



MetroParks Board Meeting

MetroParks Bikeway – Phase III

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Presentation Outline

- MetroParks Mission Statement
- Strategic Master Plan
- MetroParks Bikeway
- Rail Line History
- Bikeway Planning
- Bikeway Phase I & II
- Bikeway Phase III
- Regional Trails Systems



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Mission Statement

The mission of Mill Creek MetroParks is to provide park, recreational, educational and open space facilities of regional significance. In fulfilling this mission our objectives are:

- To be responsive to community needs
- To be environmentally sound
- To be adaptable
- To be economically feasible

Link to Mission Statement:

<http://www.millcreekmetroparks.org/contact/about/mission-statement/>



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Strategic Master Plan

- Community Engagement
- Stewardship
- Our People
- Natural Resources
- **Recreation & Education**
- Infrastructure

GOAL: “Enhance Mill Creek MetroParks’ management of natural resources through improved access of developed trails, opening new parks in underserved areas of the County...”

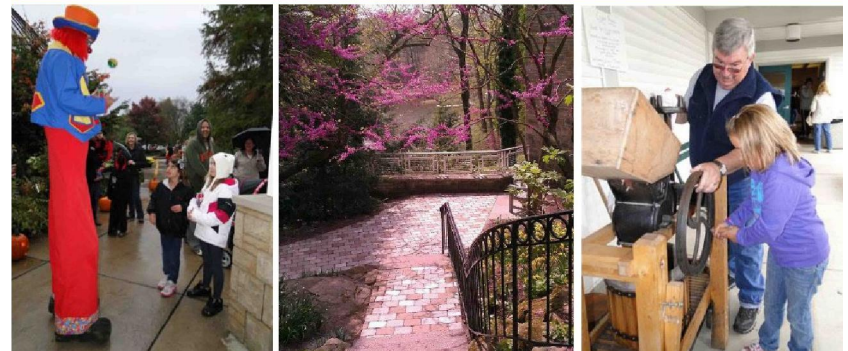
Link to Strategic Master Plan:
<http://www.millcreekmetroparks.org/wp-content/uploads/2013/11/Mill-Creek-MetroParks-Strategic-Master-Plan-FINAL.pdf>



