists, for example a banner or a sign	-An electronic sign would not be in keeping with Loudonville's quaintness

center. One is currently being established.	
---	--

Option Three: Attract New Residents

Actions We Might Consider	Potential Trade-Offs of Action(s)
Need housing for young families, affordable and move-in ready	
Program to fix-up older homes	
Need a balance between attracting tourism and attracting businesses and industry. Focusing on only one would harm the growth that is needed.	If one became the only focus, it would upset the plans for long-term growth.
Promote vacation homes	
Educational partnerships, such as the Heartland Educational Community in Orrville https://heartlandorrrville.com/	
Need more and better (paved) parking areas downtown	This would require upfront costs
Continuing to support baskets of flowers in front of businesses downtown. MAGF could provide matching funds for this.	The costs of the plants, planters, etc. and upkeep.
New schools are needed to attract new residents	-People need to get out and vote for the levy(ies) -Requires broad support -Would raise taxes
Enhance the pool area to provide tennis courts and other recreation	Need to decrease the population of Canada geese
Need to have a building permit department in Ashland County and not have to rely on Richland County	The County Commissioners would have to approve this as an added cost

Actions We Can Agree On

Action	Who will work on this
Shuttle Service	John Stoops, Bethany Paterson, Beth Gardner
Vote for school levy and encourage others	
Coffee shop downtown	
Consider property tax abatements for new businesses	
Encourage new businesses and beautify vacant store fronts	
Expand farmers market	
Community gardens with education	
Attract green businesses	
Change code enforcement laws & policies	
Encourage new businesses	John Stoops, Jim Gardner, Steve Stricklen
Citizens help on festivals and events	Beth Gardner

Trade-Offs We Are Willing to Accept

- Pay higher cost of some initiatives
- Protect the environment/beauty that is here

	-Would require money
Increase the size of the Farmers Market to attract more tourists	
Mohican has winter sports. Need to advertise these.	
Do something about vacant storefronts	
Remove parking meters to encourage people to stay and shop/eat	This would result in a loss of \$12,000
Stores should have longer hours	Businesses need to collaborate on schedules
Reserve some parking areas for permit-only	Possible revenue for village
Improve the streetscape	This would be costly
Make Mohican State Park in to a national park. This would attract people from across the nation and increase the need for more businesses.	This would be a difficult and time-consuming process and may not be supported by all.
Everyone needs to be more open to change	
More family attractions, such as a spray park	Cost

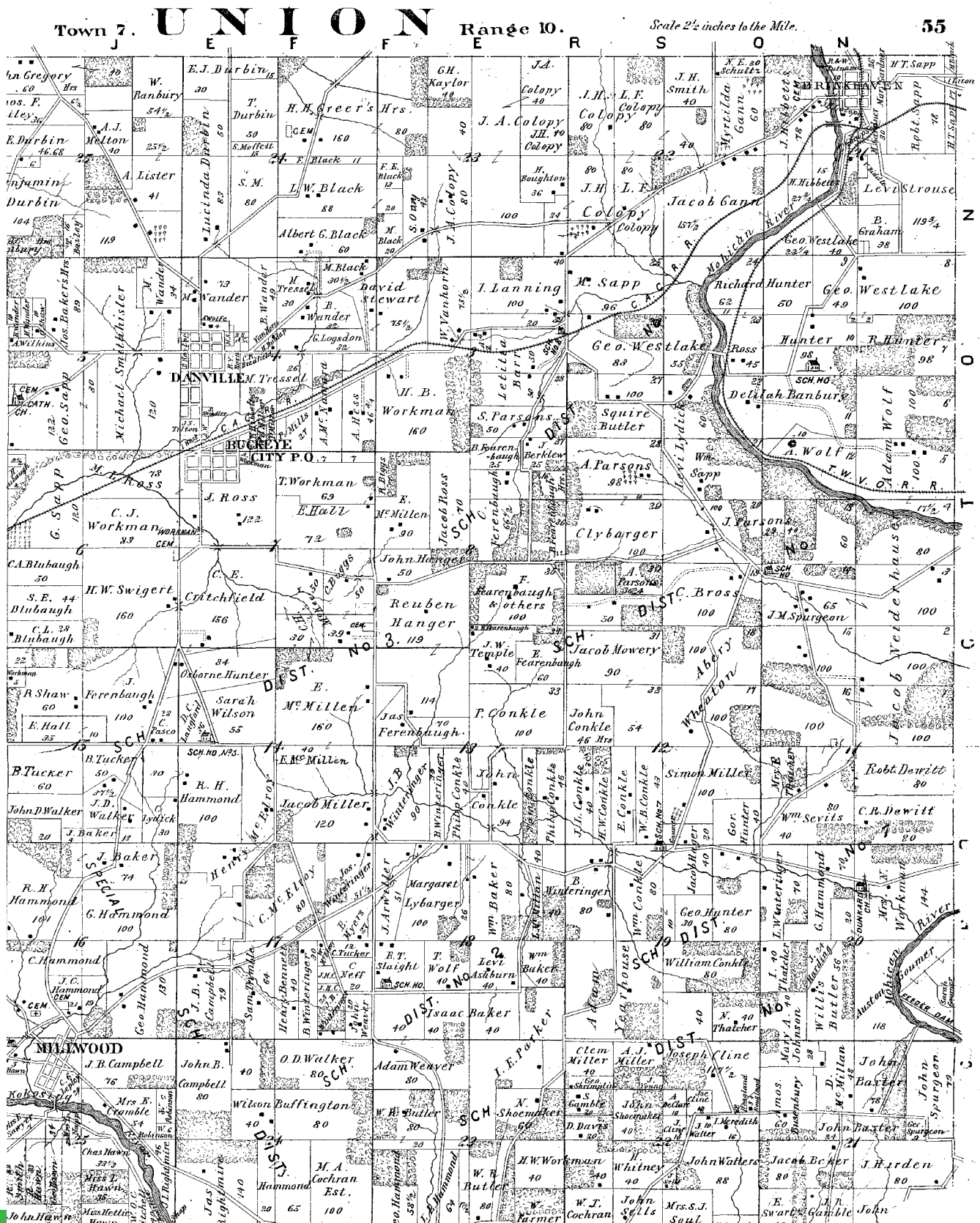
Option Two: Attract Businesses and Develop Jobs

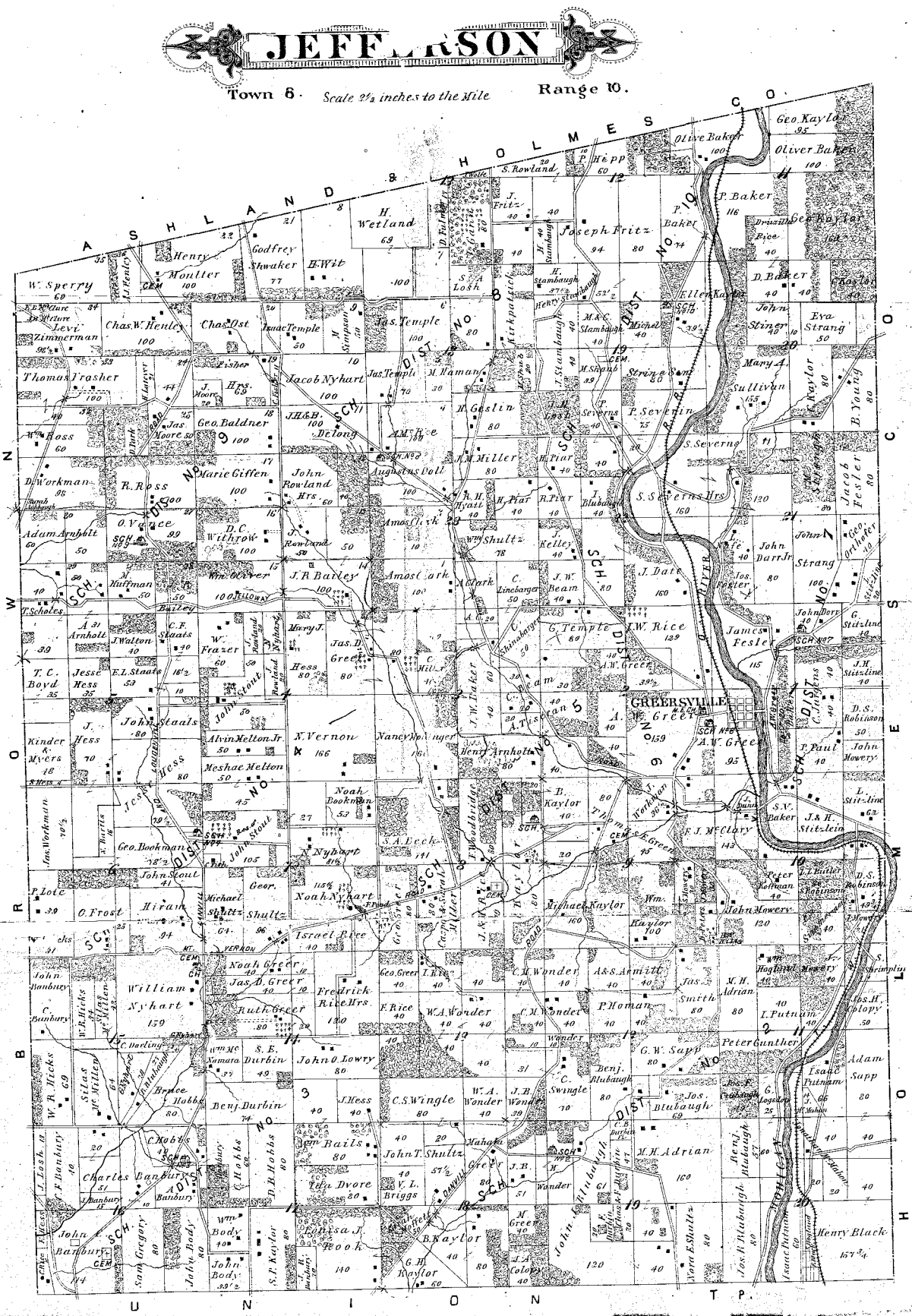
Actions We Might Consider	Potential Trade-Offs of Action(s)
Encourage gas and oil development	-May harm environment -A lot of risks compared to the potential benefits -Would be a "boom and bust" economy -Would benefit only a few business owners and landowners -No guarantees that local people would be hired.
Attract green industries. There is already an infrastructure ready to use, including empty buildings and being sited on a rail line from Chicago to the East.	-Would benefit the environment without the potential risks to the natural environment -Would build on strengths and heritage of area -Benefits to economy would be long-lasting
Coffee shop	Attracts people downtown
School facilities need to be upgraded and/or replaced	Citizens need to be willing to pay more in taxes
Need more income-paying jobs and tax-paying businesses to build the economy. <ul style="list-style-type: none"> • One idea is "grow your own," that is encouraging young citizens to start businesses • Mohican-Area Growth Foundation can provide grants for start-ups 	-Need incentives and easier start-ups for businesses. One example is starting with lower rents. -Need support, such as mentorship, from the community
Think about ways to use rents more pro-actively, for example renting a building to several businesses (such as booths) and, thus, charging lower rent. Another example is to set rent levels based on longevity, lowering rent over time.	
Follow-through on beautification projects	Cost of improvements
Have a local building and zoning department	Cost of staffing and maintaining
Coffee shop downtown, that can be a community	People need to support this business.

