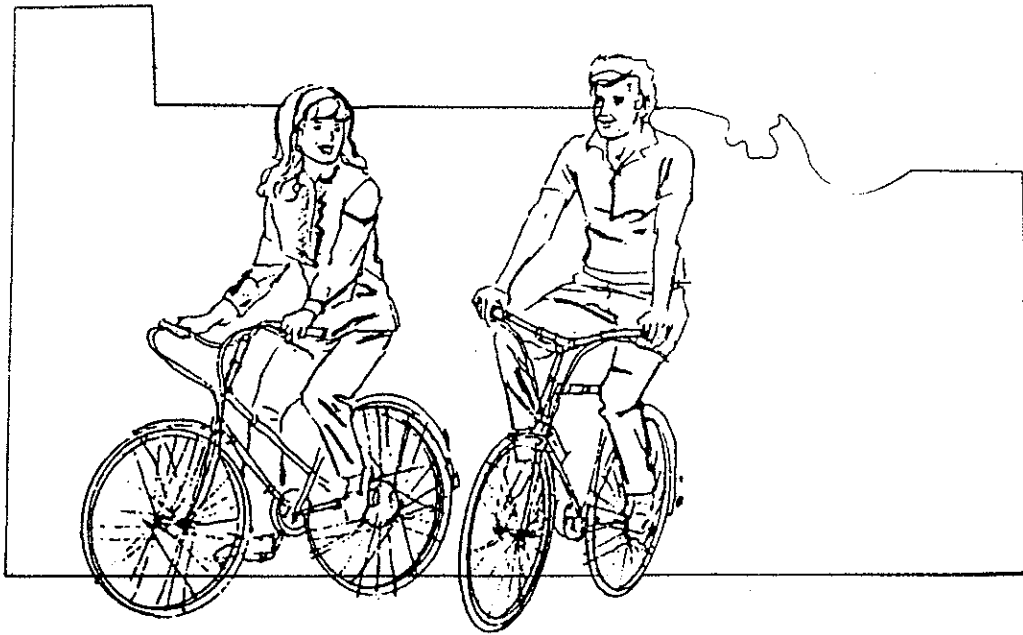


# APPENDIX A

**1991 Sandusky County Bike Plan**



***SANDUSKY  
COUNTY  
BICYCLE  
PLAN***



## OBJECTIVES

The main objective of this plan is to allow for the orderly development of a countywide system of bicycle trails, routes and paths. Important goals in achieving this overall objective are as follows:

1. To provide bicycling opportunities to all citizens of Sandusky County by linking areas of population concentrations.
2. To provide access to educational, recreational, employment, cultural, and shopping facilities as well as other points of interest;
3. To identify potential routes which will achieve this linkage in a safe manner while also planning for interconnecting with bikeways in neighboring counties,
4. Identify routes which will be aesthetically pleasing;
5. Provide for the wise use of funds in the design, construction and maintenance of bicycle facilities.



## INTRODUCTION

Nationwide studies and statistics indicate that bicycling in America is growing in popularity each year. According to sales figures and estimates supplied by the Bicycle Manufacturers of America, there are over 95 million bicycles in use and over 105 million bicycle users in America.

Whether for transportation, physical fitness, relaxation, environmental and ecological concerns or just for fun, bicycling has become extremely popular among all age groups.

This Sandusky County Bicycle Plan attempts to identify potential bikeways linking population centers, recreation areas, places of employment, schools, shopping areas, and other points of interest in Sandusky County. The plan identifies the preferred routes to achieve this linkage. These routes may change as the infrastructure and population of Sandusky County evolves. While the exact type of bikeway construction is not identified for each corridor, preferred type will be noted. The final determination of bikeway type will be determined in the planning stages for each project.

It is important to note that this plan is not intended to be the final word in the identification, design and construction of a countywide bikeway system. This plan shall serve as a first step toward the goal of a safe and effective countywide system.

## DEFINITIONS

Bicycle: A device propelled by human power, having either two wheels, or one wheel in the front and two wheels in the rear.