Comprehensive Parks and Recreation Strategic Master Plan

January 2013

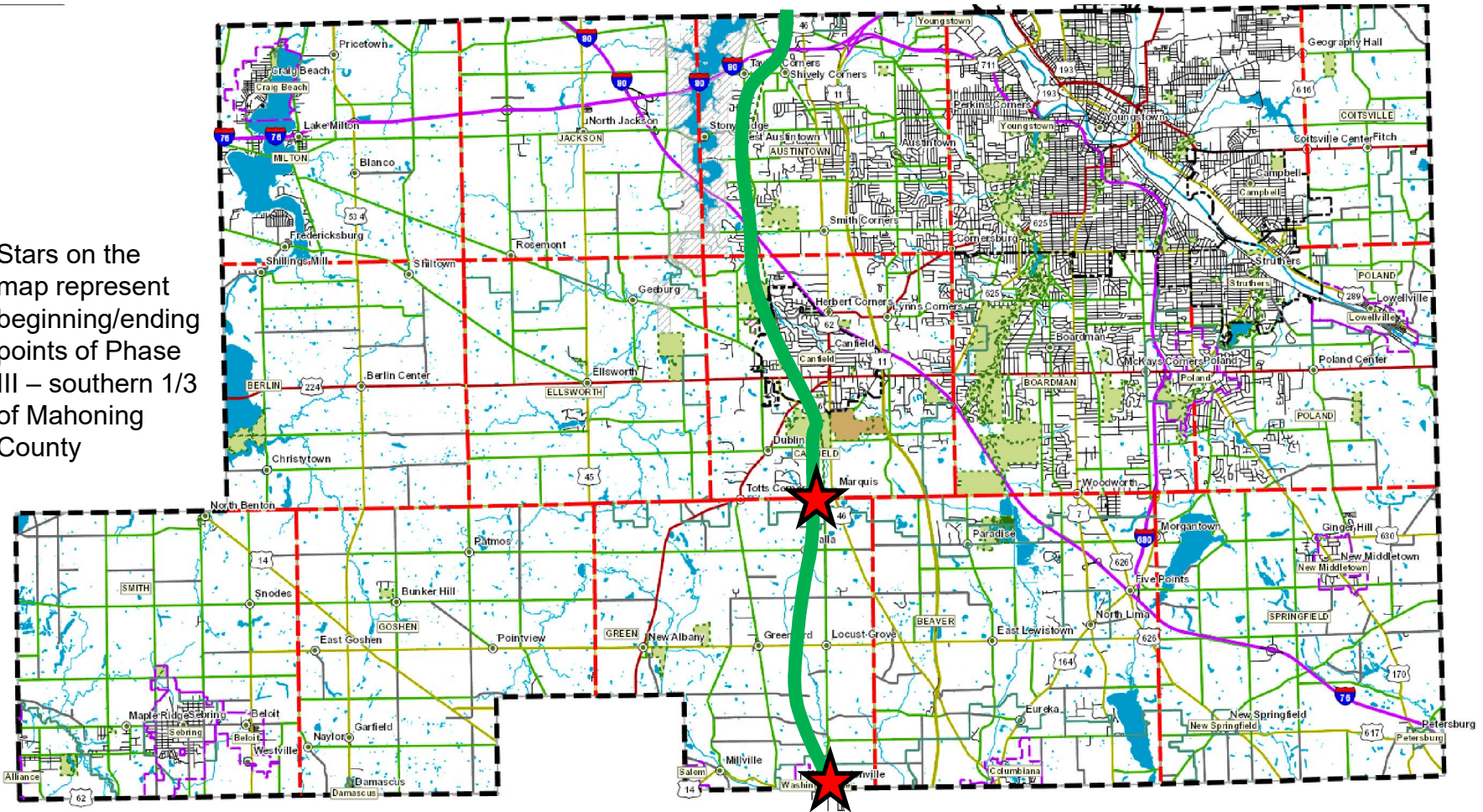
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MetroParks Bikeway – Mahoning County

Stars on the map represent beginning/ending points of Phase III – southern 1/3 of Mahoning County

