

Public Comments & MetroParks Responses  
MetroParks Bikeway Phase III

#	Comment	Response
<b>1 Harold and Mildred Trotter (Comment Sheet received via USPS 5.9.16)</b>		
	<p>1. Can't wait for the bike trail to be complete!</p> <p>2. Hope there is a place to park a vehicle off Garfield or Roller or 165 since this would be closer for us.</p>	<p>1. Comment noted.</p> <p>2. The proposed Phase III construction project only includes acquisition of properties and construction of the bikeway itself. Access points, parking facilities and trailheads will be future planning and implementation projects by the MetroParks.</p>
<b>2 Lynn Anderson (Comment Sheet 5.5.16)</b>		
	<p>1. We need a public hearing due to MCP contractual agreements done without public knowledge with Sunoco Logistics.</p> <p>2. Make sure no rights of way are granted for any fracked gas product pipeline to go under this bike path like the Sunoco Logistics Ethane Pipeline has been permitted under the bikepath on the MetroParks Farm.</p>	<p>1. The referenced project does not impact or have any association with the proposed Phase III project.</p> <p>2. The existing gas pipeline referenced in the comment is located within an existing 1930s easement that crosses under the existing MetroParks Bikeway, in which Sunoco replaced and upgraded existing infrastructure. The proposed Phase III may have similar existing easements present in which the easement holder has rights to access the property.</p>
<b>3 Robert Murwin (Comment Sheet 5.5.16)</b>		
	<p>1. Keep up the good work.</p>	<p>1. Comment noted.</p>
<b>4 Bud Puskarich (Comment Sheet 5.5.16)</b>		
	<p>1. Finally I see hope that the final 6 miles of the 33 mile Erie Railroad Lisbon Branch is going to be restored for transportation of another kind.</p> <p>2. Please don't let the people with their self interests stop this great project.</p>	<p>1. Comment noted.</p> <p>2. Comment noted.</p>

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<b>5</b>	<b>Rob Toti (Comment Sheet 5.5.16)</b>	
	<ol style="list-style-type: none"> <li>1. We are very excited about Phase III.</li> <li>2. This will be a tremendous asset to our community and will give cyclists and outdoor enthusiasts another reason to spend time in Mahoning County.</li> <li>3. We appreciate the hard work that has been done on the Great Ohio Lake To River Greenway.</li> <li>4. Keeping the project off the highways (and on the rail trails) makes it safe and scenic family fun.</li> <li>5. We are looking forward to the completion - Can't wait to ride it.</li> </ol>	<ol style="list-style-type: none"> <li>1. Comment noted.</li> <li>2. The MetroParks mission is to provide park, recreational, and open space facilities of regional significance. This facility will further the MetroParks' mission and provide additional benefits to the public.</li> <li>3. Comment noted.</li> <li>4. The Phase III feasibility study determined that construction of the bikeway on the former railroad corridor was the best option.</li> <li>5. Comment noted.</li> </ol>
<b>6</b>	<b>Judy Peyko (Comment Sheet 5.5.16)</b>	
	<ol style="list-style-type: none"> <li>1. I do not want the taxpayer's dollars to be spent on the phase III bike path that is outside of the park.</li> <li>2. I do not believe the park is acting responsibly with the taxpayer's money.</li> <li>3. The park terminated our 13 loyal dedicated employees, they need to be rehired before a bike path extension is completed.</li> <li>4. Be responsible with our money have fundraisers and look for other grants to pay the 20% or \$840,000.</li> </ol>	<ol style="list-style-type: none"> <li>1. The majority of costs for each phase of this project are covered by grant funding. The Right-of-Way Phase is funded at 100% (80% FHWA, 20% STP), Design and Engineering is at 80% (FHWA-CMAQ) and Construction is at 80% (FHWA-CMAQ). Remaining match funds are the responsibility of the MetroParks. The MetroParks Bikeway is a facility of Mill Creek MetroParks, an organization that serves and has facilities located throughout Mahoning County. The location of the bikeway outside of Mill Creek Park has no bearing on any facet of the bikeway project.</li> <li>2. The MetroParks secured grant funding to pay for the vast majority of project costs, significantly lessening the reliance upon the general MetroParks budget to complete the project.</li> <li>3. The proposed Phase III Bikeway project and employment decisions are independent from one another. The MetroParks Board has fully supported the development of Phase III.</li> <li>4. The MetroParks secured significant grant funding to pay for the majority of project costs and continually seeks additional funding sources.</li> </ol>