Bicycle Lane: A portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicycles.

Bicycle Path: A bikeway that is physically separated from motorized vehicular traffic by an open space or barrier and lies either within the highway right-of-way or within an independent right-of-way.

Bicycle Route: A signed route on existing roads and paths to indicate directions, with or without a specific bicycle route number.

Bikeway: Any road, path or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether it is designated for the exclusive use of bicycle or is to be shared with other transportation modes.

Shared Roadway: Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles regardless of whether it is specifically designated as a bikeway.

## SANDUSKY COUNTY BIKEWAYS

NORTH COAST INLAND TRAIL (N.C.I.T.): [Bicycle Path] This bicycle path is proposed to be a 47 mile path connecting Norwalk in Huron County with Millbury in Wood County. The trail will utilize abandoned Penn Central and Conrail Railroad right-of-ways. Within Sandusky County, the Trail will run East from the Ottawa/Sandusky County line Northwest of Lindsey, through Lindsey, Fremont, Clyde, and Bellevue. Phase one development of the N.C.I.T. is planned for approximately 6.5 miles between Fremont and Clyde.

N.C.I.T. FREMONT CITY ROUTE: [Bicycle Lanes and Routes] Available Railroad right-of-way ends at Christy Road West of Fremont and Park Ave. near downtown Fremont. This proposed Bicycle route will link these ends of the N.C.I.T. while also providing access to schools, historical sites, shopping areas, places of employment, recreational areas and other points of interest in Fremont.

N.C.I.T. BALLVILLE EXTENSION: [ Bicycle Lanes, Routes and Paths]

Departing the railroad right-of-way at Park Ave. in Fremont and heading South on Tiffin Rd., crossing the Tiffin St. bridge and proceeding to Conner Park. Extending East on Cole Rd. (221) to Morrison (160) and West on Cole to Baker (154). South on Baker to Rice Rd. (209), West on 209 across Tindle Bridge to South River Road (132), North on 132 to Gonawein Rd. (43), West on 43 to Olmer Rd. (126), North on 126 to N & W Fremont to Burgoon Path. Length of N.C.I.T. Ballville extension estimated at 6.5 miles.

WESTERN SANDUSKY COUNTY ROUTE: [Bicycle Lanes and Routes]

West from the N.C.I.T. Fremont City Route at Terra Technical College on Napoleon Road (51), North on Mudcreek Rd. (90) to Quinshan Rd. (55), west on 55 to [Helena Extension South on Swartzman Rd. (74) to Helena] Walter Rd. (60), North on (60) to Schade Rd. (65), West on 65 to S.R. 300, North on 300 to Gibsonburg/White Star Path at White Star Entrance, North on Path to Gibsonburg; continue North on S.R. 300 to Tille Rd. 85; west on 85 to Rollersville Rd. (26), North on 26 to Hubbard Rd. (107) to Klinck Rd. (24), North on 24 to Fort Findlay Rd. (117), East on 117 to Woodville, and S.R. 105, Northeast on S.R. 105 to Elmore and the North Coast Inland Trail. Distance of Western Sandusky County Route is estimated at 21 miles.

NORFOLK AND WESTERN FREMONT TO CASTALIA PATH: [Bicycle Path]

Utilizing abandoned railroad corridor from Countryside Park at N. U.S. Route 6 exit from Fremont Bypass to Castalia through Erlin and Vickery. Blue Heron Reserve Extension North on Yorktown Rd. (260 to Reserve and Pickerel Creek Wildlife Area) Distance of Norfolk and Western Path estimated at 11 miles. Blue Heron Reserve extension approximately 2 miles.

