

Community Engagement Committee

2017 Annual Report

The Community Engagement Committee has had an active and productive year. We have met nine times in the last nine months. Our two major focus areas have been park volunteers and recreation; however, we have interpreted our charge broadly and have explored many ways that the community engages with the MetroParks and that the MetroParks engages with the public.

For example, we held many discussions on the issues of volunteer liability insurance coverage and on the eligibility requirements for an invitation to the annual Volunteer Dinner. We also devoted an entire meeting to doing a thorough review of the park's website. Since our committee's staff liaison, Jaime Yohman, supervises the Graphics Department, she was able to take our suggestions directly to Jaci DeFonde for implementation.

We reviewed the historic structures in the park (see Appendix 3, p. 16 in this report) and urge the board and park staff to publicize these structures more widely. The Parapet Bridge, perhaps the most photographed structure in the park, was one hundred years old in 2013, yet the park made no mention of this anniversary (and thus missed an opportunity for some good publicity). The park should publicize the people or firms that designed these historic structures. For example, Charles F. Owsley, who designed the house that became the Ford Nature Center, also designed the Mahoning County Courthouse, South High School, and many other Youngstown buildings. Julius Schweinfurth designed Slippery Rock Pavilion and the Parapet Bridge as well as the gateway to the Tod Homestead Cemetery. The noted Boston architectural firm of Shepley, Rutan and Coolidge designed two of the park's stone bridges.

We also discussed the need for more publicity and more programming in our more distant park units such as the McGuffey Preserve, the Vickers Preserve, Sebring Woods, and the Mill Creek Sanctuary.

Mirror Pond, The Newport Wetlands, and Lake Cohasset are long overdue for dredging, though the committee recognizes that this is an extremely difficult and expensive task. The Wetlands are doing exactly what they were designed to do, namely catch the sediment before it washes into Lake Newport; however, the lack of dredging has had a negative effect on the park's kayaking program.

We encourage the park to explore additional recreational activities such as a dog park, disk golf, and bocce courts to attract additional visitors. The remodeling and expansion of the Ford Nature Center seems stalled, but with a new Development Director now in place, we look forward to some progress in this project.

The committee is very encouraged by several projects that have been completed in the last few years or are works currently in progress. The new parking lot and trail in Hitchcock Woods is an example. We look forward to the completion of the Sebring Woods loop trail and the Drumlin Trail at the McGuffey Preserve. Our committee will continue to focus on trail repair and development.

Three discussion areas have resulted in three policy proposals, which are explained in detail in the following pages: a Naming Policy, a Historic Documents Preservation Policy, and a Bicycle Facilities Safety Policy. Some members of the committee have met separately with Planning Director Steve Avery and Development Director Chris Litton, both of whom graciously listened to our ideas and offered guidance.

We hope that the Board will accept the policy recommendations that follow. We were not sure if the Board wanted exact language or broad recommendations. If the Board feels the proposals have merit but need more detail, the Community Engagement Committee will be happy to spend the remainder of the year working with the staff and Board to craft more specific wording. We also intend to use the rest of 2017 and part of 2018 to help Jaime Yohman revise and update the Volunteer Handbook.

I would be remiss if I did not include in this Annual Report an acknowledgment of the hard work done by the committee members: Jim Bolchalk, Ed Howley, Frank Krygowski, Anne Liller, Pat Rose, and Phyllis Johnson. Special thanks go to Anne Liller, who served as secretary of the committee this year, and to Jaime Yohman, Marketing Manager, who was extremely helpful in offering guidance and researching issues that the committee raised. She is an essential part of our committee's success.

Rick Shale, Chair

The Community Engagement Committee recommends that the Park Board adopt a Naming Policy that will establish guidelines including eligibility and a consistent format.

Any Naming Policy should be divided into two clear categories:

1. Naming rights that are given in exchange for a monetary donation. This category should be under the jurisdiction of the MetroParks Development Director Chris Litton and the Development Committee. In most but not all cases, this category would involve buildings, especially new construction.

2. Naming rights that are bestowed to honor or memorialize a person who has a significant record of service to the MetroParks either as a Park Commissioner, staff member, or volunteer.

The Mill Creek MetroParks board does not appear to have ever adopted an official naming policy. Despite this lack of a policy, over fifty persons have been honored with a place name (see Appendix 1, p. 12). At Fellows Riverside Gardens, thirty-five people have made donations in return for naming rights. (This number would be much larger if I counted named flower beds.)