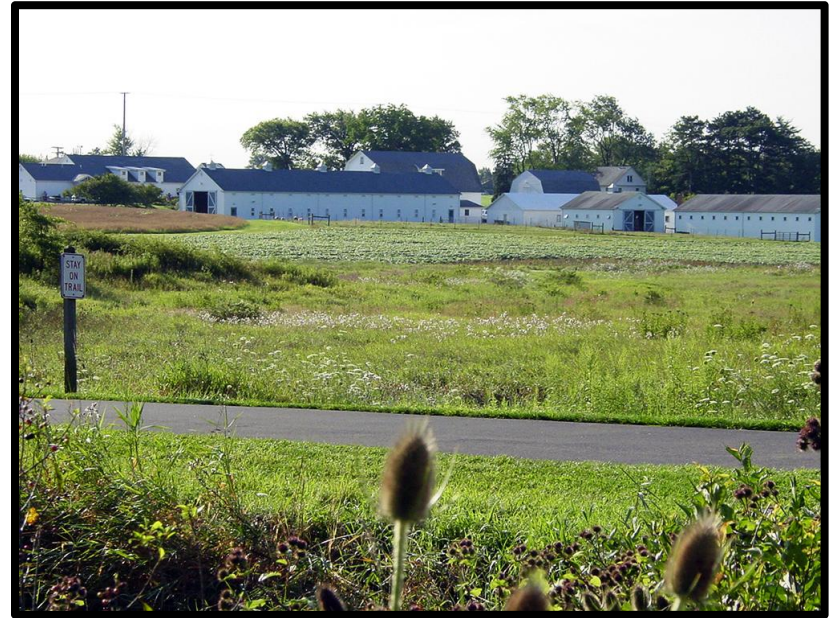


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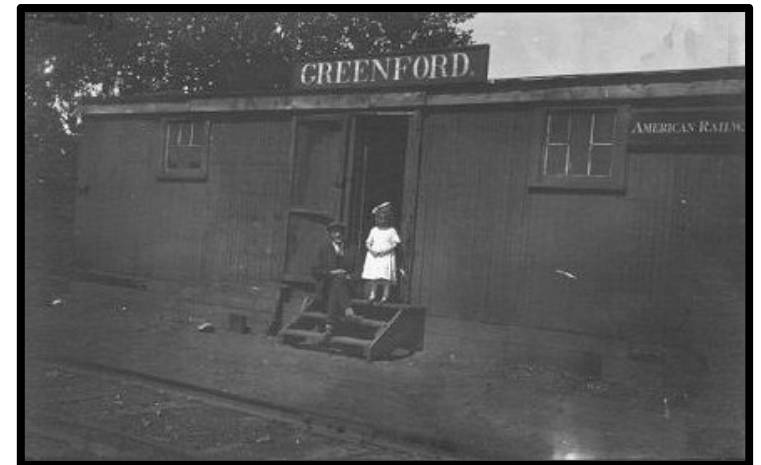
Bikeways

- Linear parks/greenways
- Links to history and culture
- Transportation corridors
- Economic generators
- Physical links to communities, neighborhoods and points of interest
- Provides active recreation for improved health and wellness
- Improves quality of life for local residents



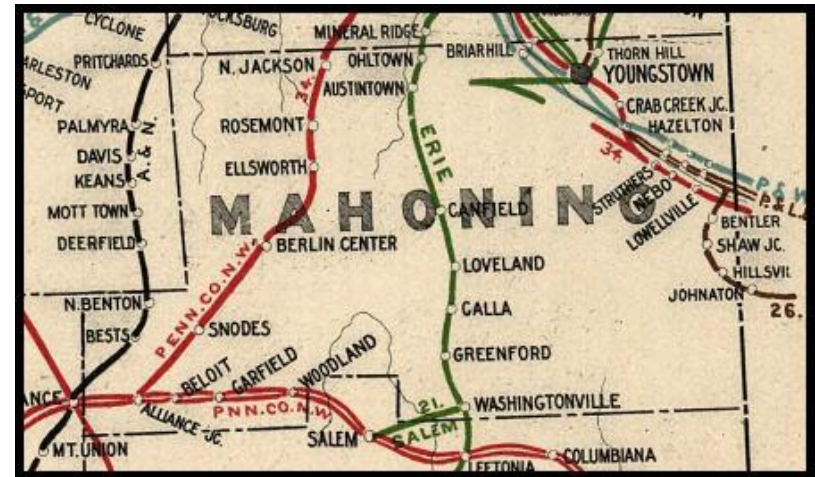
Rail Line History

- Corridor was originally constructed in the 1860s as the Niles & Lisbon Branch of the Erie Lackawana Railroad Company
- Passenger service - depots along Phase III at Calla and Greenford included a freight house and a telegraph office
- Freight service – coal, steel, iron ore, produce and dry goods
- With the popularity of the automobile and construction of the highway system, passenger service was discontinued by the late 1930's
- Freight service was discontinued in the 1980's after bankruptcies; tracks and ties were removed in the late 1980's



Bikeway Planning

- 1990 General Plan for Mill Creek MetroParks included a recommendation to convert the historic rail line corridor into a “hike & bikeway”
- The MetroParks worked with Eastgate Regional Council of Governments to secure \$3,755,000 in funding from the Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT) to design, engineer, acquire and construct Phase I and Phase II of the bikeway
- 1995 Feasibility Study to determine alignment options for Phase III; determined that the historic rail line corridor was the preferred alignment