- Encourage groups who are already working on the Loudonville economy, e.g. grants from the Young Foundation
- Appreciate what is already here
- Residents have to decide to do business in Loudonville, if at all possible

Next Steps

- Citizens will network with existing groups
- A separate committee will work on some of these initiatives and then inform existing groups and work with them on the endeavors.



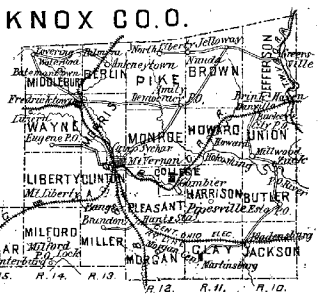
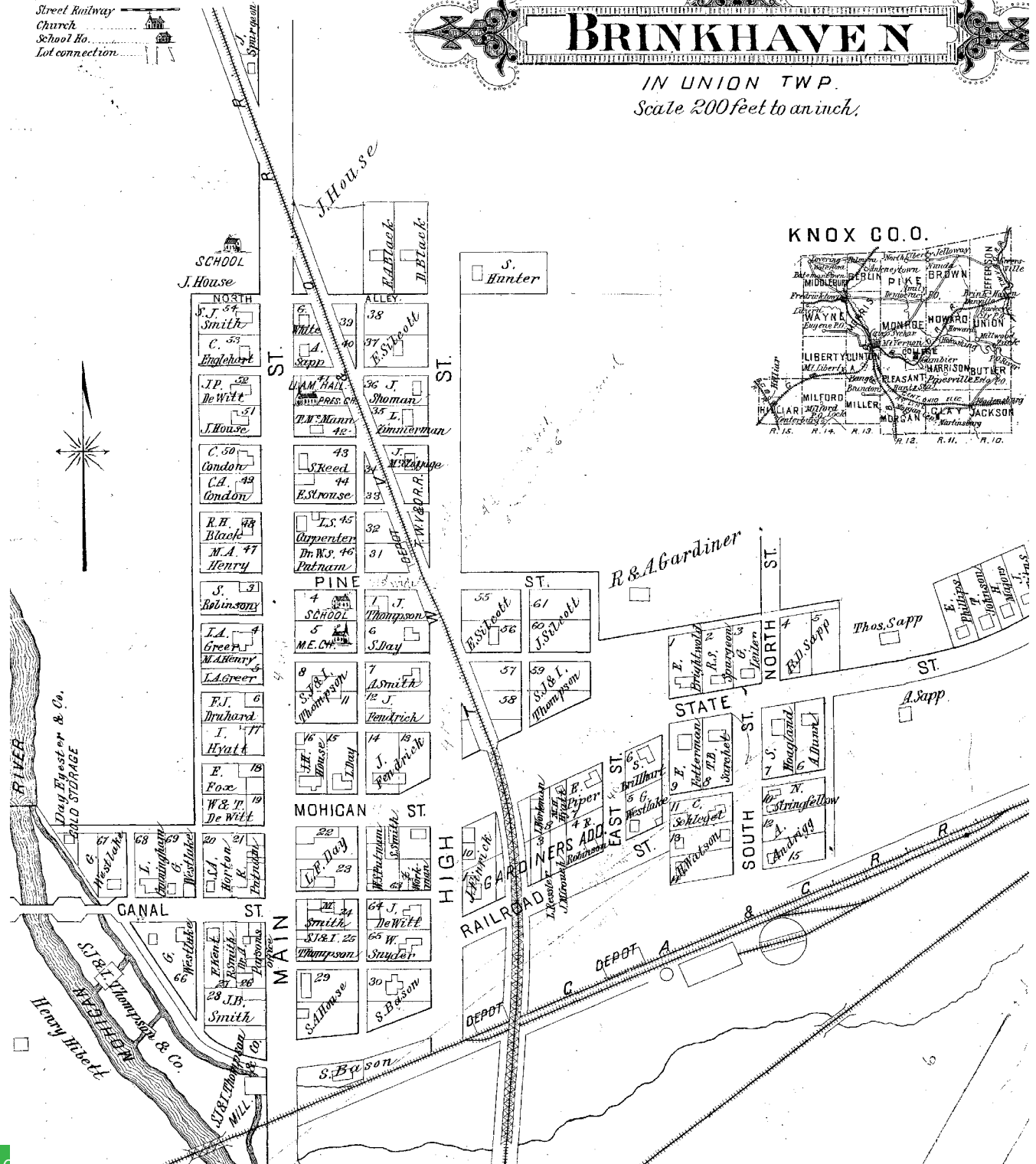


TOWN EXPLANATIONS.

- Brick building
- Frame "
- Railroad
- Street Railway
- Church
- School Ho.
- Lot connection

BRINKHAVEN

IN UNION TWP.
Scale 200 feet to an inch.



2018 2017 KNOX COUNTY TRAFFIC COUNT REPORT	
Road number & name: <u>Wally Rd #78</u>	Report #: _____
Type of count: <u>SINGLE TUBE</u>	Bridge #: _____
Time start: <u>2:00</u>	Township: <u>JEFFERSON</u>
Time end: <u>2:15</u>	
GPS location: N040.° 32.733' (40.5455509) ^{T.M.S.}	date count started: <u>8-12-19</u>
W082.° 121330' (-82.2055009)	date count ended: <u>8-19-19</u>
Comments: _____	Total Count: <u>4622</u>
	ADT: _____
	Count by: <u>Cline</u>

400 FT EAST OF BRUCE HOUSE ON WALLY RD.
(21940 WALLY RD)

@ SIGN POST



A

WALLY RD.
TOTAL COUNT: 4622
DAYS: 7
ADT: 660

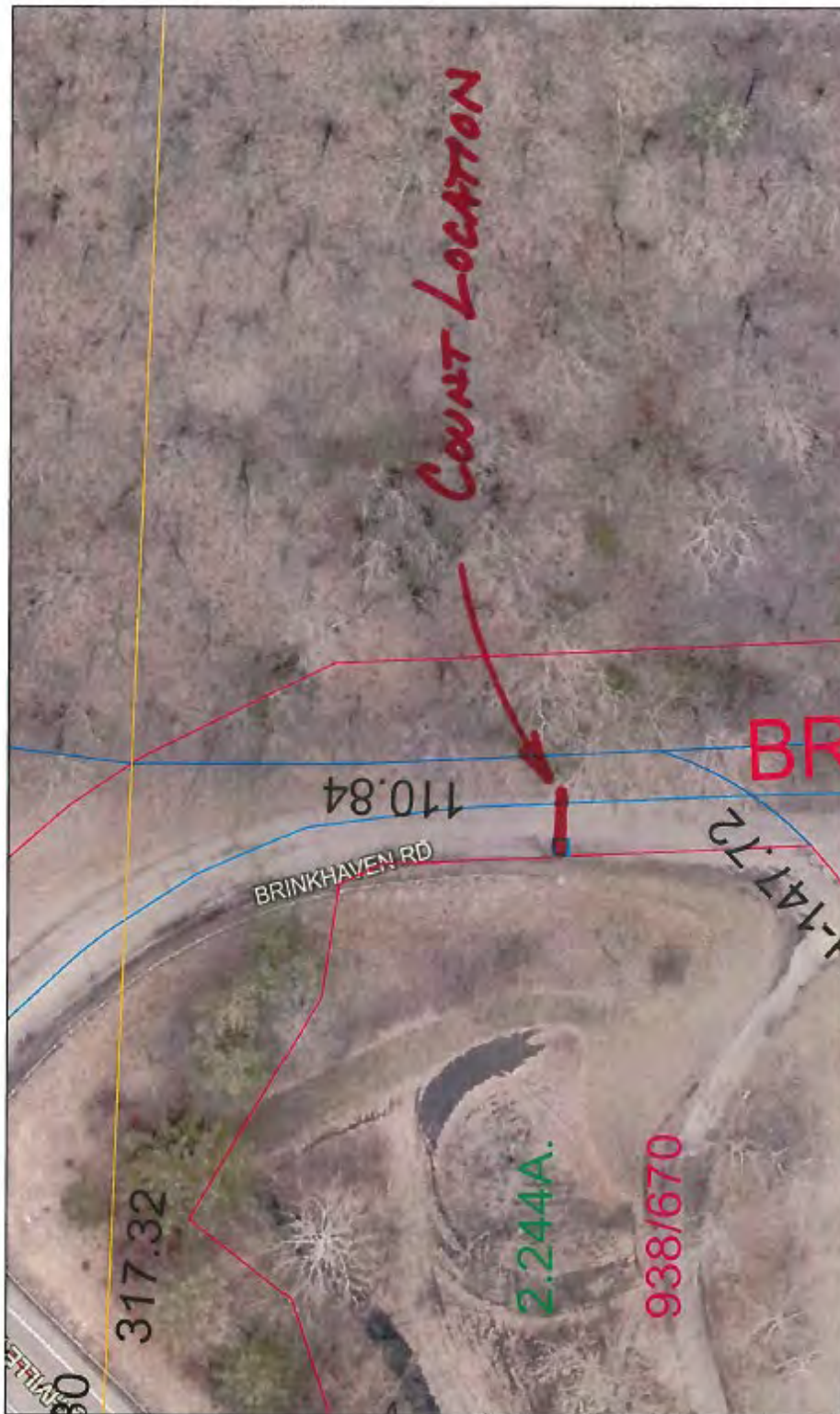
August 26, 2019

© Kenneth 2017 Knox County, Ohio and Bruce Harris and Associates

2018 2019		KNOX COUNTY TRAFFIC COUNT REPORT	
Road number & name : <u>BRINKHAVEN RD #71</u>		Report # :	
Type of count : <u>SINGLE TUBE</u>		Bridge # :	
Time start : <u>1:40</u>		Township : <u>JEFFERSON</u>	
Time end : <u>2:00</u>			
GPS location : <u>N040. 31.352' (10.522570) TONS</u>		date count started : <u>8-12-19</u>	
<u>W082. 11.711' (82.195183) 4935</u>		date count ended : <u>8-19-19</u>	
Comments :		Total	
		Count :	<u>394</u>
		ADI :	
		Count by :	<u>Cline</u>