In addition to the lack of eligibility criteria, there are several instances of inconsistencies in the names. Sometimes first names are used; sometimes not. For example, the Thomas J. Bresko Pavilion and the Stitt Pavilion. What is written on a plaque, a room, or a building is not always the same as what is printed on park maps or other publications (though this may be due to space limitations, not a lack of oversight).

It is also clear that no matter what the official name is, the public will determine a name most frequently used, generally a shorter version. Thus, nearly everyone says “the Davis Center”; few ever refer to that building as “the D.D. and Velma Davis Education and Visitor Center.” The park board cannot control how the public shortens names, nor should it try, but it should adopt a consistent format of naming, make any adjustments to the current names, and then for the record adopt a resolution affirming the present names as well as a policy defining future naming formatting.

A naming policy should also include language defining a renaming policy. For example, the Wick Pavilion was renamed the Thomas J. Bresko Pavilion by a recent board. This is a rare case, but its practice should be codified. The Naming Policy should indicate if the name is to remain in perpetuity or if it has term limits.

Donors are most likely interested in naming rights for buildings or parts of buildings (for example, the many named rooms within the Davis Center). Most structures are already named, though not always for a person.

The board should be wary and reluctant to change longstanding historical names in the park, even if some are not always logical. (Birch Hill Cabin, for example, is not located on Birch Hill.) For the most part, buildings erected by the park should be considered for naming rights. Natural areas, streams, and geological formations are best named for what they are rather than for people. That said, trails and some natural features, some of which are currently unnamed, are opportunities to honor longtime park staff. The design of signs for trails and other outdoor features named for people should be consistent with present signage and the MetroParks brand.

Naming areas for natural features can be problematic at times. The park has a plot of land off of the bikeway named Sawmill Creek Preserve. But there are two tributaries named Sawmill that run through park property, so this creates some confusion. (The other is in Hitchcock Woods, which itself is a problematic name since the land was acquired from several other property owners in addition to the Hitchcock family.)

Any policy should not prevent the park commissioners from occasionally making an exception to the rule if special circumstances are involved. Naming anything in the park should be considered an opportunity for positive news stories, marketing, and good public relations with the community.

Worth noting:

1. Three of the fourteen Superintendents/Executive Directors have been honored (Bruce Rogers, Al Davies, and Tom Bresko, though Bresko was an interim and was presumably honored for serving 30 years as Recreation Director. Walter Scholl is the other Recreation Director to be honored).
2. Eight of the forty-four park commissioners have been honored (Volney Rogers, Walter Stitt, C. S. Robinson, James L. Wick, Jr., Robert Smythe, Calvin Sommers, Ken McMahon, and Avetis Darvanan).
3. Notable park commissioners with long service who have not been honored include Dr. Hugh Morgan (longest serving; 29 years, 2 months), Mike Roberts (4th longest; 23 years, 4 months), Hamilton Harris (8th longest; 21 years), and Henry Tod (11th longest; 14 years).
4. Three park naturalists have been honored: E. W. Vickers, Lindley Vickers, and Mindy Henning.

Summary:

1. The Park Board should establish an official naming policy that establishes eligibility and consistency.
2. The Development Director should be in charge of any naming rights given in exchange for a financial donation.
3. Any Park Commissioner, staff member, volunteer, or member of the public should be permitted to submit names to honor persons who have served the park in a significant way.
4. Except in special circumstances, persons being honored should have 10-15 years of service.
5. The Park Board shall have final approval of all naming rights.
6. Current names (e.g. Pioneer Pavilion, Volney Rogers Field, Lanterman's Mill) with a long history should not be changed.

The Community Engagement Committee recommends that the Park Board adopt a Historic Documents Preservation Policy.

Mill Creek MetroParks possesses a treasure trove of historic photos and documents, but it has no policy to cover the cataloguing, storage, and preservation of this collection. This collection is stored in many different locations, and there is no comprehensive list to show what the park has (see Appendix 2, p. 15 for a rough draft of a list). The committee recognizes that the park budget does not currently permit the hiring of a professional archivist, but some park staff member should be assigned to keep track of these documents.