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<b>7 Richard M. Obertots (Comment Sheet 5.5.16)</b>		
	<p>1. I am 110% in support of this project.</p> <p>2. It impacts the fitness, health, and well being of those that choose to take advantage of the bikeway.</p> <p>3. As a Canfield resident a southern phase is a strong incentive for me to ride longer and with more intensity.</p> <p>4. Also - this may be an incentive for more to commit to our area and to fitness.</p> <p>5. The health impact alone and driving down health care costs will more than offset the investments.</p> <p>6. Go for it and fast! I am 61 and want to ride more.</p>	<p>1. Comment noted.</p> <p>2. Bikeway are proven to provide personal benefits in these areas.</p> <p>3. Construction of Phase III of the MetroParks Bikeway will also connect to the northern terminus of Columbiana County's Little Beaver Creek Greenway Trail.</p> <p>4. Comment noted.</p> <p>5. Bikeway are proven to provide personal benefits in these areas.</p> <p>6. Comment noted.</p>
<b>8 William Hoover (Comment Sheet 5.5.16)</b>		
	<p>1. I see nothing wrong with finishing another section of the GOLRG.</p> <p>2. It will provide more cheap leisurely recreation for the public.</p> <p>3. Notice the activity on any bike trail - in many cases some of the most adamant foes become friends of the trail.</p> <p>4. It is one of the better uses for our tax dollars and contributions.</p>	<p>1. Comment noted.</p> <p>2. Comment noted.</p> <p>3. Comment noted.</p> <p>4. Comment noted.</p>
<b>9 Stuart Rothman (Comment Sheet 5.5.16)</b>		
	<p>1. I fully support the project with the stipulation that the park district never sells or supports the right of way for any type of gas or liquid pipeline.</p>	<p>1. The Bikeway is not being considered or constructed as a pipeline corridor. Many references to the existing bikeway are related to an existing easement crossing under the bikeway property. The holder of the easement that dates back to the 1930s had the right to access the easement to upgrade the existing infrastructure.</p>

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<b>10 Kathleen Berry (Comment Sheet 5.5.16)</b>		
	<p>1. The offering of a public open house to introduce and inform citizens re: the proposed bikeway is valuable.</p> <p>2. However, the manner of having schematics which are very cursory and do not reveal the impact to citizens living along the proposed route invites suspicion and worry.</p> <p>3. A formal presentation should be afforded to the public.</p> <p>4. The value of a bikeway is limitless because our valley is unfriendly to bike transportation and fosters sedentary lifestyles which depend on car transportation.</p> <p>5. Most of all I do not want to bicycle alongside a shale gas pipeline.</p> <p>6. I expect transparency in the development of this bikeway and look forward to an environmentally friendly bike path.</p>	<p>1. Comment noted.</p> <p>2. The displayed mapping provided aerial photography, property lines, stream and wetland impacts, existing infrastructure, and additional elements. Also, all property owners along the proposed alignment have been communicated with frequently and have met personally with MetroParks personnel. All property owners receive monthly letters and updates on any significant project progress.</p> <p>3. MetroParks personnel presented the MetroParks Bikeway with focus on Phase III at the MetroParks Board meeting on April 11, 2016.</p> <p>4. Comment noted.</p> <p>5. While the existing MetroParks Bikeway and proposed Phase III cross existing utility easements, the proposed Phase III is not a corridor for development of a pipeline.</p> <p>6. Comment noted. Environmental surveys and analyses are being conducted and will be reflected in the final construction plans.</p>
<b>11 Christopher Peyko (Email 5.6.16)</b>		
	<p>1. I vote no for the Mill Creek MetroParks Bikeway Phase III of the extension of the Mill Creek bike path.</p> <p>2. I am against this because park funds should not be used for non-park reasons.</p>	<p>1. Comment noted.</p> <p>2. The funds to be utilized for this project are either specifically earmarked (congressional appropriation) or intended for use in bikeway development (FHWA_CMAQ), or come from the MetroParks general fund which is intended to support all MetroParks facilities throughout Mahoning County, not simply Mill Creek Park. The proposed Phase III is a continuation of the MetroParks Bikeway, a Mill Creek MetroParks facility constructed in 2000 and 2001.</p>

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<b>12</b>	<b>Ben Roberts (Email 5.8.16)</b>	
	<p>1. My Vote is no on the bike path.</p> <p>2. You guys don't even clean up the dog poop as it is. Garbage and trash everywhere. Do a better job of taking care of what you got.</p> <p>3. What a waste of money.</p>	<p>1. Comment noted.</p> <p>2. The MetroParks has an Operations crew dedicated to the general, daily maintenance of the MetroParks Bikeway, the responsibilities of the crew include trash removal, litter pick-up, mowing, cleaning restrooms, and general maintenance tasks. Additionally, "mutt stations" that provide waste bags are located and stocked along the Bikeway for pet owners to clean up after their pets, a task for which they are legally responsible. We will pass along your comments to the crew manager to ensure that the cleanliness of and experience along the existing MetroParks Bikeway meet our standards.</p> <p>3. With respect to your final comment, the development (acquisition, design/engineering, construction) of the Bikeway is substantially funded through outside funding sources (congressional earmark, FHWA-CMAQ grant), with match to be provided by the MetroParks. Additionally, the crew responsible for maintenance of the existing bikeway will include general maintenance of Phase III.</p>