ON BRINKHAVEN RD ~~OF~~ SOUTH OF ~~SR514~~ SR514 300 FT

@ LAST GUARDRAIL POST



AN

BRINKHAVEN RD.
TOTAL COUNT : 394
DAYS: 7
ADT: 56

August 26, 2019

Holmes County Highway Department

7191 State Route 39, PO Box 29
Millersburg, OH 44654

Holmes County Road 23
SLM 0.60

Site Code: CR 23
Station ID: 0.60

Latitude: 0' 0.0000 Undefined

Start Time	12-Aug-19		Tue		Wed		Thu		Fri		Sat		Sun	
	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A
12:00 AM	*	*	0	1	0	0	0	0	0	0	0	5	1	3
01:00	*	*	0	0	0	0	0	0	0	0	0	3	2	1
02:00	*	*	0	0	1	0	0	0	0	0	0	1	0	0
03:00	*	*	0	0	0	0	0	0	0	0	0	0	0	0
04:00	*	*	2	1	0	0	0	1	0	2	0	0	1	0
05:00	*	*	2	2	3	0	2	1	1	1	1	1	1	2
06:00	*	*	1	1	3	0	0	0	0	1	0	0	5	4
07:00	*	*	1	1	2	0	0	4	3	3	2	12	14	5
08:00	*	*	1	3	16	4	4	4	9	7	8	16	19	66
09:00	*	*	10	7	18	4	9	5	13	17	12	8	54	124
10:00	*	*	6	13	14	4	15	12	28	27	16	14	71	27
11:00	*	*	7	3	17	11	16	21	22	16	16	108	78	132
12:00 PM	18	30	7	6	11	12	21	15	36	22	19	77	87	84
01:00	13	25	13	15	18	13	18	13	61	25	25	66	68	39
02:00	15	40	9	14	14	11	30	19	54	28	24	73	40	26
03:00	13	10	7	7	15	8	30	13	72	29	27	66	48	36
04:00	17	12	7	7	22	8	23	14	71	34	28	57	38	39
05:00	11	14	4	12	9	16	15	9	65	35	21	66	55	15
06:00	11	11	6	4	16	9	19	13	83	31	27	83	50	17
07:00	13	6	9	2	10	11	16	9	90	34	28	42	49	8
08:00	8	5	6	0	12	15	25	8	62	19	23	28	33	8
09:00	6	9	9	0	3	2	9	3	34	13	12	18	27	5
10:00	2	1	1	1	4	1	6	5	14	7	5	3	10	2
11:00	3	0	1	0	4	1	2	0	10	6	4	6	10	0
Total	130	163	109	99	212	130	260	171	729	368	300	847	763	343
Day	293		208		342		431		1097		493	1610	1168	825
AM Peak	-	-	08:00	10:00	09:00	11:00	11:00	11:00	10:00	10:00	10:00	11:00	11:00	11:00
Vol.	18	40	13	15	22	16	30	19	90	35	28	83	87	56
PW Peak	12:00	14:00	13:00	13:00	16:00	17:00	14:00	14:00	19:00	17:00	16:00	18:00	12:00	12:00
Vol.	18	40	13	15	22	16	30	19	90	35	28	83	87	56

Holmes County Highway Department

7191 State Route 39, PO Box 29
Millersburg, OH 44654

Holmes County Road 23
SLM 0.60

Site Code: CR 23
Station ID: 0.60

Latitude: 0' 0.0000 Undefined

Start Time	19-Aug-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0
05:00	1	1	1	0	3	0	3	0	5	0	3	0	2	0	0	2
06:00	0	1	1	0	1	0	2	0	3	0	1	1	5	1	0	0
07:00	7	0	0	0	4	0	0	0	7	0	4	0	12	13	3	16
08:00	15	0	5	2	9	0	6	0	19	0	11	0	17	18	10	39
09:00	14	0	4	9	19	0	16	0	17	0	14	2	25	31	15	61
10:00	27	0	11	9	20	1	25	0	31	0	23	2	40	37	15	97
11:00	29	0	17	11	21	0	18	0	44	0	26	2	63	72	36	98
12:00 PM	33	1	24	16	17	0	17	0	49	4	28	4	74	71	28	82
01:00	22	7	14	8	14	0	8	0	47	0	21	6	55	56	28	59
02:00	13	12	6	8	19	0	23	0	48	18	22	8	65	47	32	41
03:00	11	11	10	9	22	0	21	2	42	22	21	9	58	32	34	37
04:00	10	7	14	11	24	0	22	7	63	22	27	9	56	41	13	48
05:00	16	10	14	17	18	0	23	2	58	32	26	12	58	48	21	16
06:00	8	9	17	5	14	0	19	4	82	16	28	7	63	35	15	19
07:00	3	5	15	0	10	1	10	8	75	22	23	6	37	36	10	8
08:00	4	4	3	0	13	0	8	3	37	23	13	6	23	36	5	11
09:00	2	2	7	0	3	0	15	3	32	9	12	3	10	11	3	3
10:00	0	0	1	0	4	0	2	2	18	5	5	1	8	9	0	0
11:00	1	0	1	1	3	0	3	0	8	7	3	1	3	5	0	1
Total	217	70	164	111	241	2	247	31	686	196	312	80	676	600	270	640
Day	287		275		243		278		882		392		1276		910	
AM Peak	11:00	05:00	11:00	11:00	10:00	10:00	10:00	-	11:00	-	11:00	09:00	11:00	11:00	11:00	11:00
Vol.	29	1	17	11	21	1	25	-	44	-	26	2	63	72	36	98
PM Peak	12:00	14:00	12:00	17:00	16:00	19:00	14:00	19:00	18:00	17:00	12:00	17:00	12:00	12:00	15:00	12:00
Vol.	33	12	24	17	24	1	23	8	82	32	28	12	74	71	34	82

Holmes County Highway Department

7191 State Route 39, PO Box 29
Millersburg, OH 44654

Holmes County Road 23

SLM 0.60

Site Code: CR 23
Station ID: 0.60

Latitude: 0' 0.0000 Undefined

Start Time	26-Aug-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A	A to B	B to A
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0
06:00	1	2	0	2	0	1	0	0	0	0	2	1	0	0	0	0
07:00	1	1	2	1	0	1	0	0	0	0	2	1	0	0	0	0
08:00	4	7	1	3	0	1	0	0	0	0	2	1	0	0	0	0
09:00	8	9	6	3	0	0	0	0	0	0	7	6	0	0	0	0
10:00	11	18	0	0	0	0	0	0	0	0	6	9	0	0	0	0
11:00	4	11	0	0	0	0	0	0	0	0	2	6	0	0	0	0
12:00 PM	26	15	0	0	0	0	0	0	0	0	26	15	0	0	0	0
01:00	12	12	0	0	0	0	0	0	0	0	12	12	0	0	0	0
02:00	8	2	0	0	0	0	0	0	0	0	8	2	0	0	0	0
03:00	8	9	0	0	0	0	0	0	0	0	8	9	0	0	0	0
04:00	10	5	0	0	0	0	0	0	0	0	10	5	0	0	0	0
05:00	9	8	0	0	0	0	0	0	0	0	9	8	0	0	0	0
06:00	6	7	0	0	0	0	0	0	0	0	6	7	0	0	0	0
07:00	1	5	0	0	0	0	0	0	0	0	1	5	0	0	0	0
08:00	6	2	0	0	0	0	0	0	0	0	6	2	0	0	0	0
09:00	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0
10:00	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
11:00	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
Total	121	117	10	9	0	0	0	0	0	0	111	97	0	0	0	0
Day	238	19	19	0	0	0	0	0	0	0	208	0	0	0	0	0
AM Peak	10:00	10:00	09:00	08:00	-	-	-	-	-	-	09:00	10:00	-	-	-	-
Vol.	11	18	6	3	-	-	-	-	-	-	7	9	-	-	-	-
PM Peak	12:00	12:00	-	-	-	-	-	-	-	-	12:00	12:00	-	-	-	-
Vol.	26	15	-	-	-	-	-	-	-	-	26	15	-	-	-	-
Comb. Total	818	502	585	709	1979	2886	2078	1093	2886	2078	1093	2886	2078	1093	2886	2078
ADT	ADT 708	ADT 708	ADT 708	ADT 708	ADT 708	ADT 708	ADT 708	ADT 708	ADT 708	ADT 708	ADT 708	ADT 708	ADT 708	ADT 708	ADT 708	ADT 708

Ohio Scenic Rivers Program Generalized Greenway Trail Conditions for the Mohican State Scenic River

The Scenic Rivers Program has reviewed the Mohican Greenway Corridor Plan, which would extend a multi-modal trail from Loudonville, Ashland County, to Brinkhaven, Knox County. Before any final routes are chosen, we would like to make the following recommendations in an effort to minimize potential negative impacts associated with this project to the Mohican State Scenic River and its tributaries. Conditions related to best management practices should be incorporated into the general notes of the project plan set, implemented before earthwork commences and adhered to for the duration of the project.

1. Project Design

- A. **Trail Location.** Location is critical when siting recreational trails in river corridors. Trails should not be located on outside bends of rivers or in areas where there are signs of riverbank erosion, channel migration or channel instability. Siting trails in such areas can lead to bank erosion threatening the structural integrity of the trail or the river undercutting the trail. These problems can result in the need for costly trail realignments or bank stabilization projects as well as creating potential safety hazards for trail users. Please give the utmost consideration to these issues when determining the alignment for Mohican Greenway Trail.
- B. **Trail Design.** Trails should be designed to limit impacts from stormwater runoff, erosion and sedimentation. Natural drainage patterns of the Mohican State Scenic River and its tributaries should not be disrupted. Stormwater treatment should mimic natural hydrology to greatest extent possible by limiting the generation of stormwater and maximizing its infiltration through (for example) allowing runoff to sheet flow to natural areas or using retention bmp's such as bioswales or bioretention.
- C. **Stream Crossings.** Crossings of environmentally sensitive areas such as the Mohican State Scenic River, tributaries, ravines and wetlands should be kept to a minimum. For river and tributary crossings, no in-stream structural components should be permitted. All piers and abutments should be placed above the normal high water mark of the stream bank and should be placed as far back from the top of the bank as possible. Columnar piers will be preferred over flat faced piers. Bridge approaches should be elevated on columnar piers so as to limit the placement of fill for embankments within the one-hundred year floodplain thus minimizing the restriction of flood flows. Every attempt should be made to expand the structural opening to accommodate the one-hundred year flood flow.
- D. **Grading.** Trails should be built at grade within the 100 year floodplain, not built up on embankments. This limits the placement of fill material within the 100 year flood plain and possible modifications to the natural 100 year flood flow regimes.
- E. **Stream Setbacks.** Trails should be set back a minimum of 120 feet from the Mohican State Scenic River, and areas between the trail and the river should be maintained as a natural riparian forest buffer. This provides for the minimum riparian forest buffer depth necessary to protect the stream ecology and water quality. It also reduces the risk of stream bank erosion undermining and threatening the structural integrity of the trail.

2. Best Management Practices

- A. **Erosion Controls:** A sediment and erosion control plan should be developed for the site and implemented before earthwork commences. Particular attention should be given to any drainage ways, ditches and streams that could convey sediment laden water directly to state scenic rivers. Properly installed (framed and entrenched) sediment fence should be utilized around the work site perimeter and storm water inlets. Appropriately designed rock-check dams and other erosion controls should be utilized in ditches and drainage ways. All controls should be properly maintained until final site stabilization is achieved. All sediment and erosion controls should be removed upon stabilization of the project area with vegetation. Straw bales should not be permitted as a form of erosion control. All denuded areas, including ditches, culverts and river/stream banks should be permanently seeded and mulched (or fiber mat) immediately upon completion of earthwork or temporarily seeded and mulched (or fiber mat) within 7 days if the area is to remain idle for more than 30 days. Access roads constructed on slopes should be graveled to prevent erosion from surface runoff.
- B. **Storage of Fuels, Petrochemicals and Equipment:** Idle equipment, petrochemicals and toxic/hazardous materials should not be stored in the floodplain or near any drainage ways, ditches or streams that could convey such materials to the Mohican State Scenic River or its tributaries. Petrochemicals and toxic/hazardous materials should not be discharged into the Mohican State Scenic River, its floodplain, tributaries or ditches. Refueling of equipment should not occur in the floodplain or near any tributary drainage ways, ditches or streams.
- C. **Spill Prevention:** The permittee should develop a Spill Prevention Countermeasure and Contingency Plan (SPCC) in the event of a spill or break in an equipment hydraulic line which may discharge into waters of the state. All spills must be reported to the Ohio Spill Line (1-800-282-9378) in accordance with OAC 3750.06.
- D. **Material Disposal:** Any and all construction debris, earthen debris, excess asphalt or concrete, wood debris from clearing, excess fill material, material excavated from the river bottom and trash should be disposed of at an approved upland site or land fill above 100 year flood elevations. Disposal of any such material in wetlands, floodplains, or within 1000 feet of the Mohican State Scenic River is prohibited.
- E. **De-Watering:** No wastewater of any kind should be directly discharged into the Mohican State Scenic River, its floodplain, tributaries or ditches. If dewatering is necessary to facilitate in-stream work or pier construction, all wastewater should be pumped onto a vegetated area a sufficient distance from the river to allow for complete infiltration. All stormwater drainage should be directed onto a vegetated area to allow for complete infiltration. If discharge to a vegetated area is not feasible, then wastewater should be discharged into a sediment filter bag or into a temporary detention/retention pond with sufficient retention time to permit for the settling of all suspended solids.
- F. **Clearing and Grubbing:** All streambank vegetation should be left undisturbed to the maximum extent possible. Where clearing must occur, trees should be cleared but root systems should be left in place when possible to limit soil disturbance. Areas where vegetation is removed should be revegetated with native tree species. Any disturbed streambanks should be returned to previously existing contours and elevations. A native tree species list can be provided by Heather Doherty, Assistant Regional Scenic River

Manager. Trees should be 3-5 gallon containerized nursery stock. After a full growing season for the trees, any stakes and guide wires should be removed and properly disposed of. Any trees that die during the first growing season should be replaced. Cutting or clearing of any riparian vegetation within 1000 feet of state scenic rivers beyond the existing right-of-way should be prohibited, however vertical trimming is permitted where necessary. Care should be taken to not girdle or scuff tree trunks or damage any standing trees.