Since the collection is not well publicized, it is not known to most researchers. A policy is needed to accommodate public accessibility to these historic documents. The park's seventeen volumes of newspaper clippings are an invaluable source of information on park history as are the early minutes of park board meetings (the first 27 years of which are handwritten by Volney Rogers).

The park board should approach this issue of preserving these historic documents with some urgency. In most cases only one copy of the documents exists, and even though the chances of fire, flooding, or theft are remote, such events are possible.

The issue of accessibility must be addressed. Unlike the Public Library or the Mahoning Valley Historical Society, Mill Creek MetroParks is not set up to accommodate researchers or members of the public interested in park history. The park's documents should be duplicated with copies stored in other locations and also donated to local institutions designed to handle researchers.

Summary:

1. The Board should create a comprehensive policy that addresses the preservation of the park's historic photos and documents.
2. Designate a staff person to be in charge of this collection.
3. Create an inventory of all historic photos and documents. Some documents are subject to Ohio's Public Records law and are reviewed by the park's Records Retention Committee, but many historic documents are not covered by this law.
4. If possible, consolidate the historic holdings in one location.
5. Establish an annual line item in the budget that would fund the purchase of archivally sound storage boxes as well as scanning and copying services.
6. The park minute books (starting with the oldest) and the scrapbooks should be duplicated either by digitizing or microfilming. All historic park photos should be scanned.
7. Duplicate copies of the park's historic collection should be placed in the Public Library of Youngstown and Mahoning County and the archives of the Mahoning Valley Historical Society. Both of these institutions are already well equipped to accommodate researchers.
8. Seek grants to pay for duplicating and seek interns to assist with cataloguing.

The Community Engagement Committee recommends that the Park Board adopt a Bicycle Facilities Safety Policy.

I. Form a Bicyclist's Advisory Committee.

Facilities intended for bicycle use are frequently designed by those with little riding experience. This frequently leads to designs that are unnecessarily costly, confusing to riders and motorists, and/or outright dangerous.

A committee of qualified, knowledgeable bicyclists could advise on proposed designs early in the design process, thereby saving money and preventing mistakes. Such a committee could also point out problems with existing facilities and suggest improvements.

Committee members should be chosen carefully, with preference given to bicyclists with documented knowledge, skills, background and experience. This is because novice bicyclists, although enthusiastic about cycling, sometimes favor designs and riding practices that are known to be hazardous.

II. Commit to following the AASHTO's Guide for the Development of Bicycle Facilities for all facilities to be used by bicyclists.

This design manual by the American Association of State Highway and Transportation Officials has been the standard of reference for decades, with improvements in each edition. It contains detailed, practical design standards for on-road and separate facilities, including multi-use paths shared by pedestrians.

III. Address and correct existing designs that reduce bicyclist safety or convenience.

Certain corrections were requested many times by prominent area cyclists, including bicycle club officers, certified cycling instructors, members of state and local bicycle advisory boards, cycling lawyers, etc. Many of these corrections were promised by past administrators, but forgotten after administration changes.

The following table briefly summarizes specific requests, with rough estimates of safety impacts and remediation costs. More detailed explanations follow the table.

Summary Table

	Recommended Bicycling Improvement Measure:	Safety problem	Difficulty
	<i>At Old Mill Drive and East Newport Drive:</i>		
1	Remove bollards.	XXXXX	\$
2	“Bikes May Use Full Lane” (BMUFL) and “Shared Lane” markings.	XX	\$
3	Signs advertising southbound bike route.	X	\$
4	Increase bollard spacing near Lanterman’s Mill.	XXX	\$
5	Improve Canfield Rd. crossing: light timing and sensors.	XXX	\$
6	“Ride Right” signs before Kiwatha Drive.	XXXX	\$
7	Lower car speeds on Old Mill Drive: enforcement and/or traffic calming.	XXXX	\$\$\$
8	Remove rumble strips.	XXXXX	\$\$\$\$
9	Move northbound cyclists to the right.	XXXXX	\$\$\$\$\$
10	Do not repeat cyclist-on-left designs.	XXXXX	\$
	<i>At Other Locations:</i>		
11	East Golf Bike-Hike north end: Provide entrances on both sides of the gate.	XXXX	\$
12	Bike route sign at East Newport & Shields.	X	\$
13	Sheban Drive: “BMUFL” signs and pavement markings.	XX	\$\$
14	MetroParks Bikeway spur trail stop signs.	XXX	\$
15	Sweep bike lanes, trails etc. in winter and all year.	XXXX	\$\$
16	Smoother pothole patches.	XX	\$\$

(See subsequent pages for details)

Recommended bicycling improvements: Evaluation of Safety Effects and Difficulty of Implementation

At Old Mill and East Newport drives:

1. Remove all bollards except at trails' ends and use alternatives at the ends.

Safety effects: The mid-trail bollards are not needed and are an egregious violation of design standards. They are literally a fatality hazard. We are aware of NO other facility that uses them in this way. At trail ends, low shrubbery or flexible posts are far less dangerous.