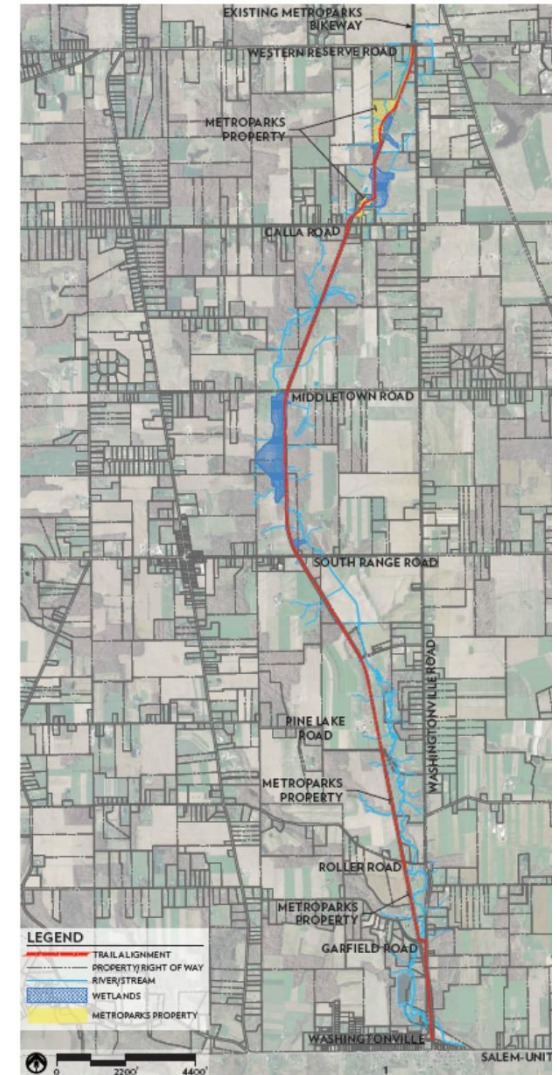
Bikeway - Phase I & Phase II

- 10.6 miles long - Phase I was constructed in 2000 and Phase II was constructed in 2001
- Runs from Western Reserve Road to County Line Road (Trumbull County line)
- Canfield Township, City of Canfield, and Austintown Township
- 10'-wide asphalt pavement with 2' wide grass shoulders
- Uses include bicycling, walking, jogging, rollerblading, and cross-country skiing
- Motorized vehicles (except those used by the disabled) and horseback riding are prohibited
- Points of interest include: Kirk Road Trailhead, Mahoning Avenue Overpass, I-80 Tunnel, Turnpike Tunnel (2020)
- Connections include: MetroParks Farm, Sawmill Creek Preserve, Canfield High School, Canfield Fairgrounds, numerous housing developments



Bikeway - Phase III

- 6.4 miles long
- Alignment generally follows Cherry Valley Run in Green Township through an agricultural/rural area of Mahoning County mostly on the historic rail line corridor
- Runs from High Street in the Village of Washingtonville to Western Reserve Road (existing bikeway)
- 10'-wide asphalt pavement with 2' wide grass shoulders
- Uses include bicycling, walking, jogging, rollerblading, and cross-country skiing
- Motorized vehicles (except those used by the disabled) and horseback riding prohibited



Right-of-Way Plans & Appraisals

- MetroParks received \$364,000 grant funding (80% FHWA transportation funds; 20% STP funds) for final alignment, right-of-way plans and property acquisition (2005)
- Correspondence with property owners began in 2005
- Environmental document for project was approved in December 2007
- Consultant Agreement executed with GPD Group in May 2010
- Public meeting conducted in July 2012
- Final alignment was established; legal descriptions and deed research were completed; right-of-way plans were prepared
- Appraisals were conducted; each appraisal was reviewed by an independent appraiser