- G. **Painting and Sand/Water Blasting:** If painting, sand or water blasting an existing structure is necessary then appropriate aprons should be utilized to provide for complete containment of all paint debris particles and other debris. Appropriate aprons should be utilized to provide for complete containment of all paint and/or sealant over-spray. Any such debris should be removed immediately from 1000 feet of the Mohican State Scenic River and disposed of at an approved upland site above 100 year flood elevations. Disposal in wetlands, floodplains or within 1000 feet of state scenic rivers is prohibited.
3. **Notification:** Heather Doherty, Assistant Regional Scenic River Manger, should be invited to a pre-construction meeting with the contractor present and be notified of the project start date one week prior to the commencement of work. Periodic inspections of the project should take place to ensure scenic river requirements are being met. Ms. Doherty should also be contacted one week prior to completion of the project to conduct a final site inspection. The final site inspection should be scheduled while the contractor is present to ensure that final site stabilization has been achieved.

Scenic river conditions should be included in the final project plan set and must be made available to all construction personnel throughout the duration of the project. This should ensure that the contractors understand scenic river requirements.

4. **Scenic River Signage:** Signs announcing the Mohican State Scenic River should be provided and installed at both approaches of new or modified bridges. A sign stating bridge name and road name/number should be installed on the upstream side of the new bridge.
5. **Mitigation of Stream Impacts:** In addition to the preceding best management practices outlined above, additional mitigation may be required to offset the negative impact to the Mohican State Scenic River and its tributaries caused during the greenway project. Any mitigation required under Section 401 and 404 of the Clean Water Act for scenic river stream crossings should be implemented as protection or restoration projects within the associated watershed, preferably directly on the designated scenic river sections. This will help to ensure the long term protection of these sensitive, high quality river systems. Ms. Doherty may be able to assist with the identification and implementation of local mitigation projects.



Steering Committee #1 Meeting Minutes

About the meeting:

Subject: Mohican Greenway Corridor Study - Steering Meeting #1
Date: August 15, 2019 **Time:** 2:00 - 4:00PM
Location: Knox County Memorial Theater Building, 112 E. High St. Mt. Vernon, OH 43050

Desired outcomes/objectives:

To collaborate project overview, objectives, vision, project process, etc, & to go over next steps & schedule.

Meeting leader or facilitator:

Name: Matt Hils, OHM.

Attendees: See attached Sign-In Sheet

Notes / Comments:

- Welcome by Matt Hils
- Project Overview
 - Introductions
 - Background
 - Chris Holmes, BUILD grant
 - Objectives
 - Improve quality of life for residents, business owners, and visitors.
 - Pedestrian and cyclist safety
 - Parking
 - Float access
 - Increase visitors
 - Protect and enhance the environment
 - Internet infrastructure
 - Other infrastructure
 - Celebrate History and culture
 - Economic boost
 - Vision
 - The Mohican Greenway Experience: Brand
 - Elevate the Mohican Scenic River Valley
 - Who is involved?
 - County Engineers
 - Steering Committee
 - Stakeholders
- Project process
 - Assess
 - Understand
 - Engage
 - Develop
 - Finalize
- Existing conditions

Mohican Greenway Corridor Project
Steering Committee Meeting #1 (8/15/2019)
Page 2 of 3



- “Walk.Bike.Ohio”
- Trail network
- Water trails
- Mohican Scenic River Valley
- Wally Road Scenic Byway
- Study area
- Site reconnaissance - 360 photo
- Ownership
- Grades
- Opportunities and Challenges
 - Configuration options / Facility types
 - Graphics
 - Summary spreadsheet
 - Potential alignments
 - Map markup
 - WHAT’S YOUR VISION?
 - Knox County Park manages 10 of the local water access (Mohican and Kokosing Rivers), including the 2 access points on the south end of the project site.
 - Brinkhaven used to have auctions. Current plan is to implement improvements into Brinkhaven Park (next to river / bridge of dreams).
- Engagement
 - Website: Map, News, Comments, Survey
 - Online survey to be ‘live’ for approximately 1 month.
 - Public meetings: in-person and Facebook Live
 - One of the public meetings will be broadcasted Facebook Live to push engagement out.
 - Get the word out!
 - Website
 - Email and social media
 - Postcards
- Next Steps / Schedule
 - Public Meetings
 - SCM2
 - Sales Toolkit
 - Fundraising
 - Corridor Plan
 - Send multimodal plan (USDOT) / reference guide to 3 county engineers.
 - Look for broader ‘planned’ trails.
 - Knox county sections of Mohican Trail will be on national Rails to Trails designation.
 - Identify all assets (local destinations) on proposed plans:
 - Existing parks (State park).
 - Campgrounds.
 - Retail.
 - Tourist destination (tree frog zip line for example).
 - River access points.
 - Informational kiosks.
 - Iconic views / elements (bridge of dreams).
- Rest of project timeline

Attachments to these minutes:

- **Sign in sheet**
- **Commend cards**
- **Proposed Stakeholders**
- **PowerPoint presentation (available electronically)**
- **Exhibit board, with public comments (available electronically)**

Mohican Greenway Corridor Plan
STEERING COMMITTEE MEETING #1
 8/15/2019

PLEASE SIGN IN.



Entity	Name	Title	Email	Phone	SIGNATURE
1 Ashland County Board of Commissioners	Michael Welch	Commissioner	mwelch@ashlandcounty.org	419-282-4266	
2 Ashland County Engineer's Office	Ed Meixner	County Engineer	emeixner@ashlandcounty.org	419-282-4281	<i>Ed Meixner</i>
3 Ashland County Parks and Recreation	Bob Desanto	Commissioner	swiftsward@hotmail.com	419-554-1758	
4 Holmes County Board of Commissioners	Ron Ault <i>RAYECKER</i>	Commissioner	raul@co.holmes.oh.us Rayler@co.holmes.oh.us	330-466-0349	
5 Holmes County Engineer's Office	Christopher Young	County Engineer	cyoung@holmesengineer.org	330-674-1856	<i>Chris Young</i>
6 Holmes County Parks and Recreation	Jennifer Halverson	President	hcparks@bembartmail.com	333-674-3353	<i>Jennifer Halverson</i>
7 Knox County Board of Commissioners	Bill Pursel	Commissioner	billpursel@co.knox.oh.us	(740) 393-6700	<i>Bill Pursel</i>
8 Knox County Engineer's Office	Cameron Keaton	County Engineer	cameronkeaton@co.knox.oh.us	740-397-1590	<i>Cameron Keaton</i>
9 Knox County Parks and Recreation	Lori Totman	Director	lortotman@co.knox.oh.us	740-392-7275	<i>Lori Totman</i>
10 MORPC (Mid-Ohio Regional Planning Commission) - Knox County	TBD <i>MELINDA VOLSTEIN</i>	<i>CENTRAL OHIO GREENWAY COORDINATOR</i>	mvolstei@morpc.org		<i>Melinda Volstein</i>
11 OHM Advisors (Consultant)	Matt Hills	Project Manager	Matt.Hills@ohm-advisors.com	216-348-2837	<i>Matt Hills</i>
12 OHM Advisors (Consultant)	Jeremy Hinte	Landscape Architect	Jeremy.hinte@ohm-advisors.com	216-865-1337	<i>Jeremy Hinte</i>
13 OMEGA (Ohio Mid-Eastern Governments Association) - Holmes County	Kevin Buetner	Transportation Planner	kevinb@omegadistrict.org	740-439-4471	<i>Kevin Buetner</i>
14 Smith's Pleasant Valley Campground	Amy J Smith	Owner	amyjsmith08@gmail.com	419-651-3961	<i>Amy J Smith</i>
15 Village of Loudonville	Tom Young	Councilman	tom@hhcustomhomes.com	330-473-0935	<i>Tom Young</i>

Mohican Greenway Corridor Plan		
PROPOSED STAKEHOLDERS		
8/15/2019		
Holmes County Soil and Water Conservation	Michelle Woods	mwood@co.holmes.oh.us
Holmes County Economic Development Council President	Mark Leininger	mleininger@hcedc.com
Holmes County Planning	Arnie Oliver	aoliver@co.holmes.oh.us
Holmes County Chamber CVB	Shasta Mast	shasta@holmescountychamber.com
Holmes County GIS Governance	Erik Parker	evparker@co.holmes.oh.us
Holmes County Commissioner President	Joe Miller	jmiller@co.holmes.oh.us
Holmes County Engineer	Mellisa Troyer	mjtroyer@holmesengineer.org
Holmes County Engineer	Josh Galbraith	jngalbraith@holmesengineer.org
Holmes County Commissioner	RAY EXLER	reyler@co.holmes.oh.us
" " "	ROB ADLT	radlt@co.holmes.oh.us
State Byways Coordinator	Tom Barrett	tom.barrett@dot.ohio.gov
Scenic River	Heather Doherty	heather.doherty@dnr.state.oh.us
ODOT	Hillary Isebrands	hillary.isebrands@dot.gov
ODOT	Greg Gurney	greg.gurney@dot.ohio.gov
ODNR - Trails in Ohio	Tom Arbeau	
Ohio Mid-Eastern Governments Association	Jeannette Wierzbicki	jeannette@omegadistrict.org
Ashland County Commissioner President	Jim Justice	jjustice@ashlandcounty.org
Ashland County Commissioner VP/Economic Development President	Michael Welch	mwelch@ashlandcounty.org
Ashland County Parks and Rec	Bob Desanto	swiftsword@hotmail.com
Ashland County Planning Department?	Director	
Loudonville CVB Director	Laura Weirick	director@discolemohican.com
Great Lakes Community	Pam Ewing	psewing@glcap.org
Muskingum Watershed Conservancy District	Nick Lautzenhesier	nlautzenhesier@mwcd.org
Tuscarawas County		lengler@co.tuscarawas.oh.us
Wally Road & Friends of Mohican	Gretchen Ruth	gretchenconrad5871@gmail.com
Wally Road Scenic Bureau	Bill Conrad	bbconrad@bright.net
Friends of the Mohican	Jean Sikora	jeansikora@yahoo.com
River Run Campground/Canoe Livery	Rick Osborne	rvruncamp@aol.com
Mohican Adventures	Patty Shannon	info@mohicanadventures.com
Mohican Wilderness	Jenny Guthrie	mohicanwilderness@wildblue.net
Knox County Resident	Douglas McClarnan	douglasmclarnan@embarqmail.com
Loudonville Resident	Dee Hinkle	deesells4u@aol.com
Holmes/Wayne Daily Record News	Linda Hall	lhall@the-daily-record.com
Holmes/Wayne Daily Record News	Kevin Lynch	klynch@the-daily-record.com
Holmes/Wayne Daily Record News	Emily Morgan	emorgan@the-daily-record.com
Knox County News	Larry Giovanni	Jamie Holland
Knox County News	Katie Ellington	jamie@mountvernonnews.com
Knox County News	John Wareham	katie@mountvernonnews.com
Ashland TG News	Dylan Sams	john.wareham@mountvernonnews.com
Ashland TG News	Jessica Speweike	dsams@times-gazette.com
Ashland TG News	Trv Oslin	jspeweike@t+A39.C64mes-gazette.com
JOSHUA MORELAND - MAYOR - BRINKHAVEN	JOSHUA MORELAND	eastern-mule@yahoo.com
JEN Halverson - Holmes Co. Park District		
Ashland Co. Park District		
CENTRAL OHIO GREENWAYS BOARD		