Difficult to fix? Bollards are easily removed. Standard signs from the Manual of Uniform Traffic Control Devices (sign R5-3 in the MUTCD) and road marking can easily and inexpensively deter motorists from heading south out of parking spaces. If really necessary, parking areas could be moved to the east side of the road.

2. Provide clear signs saying northbound cyclists are permitted to ride on the right.

Safety effects: Many cyclists feel compelled to use the wrong-way bike lane even though they dislike it. Motorists have shouted at cyclists who legally choose to use the normal lane, perhaps misinterpreting the current "Auto Traffic Right Lane Only" as forbidding bikes.

Difficult to fix? Signs and pavement marking would be very inexpensive. "Bikes May Use Full Lane" signs (R4-11 in the MUTCD) and "shared lane" pavement markings are legal and clear.

3. Provide signs (D11-1) at the north end of Old Mill Drive and the north end of East Newport Drive allowing southbound cyclists to enter. At the Old Mill Drive traffic light, there's no indication a cyclist can ride south. At East Newport Drive, the "Do Not Enter" sign needs a bicycle exception.

Safety effects: This is a communication error rather than a safety error, but the presence of the bike facilities should be made obvious.

Difficult to fix? Correct signs would be easy, inexpensive, and enhance the visitor experience.

4. Increase the bollard spacing at the north end of Old Mill Drive. The angled, southern set of bollards seems to serve no purpose. They are spaced too close and angled wrong, making passage difficult for tandems, trikes, and bike trailers.

Safety effects: Cyclists have toppled when trying to squeeze through the unneeded bollards. It's worst when multiple cyclists try to pass.

Difficult to fix? Removing two bollards would fix the problem and could be done in an afternoon.

5. Improve the Canfield Rd. crossing: traffic light timing and sensors. Presently, northbound cyclists in the left side bike lane can't get a green signal to cross the road. They must cross a dangerous rumble strip to get to the vehicle detector on the right of Old Mill Drive. Even then, the loop detector usually doesn't detect bikes. The southbound detector is as bad. Once the light changes, green light time is very short.

Safety effects: After waiting, some cyclists go through the red light when traffic permits. This is now legal in Ohio, but the Park should certainly not make this necessary. Unresponsive traffic signals train novice cyclists to ignore other traffic signals.

Difficult to fix? It takes only minutes to adjust the existing vehicle detectors so they can detect bikes and to adjust green time. There are MUTCD approved signs (R10-22) and pavement markings to show bicyclists the proper road position to cause the light to change. Ultimately, new-technology video traffic detectors are much more reliable.

6. Provide signs at Kiwatha saying cyclists MUST ride on the right! (R5-1b, R9-3cP)

Safety effects: Riding facing traffic is a common illegal mistake and leading killer of cyclists. It also endangers cyclists riding correctly, who meet wrong-way riders head on, but the left side bike lanes on East Newport and Old Mill Drive persuade many cyclists to ride facing traffic on Kiwatha's blind curves.

Difficult to fix? A sign at the park border would be inexpensive and help to dissuade wrong-way riding. Signs on city property would require city approval.

7. Enforce the speed limit on Old Mill Drive, and investigate traffic calming. We have seen more speed enforcement against cyclists on East Golf Drive than against motorists on Old Mill Drive!

Safety effects: Slower motor vehicle speeds would remove most of the motivation for facilities that violate design standards.

Difficult to fix? Enforcement and publicity about enforcement has lowered traffic speeds on I-680. It should work in the Park. Traffic Calming designs have lowered speeds in many other areas, but may need outside consultants and design specialists. "Your Speed" radar signs have helped calm traffic in many neighborhoods.