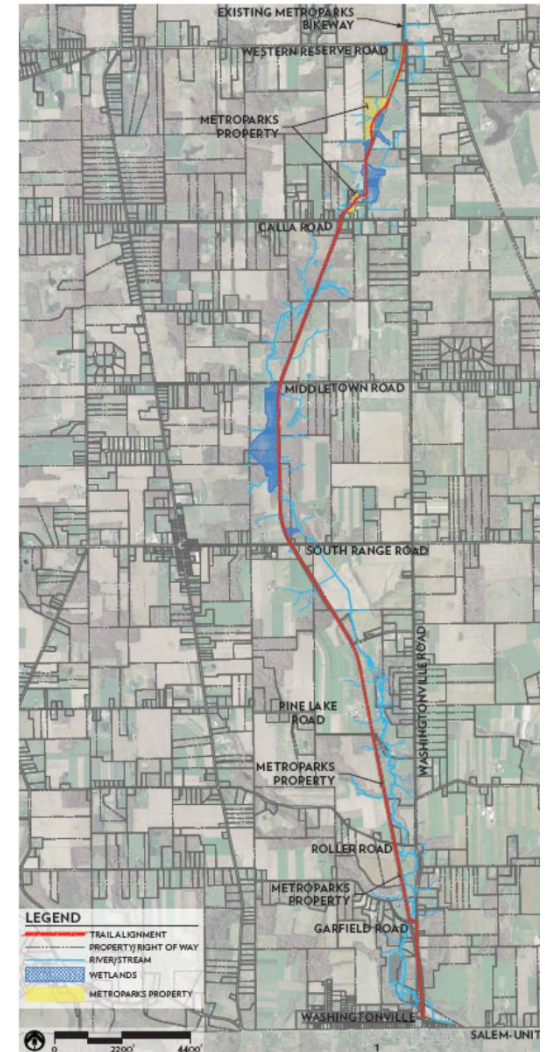
Property Acquisition

- 6.4 total miles; MetroParks acquired 1.8 miles of historic railroad right-of-way in 1999; 4.6 miles to be acquired
- Thirteen (13) property owners; 23 separate parcels (11 standard highway easements, 10 temporary easements, 2 warranty deed)
- Federal property acquisition process was begun late 2017 with Notices of Intent to Acquire being provided to each property owner
- Good Faith Offers were provided to each property owner which included a full copy of the official appraisal



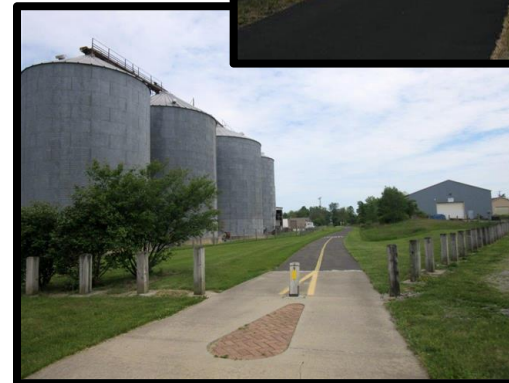
Design & Engineering

- \$552,650
- 80% FHWA CMAQ grant funds; 20% MetroParks
- Consultant Agreement executed with Environmental Design Group (EDG) in September 2014
- Aerial mapping; environmental site assessments & studies; drainage design & hydraulics; culvert/bridge design; construction drawings
- Individual meetings with private property owners
- Public meeting May 2016
- Numerous written project updates and notifications were provided to the property owners and adjacent property owners throughout the years
- Environmental Document approved December 2018
- Final construction drawings anticipated August 2019