Comment Card

What are your top 3 ^{OPPORTUNITIES} challenges?

1. FUTURE COUNTY PARK - PUBLIC FACILITIES
2. UNIQUE GLASSED WALK/TRAIL WAY
3. INTERNET / SANITARY SEWER OPP.

* NEED LIGHTING ALONG WHOLE CORRIDOR

What are your top 3 challenges?

1. STEEP BANK PROSION @ GLASS WALK/TRAIL
2. STEEP BANKS / ROCK SIDES
3. FUNDING

Comment Card

What are your top 3 ^{OPPORTUNITIES} challenges?

1. Grants
2. Time Limit
- 3.

What are your top 3 challenges? **SCM #1**

1. Parking
2. Cell Phone Service
3. Speed Control

Comment Card

What are your top 3 ^{OPPORTUNITIES} challenges?

1. TOURISM
2. ~~HEALTH~~ HEALTH
- 3.

What are your top 3 challenges?

1. Finish project
- 2.
- 3.

Comment Card

What are your top 3 ^{OPPORTUNITIES} challenges?

1. Tourism
2. Economic - business
3. Improved way of Life

What are your top 3 challenges?

1. Cost
2. Topography
3. Public Acceptance

Comment Card

What are your top 3 ^{OPPORTUNITIES} challenges?

1. Infrastructure expansion
2. Ecotourism industry growth
- 3.

What are your top 3 challenges?

1. Topography
2. Funding
- 3.

Comment Card

What are your top 3 ^{OPPORTUNITY} challenges?

1. MORE VISITORS TO LOUDONVILLE
2. EXTRA EVENTS - BIKE RACES ETC
- 3.

What are your top 3 challenges?

1. SHARED ROADS
2. ROAD SPEED
- 3.

Comment Card

What is your vision for the Mohican Greenway?

Opportunities to connect
Central & Eastern Ohio to
larger trail systems and
keep tourists through the
whole trail.

Comment Card

What is your vision for the Mohican Greenway?

A CORRIDOR THAT PRESERVES
THE LOCAL BEAUTY & LOCAL FEEL
BUT ALSO PROVIDES A
DESTINATION FOR VISITORS
WHICH BE RECOGNIZED ACROSS
OHIO & U.S.

Comment Card

What is your vision for the Mohican Greenway?

TO SEE A PATH CONNECTING
LOPONVILLE

Comment Card

What is your vision for the Mohican Greenway?

To create a multi-modal travel
way that gets traffic off of
Nally Road and allows for safe
transportation of users.

8-15-19

Comment Card

What are your top 3 ^{OPPORTUNITIES} challenges?

1. FAMILIES ENJOYING OUTDOORS
2. CONNECTIVITY
3. ECONOMIC GROWTH

What are your top 3 challenges?

1. GETTING SUPPORT
2. GETTING IT FUNDRAISED
3. GETTING IT BUILT



Steering Committee #2 Meeting Minutes

About the meeting:

Subject: Mohican Greenway Corridor Study - Steering Meeting #2
Date: August 18, 2019 **Time:** 1:30 - 4:30PM
Location: Loudonville Library, 122 E. Main St, Loudonville, OH 44842

Desired outcomes/objectives:

To deliver public engagement results, plan open houses, go over principles & next steps.

Meeting leader or facilitator:

Name: Matt Hils, OHM.

Attendees: See attached Sign-In Sheet

Notes / Comments:

- **Principle #1:** The River Corridor provides a safe experience for everyone.
 - **Initiative 1.1:** Wally Road - Separate uses
 - **Initiative 1.2:** Wally Road - Calm traffic
 - **Initiative 1.3:** Mohican River - Flood condition rating and notification system
 - **Initiative 1.4:** Mohican River - EMS access
 - **Comments:**
 - Look at examples for paved shoulders and shared use path. Provide character boards.
 - Look for data / studies on paved shoulder users in rural areas. What are the percentage break downs (families)?
 - What is the speed limit along Wally road?
 - Ashland - 55 mph.
 - Holmes - 40 mph.
 - Knox - Gravel is 35 mph, but not posted.
 - Are there any trail examples in Ohio that the implementation required land acquisition / easements obtained?
 - Are there any updated rural traffic calming measures?
 - Holmes County uses speed feedback signs and has noticed a significant reduction in speeders.
 - Appropriate signage would need to be included with any traffic calming measure.
 - Mohican State Scenic River Council - Has a plan in place to develop flood condition rating and notification system (state park, ODNR, scenic river). Get these people involved in Valley Study.
- **Principle #2:** Order, peace, and personal respect create a pleasant daily experience for residents, business owners, and visitors.
 - **Initiative 2.1:** Create a sustainably-funded Mohican Valley Authority. Responsibilities include:
 - Local Rules and Regulations
 - Policing of Township and State laws, in addition to local R&R.



- Resident protection
 - Monitoring of underage drinking and public intoxication
 - Monitoring of vehicle speeds
 - Watercraft monitoring
 - Monitoring of trespassing on private property
 - Special event application review and permitting
 - Coordination with ODOT and ODNR districts, park districts, counties, and townships
 - Comments:
 - Mohican Valley Authority – Look at CMP organizational structure for example?
 - Is Muskingum watershed able to expand jurisdiction to Mohican?
 - ODNR Watercraft only have jurisdiction of issues in water. Local sheriff also has jurisdiction.
- **Principle #3:** Properly-located public park space provides adequate and controlled public and emergency access to the river.
- Parks, parking, trash receptacles – get public off private property!
 - Knox County Park District
 - Graphics showing current public, current private, and where additional public needed
 - Signage family
 - Education
 - Maps
 - Rules & Regulations
 - Hunting season
 - Wayfinding
 - Ohio Scenic River
 - Maintenance and clean up
 - Comments:
 - Need for public facilities to access river. Needs to include signage / wayfinding as part of solution.
 - Are public / private access points an option? Potential trail head to include parking / infrastructure.
 - ODNR lists private access points as public take out points. ODNR should remove conditions or note them as private.
 - ODNR Division of Watercraft Contact: Tom Arbor, Trails Coordinator for ODNR State Parks and Watercraft. tom.arbour@dnr.state.oh.us PH: 614-265-9563.
 - Answer to buy properties for river access points. Park districts can apply for **Clean Ohio grants** for application. (look at potential undevelopable ‘dead’ areas). Look to see if trail head parking can be included in grant application. How is this termed: **“Trail Head”**.
- **Principle #4-5** Comments:
- Informational signage is lacking. Only located at State Park parking lot / information. Needs to include seasonal information.
- **Principle #7** Comments:
- Old bridge abutments tell a story and would have historical significance, therefore should remain, and not be removed.
 - There needs to be a balance / conversation with “Scenic River Program”

Mohican Greenway Corridor Project
Steering Committee Meeting #2 (8/18/2019)
Page 4 of 6



- Tourist destination (tree frog zip line for example).
 - River access points.
 - Informational kiosks.
 - Iconic views / elements (bridge of dreams).
 - Sales toolkit:
 - Website
 - Brochure:
 - Project introduction/description, with base map (parks, public access, study area, etc.)
 - Issues
 - Opportunities / Principles (What's in it for me?)
 - Schedule
 - Rendering
 - Marketing write up
- Schedule / Next Steps
 - Brochure: September 30
 - Report draft: October 4
 - Proposed scope for full corridor plan: Oct. 11
 - Fundraising for full corridor plan / Preliminary Engineering: Complete by Nov. 30
 - Qualifications-based selection: Oct. 15 - Dec.15?
 - Corridor Plan & BUILD Grant Application: Jan. 1 - July 15
 - **Comments:**
 - Ashland Commissioner wants to know what facility is going to look like and is of the opinion the proposed facility should be off-road to promote family-oriented users.
 - How many Owners are directly affected by any proposed facility? Can landowners be reached out to with letter or post card? (further public engagement is important for the smaller communities).
 - Next step is to define what "it" is, or what is the vision?
 - Integration of bike trail and water trail to create the Mohican Valley Recreational Corridor
 - Next step would need to include an evaluation matrix for corridor segments.
 - Trails.
 - Trailheads - needs to take into consideration river access points
 - Look / recruit local support people to build trust (create partners or local allies).
 - Next layer of detail needs to include further public engagement, more specifically the land, & business owners
 - Cost estimate of alternatives / options
 - Economic benefits / analysis
- Marketing Comments:
 - First marketing piece should just be about the "Vision". And then discuss the next steps.
 - Provide break out map of each County for their use. Perhaps this is mainly identifying the issues and concerns.
 - Look to add local news articles to project website.
- Corridor plan fundraising targets / who else reach out to
 - Stakeholder organizations
 - Ohio Office of Tourism
 - Muskingum Watershed Conservancy
 - Local businesses
 - National Rails to Trails? (Existing Mohican Trail will be on national Rails to Trails designation)
 - Who else?



- Misc. Comments:
 - Need to find grant / public dollars for Holmes county trail 5C engineering and design.
 - Natural resource & beauty preservation & restoration - Scenic River Trail Design Guidelines
 - Recreation
 - Horseback?
 - Horse & buggy?
 - Economic development
 - Tourism
 - Property value
 - Special events are well managed, and bring tourism dollars.
 - Bike races
 - Running races
 - GOBA
 - Infrastructure
 - Internet
 - Sanitary
 - Lighting?
 - Health - exercise
 - Benefits of AT and rural trails - provide studies / statistics
 - Reduce crime in Brinkhaven
 - Connectivity - Complete a segment of the statewide bike network
 - Branding - Largest FAMILY Outdoor Recreation Complex in Ohio
- Funding sources
 - BUILD
 - USDA ReConnect
 - Surface Transportation Program
 - Transportation Alternatives Program
 - County Surface Transportation Program
 - Metro Parks Program
 - Natureworks
 - Recreational Trails Fund
 - Clean Ohio Trails Fund
 - Ohio Development Services Agency (Green Infrastructure)
 - Ohio EPA Clean Water Act Section 319(h)
 - **Comments:**
 - Add Clean Ohio funds for public land acquisition
 - Add Muskingum watershed conservancy - having funding opportunity for projects that impact water quality, and erosion control. Potential for Land acquisition for preservation. Can be used as local match for other funding sources
 - When River was designated as Scenic, Mohican was 'cleanest' river in the State of Ohio
- Final deliverables for this initial concept plan, including the summary report and sales toolkit
 - Report
 - Existing conditions and data
 - Alignment options
 - Problem areas
 - Public engagement input
 - Principles and Initiatives
 - Plan - confirm the following are labeled:
 - Existing parks (State park).
 - Campgrounds.
 - Retail.