8. Remove the rumble strips on Old Mill Drive.

Safety effects: National cycling organizations recognize rumble strip hazards and work to limit their use. They cause extreme instability for a bike, which is worst at slower speeds. Skilled cyclists have crashed after hitting the Old Mill Drive rumble strips when trying to avoid joggers on the blind curves.

Difficult to fix? Scarfing and paving the rumble strips will be costly unless done as part of repaving.

9. Change Old Mill and East Newport drives so northbound bicyclists ride on the right.

Safety effects: Old Mill Drive’s downhills, high speeds and blind turns and rumble strips have caused crashes and close calls. East Newport has caused novice cyclists to ride facing traffic on Kiwatha Drive with its sharp blind curves. Laws and safety require bicyclists to ride on the right.

Difficult to fix? Unfortunately, this will be a major project. It certainly should be done at the next repaving, if not before. But a much better design would be a narrower one-direction southbound bike lane separated from northbound vehicles by “buffer” crosshatch striping.

10. Please, do not repeat bicyclist-on-left designs anywhere in the park! The bikes-on-left design violated normal traffic rules, thus generating a cascade of confusing and hazardous “fixes.” If the evidence and testimony provided by the bicycling community had been heeded, costs could have been reduced and safety enhanced. Park officials should listen to the Park's stakeholders—especially when they are more knowledgeable than the park officials!

At other locations:

11. At East Golf Trail, north end: Provide entrance passages on each side of the road. The present design has southbound cyclists riding head-on at northbound cyclists, pedestrians, skaters, etc. It puts those cyclists on the wrong side of the multi-use path.

Safety effects: Cyclists and others have been seriously injured by colliding head-on.

Difficult to fix? Move the gate eastward, leaving an opening on each side.

12. At the intersection of East Newport Drive / East Golf Drive and Shields Rd: Provide a sign notifying southbound cyclists of the bike/hike trail. The solid white bike lane stripe curving west suggests cyclists must turn right, and nothing advertises the presence of the bike-hike trail straight ahead.

Safety effects: This is a communication error rather than a safety error, but the presence of the bike facility should be made obvious.

Difficult to fix? One sign should not be costly and would be good advertising for the Park.

13. On Sheban Drive, between Shields Rd and West Newport Drive: Provide "Bikes May Use Full Lane" signs (R4-11) and shared lane markings in both directions.

Safety effects: The roadway lanes are too narrow for motorists to safely pass bicyclists within the lane. “BMUFL” signs and markings would deter motorist aggression.

Difficult to fix? Sheban is a county road. Hopefully, the Park could influence the county.

14. On the Metroparks Bikeway Trail, at spur trail intersections: Provide stop signs or yield signs for the spur trails.

Safety effects: One bicycle club member was seriously injured when a boy rode into him from a side trail without stopping.

Difficult to fix? Stop signs or yield signs should be inexpensive standard equipment.

15. Sweep areas where cars do not travel, even in winter. Bike lanes and Upper Cohasset Drive are frequently littered with dangerous debris.

Safety effects: Sticks in front wheel spokes or fenders can cause very violent over-the-handlebars crashes. Debris, especially on turns, can cause slide-out crashes. Motor vehicles normally sweep most road debris, but debris piles up where motor vehicles are prohibited.

Difficult to fix? The Park has sweeping equipment.

16. Consider a higher standard of pothole repair. Some cities require repairs to meet standards of smoothness in heavy bike-use areas.

Safety effects: Lumpy patches can cause control problems almost as serious as potholes themselves.

Difficult to fix? This would require only training and supervision of road repair crews.