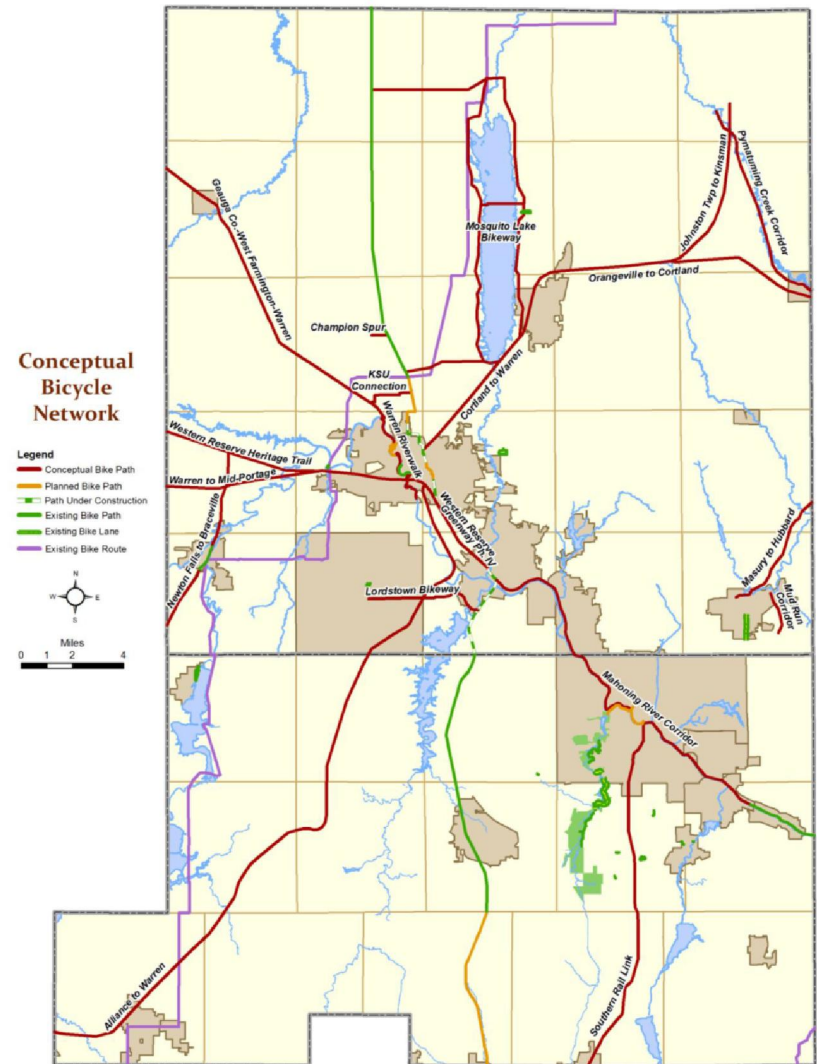
Construction

- \$3,551,062
- 80% FHWA CMAQ grant funds; 20% MetroParks
- Currently programmed in federal fiscal year 2021 (July 2020 – June 2021)
- 2013 ODOT D-11, ODOT D-4 and Eastgate \$1,600,000 partnership project realigned Washingtonville Road/SR 14 intersection with a new traffic signal; project included a bikeway connection from SR 14 to High Street



Regional Bikeway Mapping

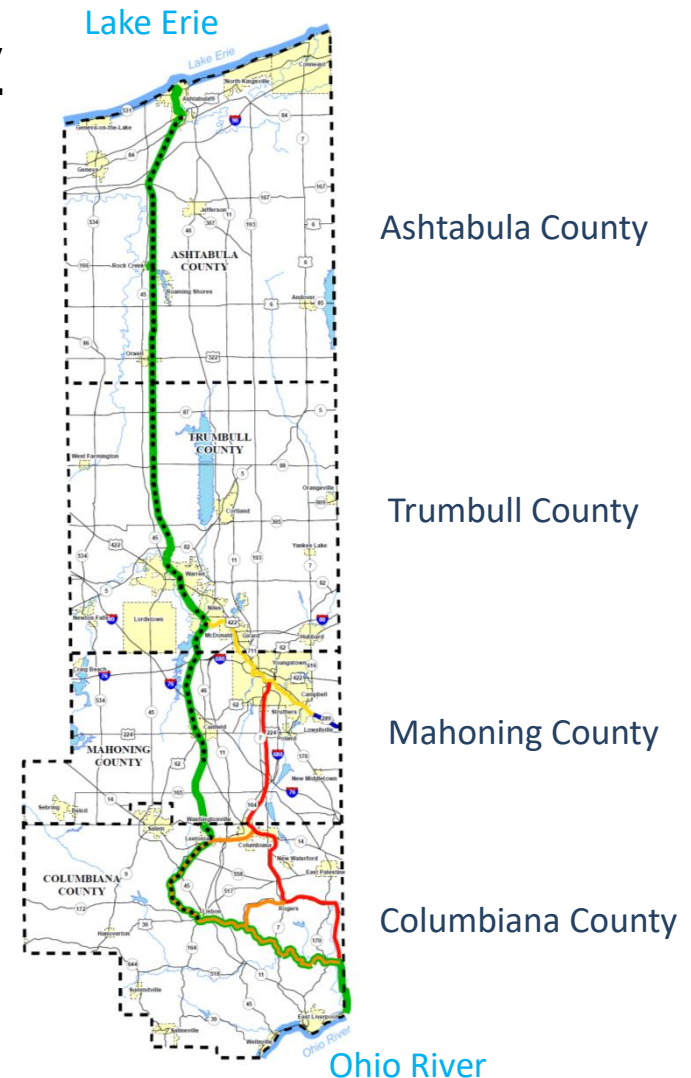
- Eastgate Regional Council of Governments Bicycle Network mapping for Mahoning & Trumbull counties