Mohican Greenway Corridor Project
Steering Committee Meeting #2 (8/18/2019)
Page 5 of 6



- Topics to study in the next step, Mohican Valley Greenway Plan / Preliminary Engineering (Read BUILD Grant criteria):
 - Alignment refinement
 - Set / agree to on- and off-road facility standards (e.g.: horses?)
 - Delineate segments
 - Evaluation criteria
 - Public property?
 - Separation from vehicles
 - Horizontal room (Holmes & Ashland ROW: 60'. Knox ROW: 40')
 - Rural bike facility criteria - traffic volumes and speeds
 - Scenic River criteria
 - Score segments
 - Additional outreach - COMMUNICATE, COMMUNICATE, COMMUNICATE:
 - Greer & Brinkhaven
 - Amish community
 - Brand the valley
 - Equity needs
 - Visitor volumes, statistics, and demographics
 - Origin and destination traffic patterns
 - Economic benefit cost analysis
 - NEPA (National EPA) Categorical Exclusion
 - Crash, injury, fatality data
 - Make nice with ODNR Scenic Rivers - partnership and LOS
 - Long term maintenance and operations
 - Long term job creation
 - Reduce dependence on oil
 - Avoids adverse impacts to air and water quality
 - Provides environmental benefits
 - Assess project risks and mitigation strategies
 - Quality of Life
 - Innovation
 - Partnerships, particularly PPP's
 - Environmental sustainability
- Does the group want to proceed into the Corridor Plan?
- BUILD Grant strategies and lessons:
 - No fluff. Just answer the questions
 - Phase the work and estimate
 - Lobby Washington
 - Letters of Support
 - Congress person and/or Governor push the project
 - Prove there is a need
 - Utilize your MPO for modeling needs and successful applications
 - CMP's successful application
 - NEPA CE out of the way
 - Land ownership critical, due to quick turnaround
 - Ideally, design first
 - Talk to BUILD office

Attachments to these minutes:

- **Sign in sheet**
- **PowerPoint presentation (available electronically)**
- **Exhibit board, with public comments (available electronically)**

Mohican Valley Corridor Plan
STEERING COMMITTEE MEETING #2
 1/18/2019

PLEASE SIGN IN.



Entity	Name	Title	Email	Phone	SIGNATURE
1 Ashland County Board of Commissioners	Michael Welch	Commissioner	mwelch@ashlandcounty.org	419-282-4266	
2 Ashland County Engineer's Office	Ed Meixner	County Engineer	emeixner@ashlandcounty.org	419-282-4281	
3 Ashland County Parks and Recreation	Bob Desanto	Commissioner	swiftsword@hotmail.com	419-554-1758	
4 Holmes County Board of Commissioners	Ron Ault	Commissioner	rault@co.holmes.oh.us	330-466-0349	
4 Holmes County Board of Commissioners	Ray Eyer	Commissioner	reyer@co.holmes.oh.us	330-466-0349	
5 Holmes County Engineer's Office	Christopher Young	County Engineer	cnyoung@holmesengineer.org	330-674-1856	
6 Holmes County Parks and Recreation	Jennifer Halverson	President	hcparks@embarqmail.com	333-674-3353	
7 Knox County Board of Commissioners	Bill Pursel	Commissioner	billpursel@co.knox.oh.us	(740) 393-6700	
8 Knox County Engineer's Office	Cameron Keaton	County Engineer	cameronkeaton@co.knox.oh.us	740-397-1590	
9 Knox County Park District	Lori Totman	Director Central Ohio Greenway Coordinator	loritotman@co.knox.oh.us	740-392-7275	
10 MORPC (Mid-Ohio Regional Planning Commission) - Knox County	Melinda Vonstein		mvonstein@morpc.org		
11 OHM Advisors (Consultant)	Matt Hills	Project Manager	Matt.Hills@ohm-advisors.com	216-346-2637	
12 OHM Advisors (Consultant)	Jeremy Hinte	Landscape Architect	Jeremy.hinte@ohm-advisors.com	216-865-1337	
13 OMEGA (Ohio Mid-Eastern Governments Association) - Holmes County	Kevin Buetner	Transportation Planner	kevinb@omegadistrict.org	740-439-4471	
13 OMEGA (Ohio Mid-Eastern Governments Association) - Holmes County	Jeannette Wierzbicki	Executive Director	jeannettew@omegadistrict.org	740-880-0299	
14 Smith's Pleasant Valley Campground	Amy J Smith	Owner	amyismith08@gmail.com	419-651-3961	
15 Village of Loudonville	Tom Young	Councilman	tom@hhcustomhomes.com	330-473-0935	
OHM ADVISORS	Tom Tucker	MANAGER	tom@ohm-advisors.com	740-329-1162	
Mount Vernon News	Larry Digiovanni		larry@mountvernonnews.com		



Knox Public Meeting Minutes

About the meeting:

Subject: Mohican Greenway Corridor Study - Public Meeting

Date: August 27, 2019

Time: 5:00 - 8:00PM

Location: Knox County Memorial Theatre Building, 112 E. High Street, Mt. Vernon, OH 44050

Desired outcomes/objectives:

To engage public, go over project overview, inform public of project process, and gather feedback & ideas.

Meeting leader or facilitator:

Name: Matt Hils, OHM.

Attendees: See attached Sign-In Sheet

01 Project Overview

- Background
- Objectives
- Mohican Greenway Experience

02 Project Process

- Timeline

03 Existing Conditions

- Walk. Bike. Ohio Policy Plan
- Equity
- Trail & Scenic Byway Network
- Scenic Designations
- Site Reconnaissance
- Traffic Counts

04 Opportunities & Challenges

- Rural Road Design Guidelines
- Road Facility Options

05 Public Input

- Website Survey
- Public Open House Schedule
- Facebook Live
- Comment Cards

06 Next Steps

- Engage

Mohican Greenway Corridor Project
Knox Public Meeting (8/27/2019)
Page 2 of 2

**Comments/Concerns from Public:**

- How to get buy-in from local residents being impacted?
- Can Jefferson Township be incorporated into engagement schedule?
- What is the effect on property values? Look at examples.
- How to separate trail uses from local loads?
- How does trail coordinate with hunting season? Is it closed?
- How to sell benefits of Active Transportation?
- How does quality of trail change the type of users? Most troubled folks are locals & added uses can push out trouble by shared mass.
- What are opportunities?
- Multi-use trail by Bridge of Dreams had a decrease of issues (trash, ATVs, etc)
- 2000 campsites on Wally Road
- What is the entity that maintains the overall corridor? More than just a trail.
- South end of Wall Road needs to have safety checks for impaired drivers.

Attachments to these minutes:

- **Sign in sheet**
- **Public comment cards**
- **PowerPoint presentation (available electronically)**

MOHICAN GREENWAY CORRIDOR PLAN
 August 27, 2019 Public Open House
 Please Sign In.

Name:	Organization:	Phone #	Email Address:
Jeremy Hinte	OHM Advisors	216.865.1337	Jhinte@ohm-advisors.com
MATT HILLS	" "	216.346-2637	MATT.HILLS@OHM-ADVISORS.COM
Amy Smith	Smiths Camp	419-651-3961	Amyssmith08@gmail.com
Mark Prager			
Gretche Conrad	landowner	740.507.2997	
Bill Conrad	Landowner	740.599.7248	
CHRIS YODIS	HOLMES ENG	330-231-8851	crisyoung@holmesengineer.org
Amy McDonald	Kekong River Office	740-398 0458	amyrae22@yahoo.com
Betty Severus	Blonde Robin College	740-398-7772	bjseverus@yahoo
EMILY DIENER	BIKE PATH USER	567-241-9284	eadienere@yahoo.com
Douglas McNamee	Ohio Trail Partnership	740-398-3165	
Rayna Wurick	Mohican Visitors Bureau	419-994-4789	director@discovermohican.com
Roxanne Eddy	Brinkhaver Comm	740.507.6103	
Brenda Ferrelly	Brinkhaver Council	330.231.6780	
Cameron Keaton	Knox Co. ENG	740-397-1590	
Levi Johnson	Knox Co. Park District	740-392-7075	
Richard Gern	land owner	419-606-2917	RICHARDGERMANVZ@GMAIL.COM
Tom Tucker	OHM ADVISORS	330 329-1169	thomas.tucker@ohm-advisors.com
Larry D Giann	M + Verm Weir	740-397-5333 x 246	larrygiann@vermweir.com
Tom Culler	Knox Co. Comm	740-393-6701	
Tom Bilore	RESIDENT	330-730-6330	tom@tombilore.com
Brett Berger	" "		brett e brett-berger.com
Teresa Bemiller	KNOX COUNTY Commissioner	740-393-6702	teresabemiller@co.knox.oh.us

8-27-19

Comment Card

What is your vision for the Mohican Greenway Corridor?

Bringing Local interest to the Small villages, Brinkleeva and Groer to Clean up and invest.

8-27-19

Comment Card

What is your vision for the Mohican Greenway Corridor?

① A link between the Ohio Erie Trail and Leavenville and possibly Amish area.

②

8-27-19

Comment Card

What are your top 3 opportunities?

1. Economic development
2. Sharing with others this beautiful area
3. Working together with so many different regions etc...

What are your top 3 challenges?

1. Helping others see the vision
2. Containing the enthusiasm
- 3.

Comment Card

What is your vision for the Mohican Greenway Corridor?

Connecting, sharing, building and enjoying

Comment Card

What are your top 3 opportunities?

1. Bring people + money from out of town
2. Increase property values
3. Sharing our beautiful land

Capitalizing on the history of village

What are your top 3 challenges?

1. Local land owner
2. road space
- 3.

Comment Card

What are your top 3 opportunities?

1. Connecting Leavenville to Ohio Erie Trail
2. Develop amenities that would draw visitors
3. Historical/Cultural learning opportunities

What are your top 3 challenges?

1. Money
2. Property acquisition
3. getting first phase of project going

↳ Getting the word out about project.



Holmes Public Meeting Minutes

About the meeting:

Subject: Mohican Greenway Corridor Study - Public Meeting

Date: August 28, 2019

Time: 5:00 - 8:00PM

Location: Harvest Ridge Expo + Event Center, 8880 OH-39, Millerburg, OH 44654

Desired outcomes/objectives:

To engage public, go over project overview, inform public of project process, and gather feedback & ideas.

Meeting leader or facilitator:

Name: Matt Hils, OHM.