Appendix 1: Mill Creek MetroParks Places Named for People

Axtmann, Virginia J.	Virginia J. Axtmann Nature Trail for All Peoples
Bresko, Thomas J.—Recreation Director and Interim Executive Director	Thomas J. Bresko Pavilion (formerly Wick Pavilion)
Darvanan, Avetis—Park Commissioner from May 14, 1979 to Feb. 23, 1998 (18 years, 9 months; 9 th in commissioner seniority).	Avetis Darvanan Administration Building
Davies, Albert E.—Park Superintendent from 1936 to 1967 (31 years).	Albert E. Davies Wetland Trail
Ford, John W.—Mahoning County Common Pleas Judge	Ford Nature Center
Henning, Mindy—Park naturalist	Mindy Henning Memorial Trail
Kauffman, Edith	Edith Kaufmann Memorial Quarry Garden
Lanterman, German—Pioneer settler who built a mill on Mill Creek in 1843.	Lanterman’s Mill and Lanterman’s Falls
McGuffey, William Holmes (1800-1873). Pioneer educator and author of the McGuffey Readers.	McGuffey Wildlife Preserve
McMahon, Kenneth—Park Commissioner from May 10, 1971 to July 3, 1993 (22 years, 2 months; 5 th in commissioner seniority).	McMahon Hall (at MetroParks Farm)
Morley, Leo—Mahoning County Probate Judge	Judge Morley Pavilion
Newport, Mary—great-great aunt of Alice Baldwin Lewis, who donated the land).	Lake Newport
Robinson, Charles Snelling—Park Commissioner from Jan. 10, 1920, to July 22, 1945 (25 years, 7 months; 3 rd in commissioner seniority).	Robinson Hill; C. S. Robinson Maple Sugar Grove
Rogers, Bruce—Park Superintendent from 1891 to 1918 (28 years).	Bruce Rogers Bridge
Rogers, Volney—Park Founder and Commissioner from March 23, 1891, to Dec. 4, 1919 (28 years, 8 months; 2 nd in commissioner seniority).	Volney Rogers Field
Scholl, Walter—Park patrolman from 1928 to 1941; Recreation Director from 1941 to 1972 (44 years).	Walter H. Scholl Recreation Area; Scholl Pavilion

Smythe, Robert—Park Commissioner from Jan. 11, 1949, to June 6, 1957 (8 years, 5 months; 16 th in commissioner seniority).	Smythe Island (in Newport Wetlands)
Stitt, Walter C.--Park Commissioner from Nov. 4, 1919, to Aug. 23, 1936 (16 years, 10 months; 10 th in commissioner seniority).	Stitt Pavilion
Struthers, Captain John—Pioneer settler who built a grist mill and saw mill on Yellow Creek. Captain in Ohio’s state militia. Elected Poland Township Trustee in 1802; later elected Trumbull County Sheriff.	Captain John Struthers Pavilion
Vickers, E. W. and Lindley—Ernest Vickers served as the first park naturalist from 1929 to 1947. His son Lindley served as park naturalist from 1947 to 1970.	Vickers Nature Preserve
Wick, James L., Jr.—Park Commissioner from May 10, 1937, to Aug. 4, 1958 (21 years, 3 months; 7 th in commissioner seniority).	James L. Wick, Jr. Recreation Area

<u>Fellows Riverside Gardens</u>	
Antonucci, Maxcine	Maxcine Antonucci Gallery
Beecher	Beecher Terrace (outside of café)
Beeghly, Kathryn D.	Kathryn D. Beeghly Memorial Garden (outside café by Mermaid Fountain)
Beeghly, Mabel Snyder	Gazebo (in memory of Mabel Snyder Beeghly)
Close, Peg	Peg Close Intern and Guest House
Crandall, J. Ford	J. Ford Crandall Foundation Garden Café
Davis, D. D. & Velma	D.D. and Velma Davis Education & Visitor Center
Fellows, Benjamin (1821-1907) and Mary Fellows (1834-1912)	Fellows Riverside Gardens Elizabeth Anne Rudge Fellows (1861-1958) donated the land though technically the Gardens are named for her husband’s (Samuel Fellows (1856-1942) parents.

Fok, Maria & Tom	Maria & Tom Fok Offices
Home Savings and Loan Foundation	Home Savings and Loan Foundation Courtyard Lobby (outside Rossi Auditorium)
Inglis, Ralph & Kathleen	Inglis Garden
Kidston, A. Irvine; Kidston, Marjorie J.; and Norma Claire Jones	Kidston Pavilion (in memory of A. Irvine Kidston, Marjorie J. Kidston, and Norma Claire Jones)
Kidston, Mr. and Mrs. A. Irvine	Mr. and Mrs. A. Irvine Kidston Classroom
Melnick, Arseny	Arseny Melnick Observation Tower
Melnick, John C., M. D.	John C. Melnick Mill Creek Park Museum
Mills, C. Kathleen	C. Kathleen Mills Courtyard (outside Rossi Auditorium)
Mirto, Nancy	Nancy Mirto Kitchen
Muransky, Martha	Martha Muransky Perennial Walk
Rossi, Daniel L., Esquire,	Daniel L. Rossi, Esquire Auditorium
Schmidt, Paul J., Sr.	Paul J. Schmidt, Sr. Memorial Rhododendrons
Sommer, K. Calvin—Park commissioner from July 16, 1957 to March 19, 1979. (21 years, 8 months; 6 th longest in commissioner seniority.)	K. Calvin Sommer Fountain
Tyler, Jeanne Deibel	Jeanne Deibel Tyler Classroom
Wagmiller	Wagmiller Terrace (outside of café)
Weller, Andrew & Carol	Weller Gallery
White	White Garden (outside Rossi Auditorium)
York, John & Denise	DeYor Concourse