MetroParks Bikeway – Phase III

Great Ohio Lake-to River Greenway

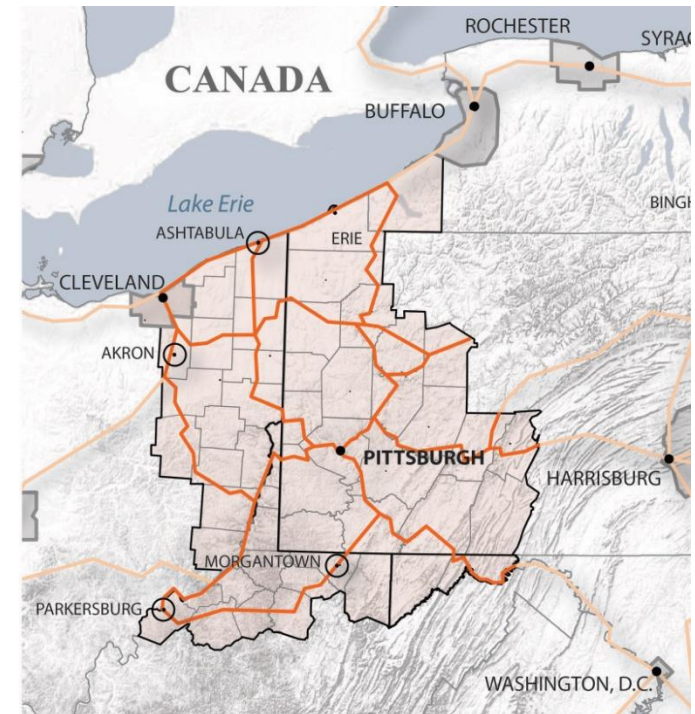
- The Great Ohio Lake-To-River Greenway (GOLRG) is a coalition with each county responsible for planning, constructing, operating and maintaining its section of trail
- A 110-mile bikeway from Lake Erie to the Ohio River through four (4) Ohio counties (Ashtabula, Trumbull, Mahoning, Columbiana) and one (1) Pennsylvania county (Beaver)
- **Almost 80 miles are constructed!**
- One (1) “gap” in each county
- The GOLRG Coalition supports the efforts of individual trail/community efforts
- Through 2013, over \$35 million has been secured for planning and construction of trail and support facilities along the GOLRG





Industrial Heartland Trails Coalition

- The Industrial Heartland Trails Coalition is a group of trail builders and supporters from four states collaborating to complete and connect a system of over 1,500 miles of shared use trails
- Great Ohio Lake-to-River Greenway and the Ohio River Greenway Trail is identified as the Pittsburgh to Ashtabula Mega Corridor



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millcreekmetroparks.org