Attendees: See attached Sign-In Sheet

01 Project Overview

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- Mohican Greenway Experience

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- Site Reconnaissance
- Traffic Counts

04 Opportunities & Challenges

- Rural Road Design Guidelines
- Road Facility Options

05 Public Input

- Website Survey
- Public Open House Schedule
- Facebook Live
- Comment Cards

06 Next Steps

- Engage

Mohican Greenway Corridor Project
Holmes Public Meeting (8/28/2019)
Page 2 of 2

**Comments/Concerns from Public:**

- Horseback riders + Amish population go through private lands going through private lands with goal to get to Mohican. Will horses be allowed on trail?
- Will bikes be allowed on trail?
- Need a public relations campaign to get people informed.
- Internet connectivity would be beneficial.
- New covered bridge?
- River access, emergency access, log jams, etc.
- Holmes County shares trails with horses. Would require proper signage.
- Main driver at this point is to open up communication.
- Can we provide statistics on trail development in rural areas?
- State is looking to designate "State" bike routes.
- Integrate office of tourism for buy-in. (Public Relations).
- Visitor demographics study? Further level of detail possible?
- Economic Development Study?
- In contact with Muskingum Watershed?
- Trail can promote safety services.

Attachments to these minutes:

- **Sign in sheet**
- **Public comment cards**
- **PowerPoint presentation (available electronically)**

MOHICAN GREENWAY CORRIDOR PLAN
 August 28, 2019 Public Open House
 Please Sign In.

Name:	Organization:	Phone #	Email Address:
Kevin Boettner	OMEGA	740-439-4471	KevinB@omegadistrict.org
Amy Smith	Smiths Camp	419-651-3961	Amy.J.smith08@gmail.com
Bill Conrad	Wally Rd Byway		
Ed Meixner	Ashland County		
Jeremy Hinte	OHM Admissions	216-865-1337	Jeremy.hinte@ohm-adm.com
Jeanette Werszicki	OMEGA WAYNE CO.	740-650-7447 740-439-4471	jeanettew@omegadistrict.org
Tam Bahl	TRAILS/TEAKS	330-749-326	TIBAH@CENTURYLINK.NET
Rob Ault	H.C.L.	330-466-0349	Rault7354@att.com
Melissa Patrick	WKLM	3306741953	mpatrick@wklmfm.com
Joe Miller	HES	330-241-490	
Mia Halverson	Citizen		
Joseph Sherk	SHARK PROPER	740-501-1833	
Marline Smalley	Wayne County Chapter Ohio Foreman's Council	740-504-1511	msmalley562@hotmail.com
Dave Smalley	"	"	"
Barb McClintock	Wally World Resort	740-260-4213	bmcclintock@travelresorts.com
Misty Burns		330-763-4853	bellmd3@gmail.com
CAMELON KEATON	KNOX CO. ENG	740-377-1590	
Kevin Lynch	DAIRY RECORD	330-674-5676	KLYNCH@THE-DAILY-RECORD.COM
HEPARKS KINGS	HCP ENGINEER	330-231-8851	kyoung@holmesengineer.com
Jan Halverson	HCP Park District	330-317-4110	hlparks@embarkmail.com
Dave Mast	Bargain Hunter	330-231-4283	dmast@altonovus.com

8-28-19

Comment Card

What are your top 3 opportunities?

1. connectivity
2. econ. development
3. recreation

What are your top 3 challenges?

1. land ownership
2. funding
3. political challenges

8-28-19

Comment Card

What are your top 3 opportunities?

1. incorporate broadband ^{opportu}
2. incorporate river access ... bike/kayak
3. or

What are your top 3 challenges?

1. property acquisition
2. _____
3. _____

Comment Card

What is your vision for the Mohican Greenway Corridor?

A complete multimodal corridor
that ties economic development,
recreation/health, and transportation
together

Comment Card

What is your vision for the Mohican Greenway Corridor?

State + National Destination



Ashland Public Meeting Minutes

About the meeting:

Subject: Mohican Greenway Corridor Study - Public Meeting
Date: August 29, 2019 **Time:** 5:00 - 7:30PM
Location: Loudonville Library, 122 E. Main Street, Loudonville, OH 44842

Desired outcomes/objectives:

To engage public, go over project overview, inform public of project process, and gather feedback & ideas.

Meeting leader or facilitator:

Name: Matt Hils, OHM.

Attendees: See attached Sign-In Sheet

01 Project Overview

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- Site Reconnaissance
- Traffic Counts

04 Opportunities & Challenges

- Rural Road Design Guidelines
- Road Facility Options

05 Public Input

- Website Survey
- Public Open House Schedule
- Facebook Live
- Comment Cards

06 Next Steps

- Engage



Comments/Concerns from Public:

- Largest outdoor recreational area? Unique feature of area.
- Ohio Policy Plan – social equity tiers.
- Advance trails & Byway Networks
- Safety is #1. Perception: road is scary.
- Bicyclists: trail would be perfect.
- Public river access would be very helpful.
- Should accommodate visitors, walkers, bikers, drivers, etc.
- Local business: no profit?
- “Rails to Trails” took property
- There are belligerent people (drunk, rude, leave litter). “Will need a side arm to protect my property.”
- Most land along river is private, even far side by road.
- Install signs
- Many cars park in fields, leave trash, defecate, etc.
- Do not want more people visiting.
- Create independent third party to force & maintain river & trail rules.
- Some large vehicles travel as fast as 60mph. Slow cars down.
- Lots of parking on private property, locals are tired of it.
- Don't pave the road.
- ATVs?
- Strong policing needed!
- Can't handle existing traffic.
- Tourists are annual problem.
- Crime from visitors.
- Organizers need to provide maps, rules, guidelines for riders. Add bathroom facilities & trash cans.

Mohican Greenway Corridor Project
Ashland Public Meeting (8/29/2019)
Page 3 of 3



- Public access could help in disputes, also public parking & restrooms.
- Canoe facilities.
- High water this year; many water rescues.
- Need public information, communication & education on access & info.
- Kayak & tube licenses. Huge problem. Need Sheriff to patrol. Without patrolling, will only get worse.
- Farms need protection first. Then, maybe a trail can be considered.
- Excessive drinking & illegal activities.
- Organized people get better trails.
- Public access will help control traffic, peds, biking, runners, etc. Keep people in line.

Attachments to these minutes:

- **Sign in sheet**
- **Public comment cards**
- **PowerPoint presentation (available electronically)**

APPENDIX: A-6.24 MEETING MATERIALS: ASHLAND PUBLIC MEETING

MOHICAN GREENWAY CORRIDOR PLAN

August 29, 2019 Public Open House

Please Sign In.

Name:	Organization:	Phone #	Email Address:
Rick Osborne	RIVER RUN	216-402-6626	RVRUNCAMP@AOL.com
Tim ROSSON	---	419-446-0955	TRMANOPARM@GMAIL.COM
Bryce Wobbecke	Mohican Wilderness	740-599-6741	
Richard Steen	LAND OWNER	419-606-2217	RICHARDGERMANNI@GMAIL.COM
Mike Gerard	Ohio Horseman's Assn	330-446-3737	mgerard12@gmail.com
CHRIS WOODS	H.C. ENGINEER	330-231-8851	crwoods@holmesengineer.org
Sondra Martini	Land Owner	419-303-8734	stxtkwords1960@gmail.com
Kirk Martini	Land Owner	419-303-0357	martiniwingsite@gmail.com
Mike Welch	County Commissioners	419-282-4266	MWelch@ashlandcounty.org
Jim Wolf	Mohican Wildlife	800.210.1111	
Paula Boehm	Land Owner	440-479-1254	pboehm42@aol.com
TOM STAKE	MABF	419-651-2739	TStake@StakesIga.com
Amy Smith	Smith's Camp	419-651-3961	
Jim Brewer	LuTracs/Abkne Fe	419-606-7698	jbrewers275b@gmail.com
IRV OSLIN	FRIENDS of MOHICAN RIVER WATERSHED	419-566-8471	irvoslin@gmail.com
Ed Meixner	Ashland County		
MAYOR STEVE STRICKLAND	ASHLAND COUNTY	419-565-5053	STRICKLEN71@YAHOO.COM
Bill CONRAD	KNOX	740-599-7248	
Tom YOUNG	VILL of LOUD	330-473-0935	
Aime Wobbecke	Mohican Wilderness	740-501-0162	awobbecke@gmail.com
Tom TUCKER	OAM ADVISORS	330-329-1169	THOMAS.TUCKER@OAM-ADVISORS.COM
Jenny Futhrie	Mohican Wilderness	740-599-6744	mohicanwilderness@wildblue.net
Sue Spornello	Mohican Farms	330-231-5102	
Mariah Schmidt	White Law Office	330-231-1195	mes@thwhitelawoffice.com
Garry B Smith	October Hill	419-706-1277	gsmith11580@yahoo.com
Ray Williams	Twp TRUSTEE	740-599-7293	
MATT HILLS	OAM ADVISORS	216-346-2637	MATT.HILLS@OAM-ADVISORS.COM
Scott & Betsy Hal	Farmer		bjsdhal@yahoo.com
Ray Eyles	COMMISSIONER HOLMES	330-270-6706	
CAMERON KEATON	KNOX Co. EAG	740-377-1570	
Green Ring		330-201-1948	RingGreen@Hotmail.com
LOV BIRKHOOD	LAND OWNER	740-599-7905	
TIM BALAS	LAND OWNER	440-371-5171	TJBALAS@HOTMAIL.COM
Annette McConville	" "	419-892-3986	
Tom Alexander	Holmes Rails-Trails	330-763-1347	TALEX654@Yahoo.com

1-29-19

Comment Card

What are your top 3 opportunities? *Scenic Byway*

1. *Johnny Appleseed ~~Trail~~ ^{Trail}*
2. *Louisaville*
3. _____

What are your top 3 challenges?

1. _____
2. _____
3. _____

8-29-19

Comment Card

What are your top 3 opportunities?

1. *Hire more Police*
2. *Hire more garbage pickup*
3. _____

What are your top 3 challenges?

1. *Too many People! ^{Bathrooms} ^{Garbage} ^{Traffic}*
2. *Small Road - can't take population*
3. *Unprotected Land owners*

8-29-19

Comment Card

What is your vision for the Mohican Greenway Corridor?

To go away!

8-29-19

Comment Card

What are your top 3 opportunities?

1. *#1 We need public access point To the River*
2. *#2 Have permanent signs at these points about safety, other access points*
3. _____

What are your top 3 challenges? *Personal Property (privates)*

1. *#1*
2. *Purchasing Private property*
3. _____

Comment Card

What is your vision for the Mohican Greenway Corridor?