Appendix 2: Mill Creek MetroParks Historic Documents

1. Board Minutes (1891-present), 20 volumes. For the first twenty-seven years, the minutes are hand-written by Volney Rogers. MetroParks Office—vault.
2. Property Acquisition Records (1891-present), 16 boxes. MetroParks Office—vault.
3. Scrapbooks, 17 volumes (January 1929 to September 2009) Most of the articles are from the *Youngstown Vindicator*. Volumes 1 and 2 include clippings from the *Youngstown Telegram*. The scrapbooks vary in size; many need to be re-bound. Eight years of recent clippings are waiting to be mounted in scrapbooks. MetroParks Office—Conference Room.
4. Historic Photographs. Various locations.
5. Architectural drawings, landscaping plans, Sketches. (1920s to recent). Includes plans drawn by Warren Manning, Mill Creek Park Landscape consultant 1921-30, 1931-32. MetroParks Office—Graphics Dept.
6. Annual Reports. MetroParks Office—Conference Room.
7. Payroll Records. MetroParks Office—vault.
8. Artifacts. Various locations; mostly at the Melnick Museum in Fellows Riverside Gardens and at Lanterman’s Mill.
9. Miscellaneous Records. Beeghly House.

Appendix 3: Mill Creek MetroParks Historic Structures (pre-1950)

1. Hopewell Furnace (1803)
2. Old Log Cabin (1816)
3. Pioneer Pavilion (1821)
4. Mill Creek Furnace (c. 1826-30)
5. Lanterman's Mill (1843-45)
6. Sulphur Spring (c. 1880s?)
7. Superintendent's Residence (c. 1880s)
8. Bears Den Quarry (c. 1890s)
9. Mirror Pond Dam (c. 1895)
10. Suspension Bridge (1895; designed by Charles Fowler)
11. Lake Cohasset Dam (1897; designed by E. Sherman Gould)
12. Ice House Dam (1904)
13. Lake Glacier Dam (1904-05; designed by E. Sherman Gould)
14. Slippery Rock Pavilion (1910-11; designed by Julius Schweinfurth)
15. C. S. Robinson Home (Ford Nature Center) (1912; designed by Charles F. Owsley)
16. Volney Rogers Statue (1920; sculpted by Frederick C. Hibbard)
17. Original Park Office (now Park Police Station) (1922; designed by Barton E. Brooke)
18. Chestnut Hill Pavilion (1923; designed by Barton E. Brooke)
19. Lake Newport Dam (1928)
20. Mill Creek Golf Course (North Course—1928, South Course—1932, 1937; designed by Donald Ross)
21. Golf Course Fieldhouse (1929; designed by Barton E. Brooke and Harold Dyer)
22. Bears Den Cabin (1931)
23. Stitt Pavilion (1938; designed by William H. Cook)

Ten Stone Bridges:

- Sugar Creek Bridge (Robinson Hill) (1895)
- Orchard Meadow Bridge (over Bear Creek by West Drive) (1895)
- Calvary Run Bridge (c. 1904; designed by Boston Architects Shepley, Rutan & Coolidge)
- One-Way Drive Bridge (1912; designed by Volney Rogers) (not open to vehicle traffic)
- Bruce Rogers Bridge (over Bear Creek) (circa 1912; rebuilt in 1939 by W.P.A. Designed by Boston Architects Shepley, Rutan & Coolidge)
- Parapet Bridge (1913; designed by Julius Schweinfurth)
- Axe Factory Bridge (1913)
- Cascade Run Bridge (1913)
- Dividing Sycamore Bridge (1922) (over Bear Creek on road to Bears Den area)
- Bears Den Cross Drive Bridge (1923; rebuilt in 1939 by W.P.A.)