*Please stop Now
We are not ready
for this project.*

Type	#	Funding Source	Eligible Projects	Eligible Applicants	Type of Funding
Water	1	Ohio Development Services Agency	Low-interest loans for the design and construction of alternative stormwater infrastructure projects (or green infrastructure) Funds can pay for design, demolition, construction, materials and administrative costs associated with green infrastructure projects	Local governments, or local government communities (However, developers are encouraged to partner with communities to leverage the funding)	Loans
	2	Water Pollution Control Loan Fund, OEPA	Repair and replacement of failing home sewage treatment systems	Counties, local health districts	Principal forgiveness grants
	3	Water Pollution Control Loan Fund, OEPA	Direct and indirect loans including planning, design, and construction loans, owned by public entities, including wastewater treatment plant improvements/expansion; new/replacement sanitary sewers; excess sanitary sewer infiltration/inflow correction; facilities for unsewered areas; combined sewer overflow correction; and storm sewers (Phase 1 and Phase 2 storm water work)	Public entities	Loans
	4	Freshwater Fund, Ohio Water Development Authority	Planning/design and/or construction of drinking water and/or wastewater and/or storm water infrastructure	Local government agencies(cities, villages, counties), water districts, sewer districts, conservancy districts, storm water management districts	Loans
	5	Local Economic Development Program, OWDA	Construction of drinking water and/or wastewater infrastructure, financing for drinking water and wastewater services for industries making a significant investment in the state and creating new jobs	Local government agencies (cities, villages, counties)	Loans
	6	Security Assistance Fund for Emergency Response, Ohio Water Development Authority	Planning/design and/or construction of security measures for drinking water and/or wastewater and/or storm water infrastructure	Local government agencies (cities, villages, counties), water districts, sewer districts, conservancy districts, storm water management districts	Loans
	7	Village Capital Improvement Fund, Ohio Water Development Authority	Up to \$25,000 for planning and up to \$50,000 for design of water supply and wastewater treatment projects. Applications for Village Capital Improvement Fund loans must be made to the Ohio EPA Division of Environmental and Financial Assistance.	Villages that meet the income and population criteria	Loans
	8	Private Industrial Revenue Bonds, Ohio Water Development Authority	Drinking water and/or wastewater and/or solid waste and/or hazardous waste facilities	Privately owned or operated environmentally related facilities/private businesses via a governmental agency	Tax exempt or taxable financing bonds or note
	9	Water Infrastructure Finance and Innovation Act (WIFIA)	Development and implementation activities for wastewater conveyance and treatment, drinking water treatment and distribution, enhanced energy efficiency at drinking and wastewater facilities, aquifer recharge and water recycling, acquisition of property (if integral to the project or will mitigate the environmental impact of a project) or a combination of eligible projects including stormwater. Will pay for design and feasibility.	Local, state, tribal, federal government entities, partnerships, joint ventures, corporations, trusts	Loans
	10	Ohio EPA. DEFA Emergency Generator Grants	Ohio EPA offers grants to reimburse initial cost of emergency generators and necessary accessories. Grants may be requested for generators, supplies and training in amounts less than \$10,000.	Community public water systems that do not have emergency generators to power water treatment plant serving <1,000 people	Grants
	11	USDA, Rural Utilities Service Water and Environmental Programs (WEP)	Provide funding for clean and reliable drinking water systems, sanitary sewage disposal, sanitary solid waste disposal, and storm water drainage to households and businesses in eligible rural areas. Funds may be used to finance acquisition, construction or improvement of: drinking water sourcing; treatment; storage and distribution; sewer collection; transmission; treatment and disposal; solid waste collection; disposal and closure; storm water collection; transmission and disposal.	Most state and local government entities (<10,000 people), private nonprofits and federally recognized tribes	Loans with up to 40 year payback
	12	Green Project Reserve, WPCLF, OEPA	Green projects including urban reforestation, energy efficiency, water efficiency, and other environmentally innovative projects	All eligible water pollution control fund projects	Loan discount
	13	Ohio EPA, Surface Water, Clean Water Act Section 319(h)	Stream restoration and nonpoint source pollution management project. 20% of total project costs are required to be provided as local match.	Local governments, nonprofit organizations, watershed groups, soil & water conservation districts, local park districts	Grants
	14	Ohio Rural Community Assistance Program and Great Lakes Rural Community Assistance Program (RCAP) Safe Water Fund	Water and wastewater projects	Villages, cities, 6103 water districts, 6117 sewer districts, 6119 regional WIS districts and 501(c)(3) not-for-profit communities under 10,000 Low income communities receive priority	Loans
	15	US EPA, Great Lakes Restoration Initiative	Invasive species prevention, invasive species control, urban watershed management implementation, agricultural watershed management implementation, Maumee River watershed nutrient prevention pilot project in the Great Lakes watershed	Nonfederal governmental entities, including state agencies; interstate agencies; federally recognized Indian tribes & tribal organizations; local governments; institutions of higher learning (colleges and universities); and non-profit organizations as defined in 2 C.F.R. § 200	Grants
	16	Residential Public Infrastructure Grant Program, Ohio Development Services Agency	Both fixed assets and public off-site infrastructure, provide water and/or sanitary sewer service to primarily residential users (minimum 60% of total users). Eligible on-site improvements include service laterals, septic tanks and well abandonment, and community development block grant-eligible-related fees	Non-entitlement counties, cities, villages (<50,000) Counties must apply on behalf of unincorporated areas & villages that do not have a demonstrated capacity to operate a public water or wastewater system. The target is for distressed communities with low & moderate population of at least 51 %.	Grants
	17	Water Resource Restoration Sponsor Program (WRRSP) Ohio EPA	Use interest monies from water pollution control loan fund sponsor projects to fund both preservation and restoration of aquatic habitats	Publicly owned wastewater treatment systems	Grant from interest rate buy-down
	18	Sustain Our Great Lakes	Restoration and enhancement of stream and riparian habitat, coastal wetlands, and green stormwater infrastructure	Non-profit 501(c) organizations, state government agencies, local governments, municipal governments, Indian tribes, educational institutions	

Type	#	Funding Source	Eligible Projects	Eligible Applicants	Type of Funding
Transportation	19	Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants (TIGER Grants) - USDOT	Capital investments in surface transportation infrastructure, innovative projects, including multimodal and multijurisdictional projects which are difficult to fund through traditional federal programs	State, local, tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), political subdivisions of state or local governments	Grants
	20	USDOT, Federal Highway Administration, TIFA Credit Program	Title 23 highway construction project or title 49 transit and rail capital projects. Surface transportation projects of national and regional significance. Large surface transportation projects (\$50M generally, \$15M for intelligent transportation systems (ITS), \$25M for rural infrastructure projects)	State governments, private firms, special authorities, local governments, transportation improvement districts	Credit assistance in the form of direct loans, loan guarantees, and standby lines of credit
	21	Ohio State Infrastructure Bank (SIB)	Title 23 highway construction project or title 49 transit and rail capital projects. The SIB program allows states to capitalize revolving loan funds with regularly apportioned federal-aid (title 23) highway funds. Separate transit and rail accounts may also be capitalized with title 49 federal-aid funds.	Public and private sponsors	Loans, lines of credit, credit guarantee and credit enhancements
	22	Transportation Alternatives Program & Recreational Trail Ohio Set Aside, Bicycle and Pedestrian Funding, ODOT	Eligibility varies for multiple funding sources from the Federal Transit and Federal Highway Authorities. Hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles, and stormwater mitigation	States, metropolitan planning organization (MPO)	Grants
	23	County Local Bridge Program (LBR), County Engineers Association Ohio	Bridge improvements can be on any public road, and it must be greater than 20 feet in length (clear span measured along highway centerline). It must be classified as structurally deficient (SD) or functionally obsolete (FO) in the National Bridge Inventory and have a sufficiency rating of 80 or less for rehabilitation and less than 50 for replacement.	Counties	Grants
	24	Highway Safety Improvement Program, County Engineers Association Ohio	Correct or improve an identified hazardous road section, intersection, or bridge location or feature or address a highway safety problem. 10% for construction engineering.	Counties	Grants
	25	County Surface Transportation Program (CSTP), County Engineers Association Ohio	Safety improvements, new construction, major reconstruction, 3R projects (resurfacing, restoration and rehabilitation), bridges not eligible for LBR funding, guardrail construction and reconstruction, center line and edge line striping, raised pavement marker projects, and sign upgrades on county roads only	Counties	Grants
	26	Credit Bridge Program (CBP) ODOT	Replace or rehabilitate a bridge that is not on a federal-aid highway and receive credit for up to 80% of the eligible construction costs. The credit, in turn, serves as the 20% non-federal share for a future federal-aid bridge project. To be eligible for the Credit Bridge program, a bridge must meet the eligibility criteria for Highway Bridge Replacement and Rehabilitation program funds (i.e.. federal bridge funds).	Local governments, counties, municipalities	Earn credit for use as future local match
	27	Local Major Bridge Program (LMB) ODOT	Bridge replacement or bridge major rehabilitation projects (moveable bridge or a bridge having a deck area greater than 35,000 square feet).	Counties and municipal corporations, 50 local major bridges	Grants
	28	Municipal Bridge Program ODOT	Bridge replacement or bridge rehabilitation projects. A funding limit of \$2.5 million per project is set. Construction only.	Municipal corporations, regional transit authorities, including 1,300 municipal bridges	Grants
	29	Metro Parks Program ODOT	Materials and labor necessary for construction or reconstruction of park drives, park roads, new or replacement bridges, park access roads and parking lots. Also includes construction engineering.	County parks created under sections 511.18 to 511.34 and 1545.01 to 1545.22 of the revised code. Must own land or have 15-year lease on land to qualify	Grants
	30	Small Cities Program ODOT	Any road, safety, or signal project on the Federal-aid system. ODOT will provide up to 80% of eligible costs for construction only.	Small cities with populations from 5,000 to 24,999 that are NOT located within metropolitan planning organizations' boundaries	Grants
	31	Transportation Alternatives Program (TAP) ODOT	Multi-use paths, bike lanes, new sidewalks and sidewalk gap closures, archaeological planning and research; construction of overlooks and viewing areas; preservation of historic transportation facilities; vegetation management, pollution prevention and pollution abatement activities and mitigation, construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, provide and maintain recreational trails for both motorized and non-motorized recreational trail use	Local government outside the country boundaries of metropolitan planning organizations (MPOs), unless the local match is within a small MPO (population less than 200,000)	Cost reimbursement
	Parks	32	Ohio Port Authorities	Public infrastructure; proceeds from the issuance of bonds within the bond fund will be used to acquire multiple use assets and related soft costs, including acquisition and/or renovation of existing buildings; construction of new buildings; acquisition of land; purchase and installation of equipment	Industrial, commercial, nonprofit or authorities in governmental Ohio, each offering borrowers. There are 57 port authorities in Ohio, each offering different capabilities.
33		Volkswagen Mitigation Funding, Ohio EPA, OEEF	Ohio EPA filed the state's Beneficiary Mitigation Plan with the Volkswagen Trustee in 2018. The plan explains how \$75 million in funding from the VW settlement will be spent over the next ten years, to fund certain eligible projects to reduce NOx emissions from the transportation sector.	See map for proposed primary and secondary counties	Grants
34		Ohio Public Works Commission	Public infrastructure including surface transportation, water, wastewater, etc.	Local government entities	Grants & Loans
35		Natureworks, Ohio Dept. of Natural Resources	Up to 75% reimbursement grants (state funding) for acquisition, development, or rehabilitation of public park and recreation areas.	Local government subdivisions (townships, villages, cities, counties, park districts)	Reimbursement grant
Misc.	36	Recreational Trails Fund and Clean Ohio Trails Fund, ODNR	Improve outdoor recreational opportunities for Ohioans by funding trails for outdoor pursuits	Local governments, park and joint recreation districts, non-profit organizations	Grants
	37	Various	3,626 foundations including 53 community foundations have various types of grants for various eligible activities. Please check the Directory of Ohio Foundations.	Various	Grants
	38	Community Development Critical Infrastructure Program, Ohio Development Authority	Improve streets, sidewalks, bridges, public facilities, and infrastructure.	Communities	Grants
	39	Private placement and/or public utilities	All infrastructure and building programs that can be leveraged by various repayment methods.	Any infrastructure and/or building needs	Finance