NORFOLK AND WESTERN FREMONT TO BURGOON PATH: [Bicycle Path]

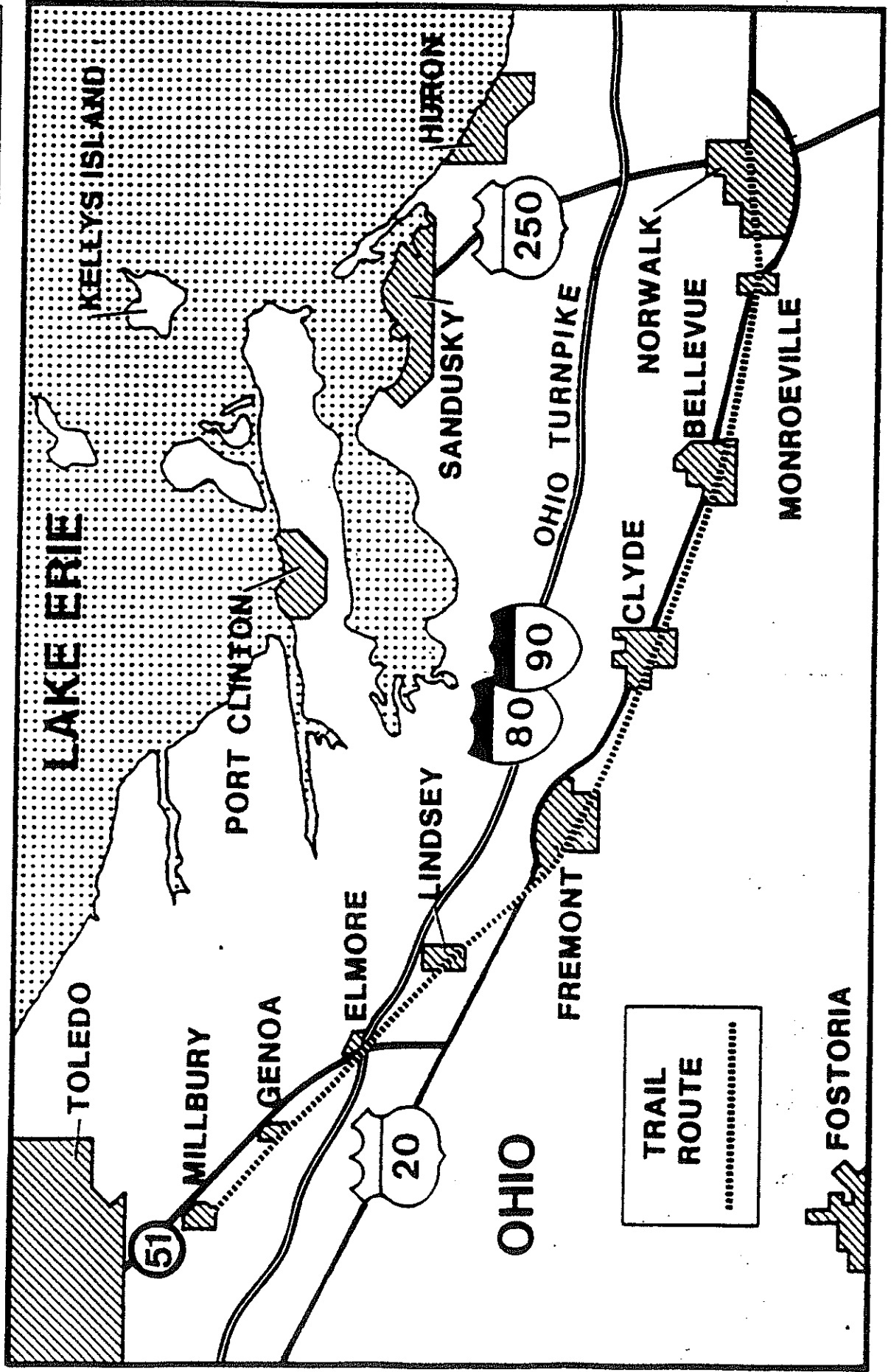
Utilizing abandoned N & W rail corridor from south Fremont to Burgoon, a distance of approximately 6.5 miles.

PENN CENTRAL - GREEN SPRINGS TO CASTALIA PATH: [Bicycle Path]

Utilizing abandoned Conrail and Penn Central right-of-way from Green Springs Northeast to Clyde and continuing Northeast to Castalia. This bicycle path crosses the N.C.I.T. in Clyde and is approximately 12 miles in length.

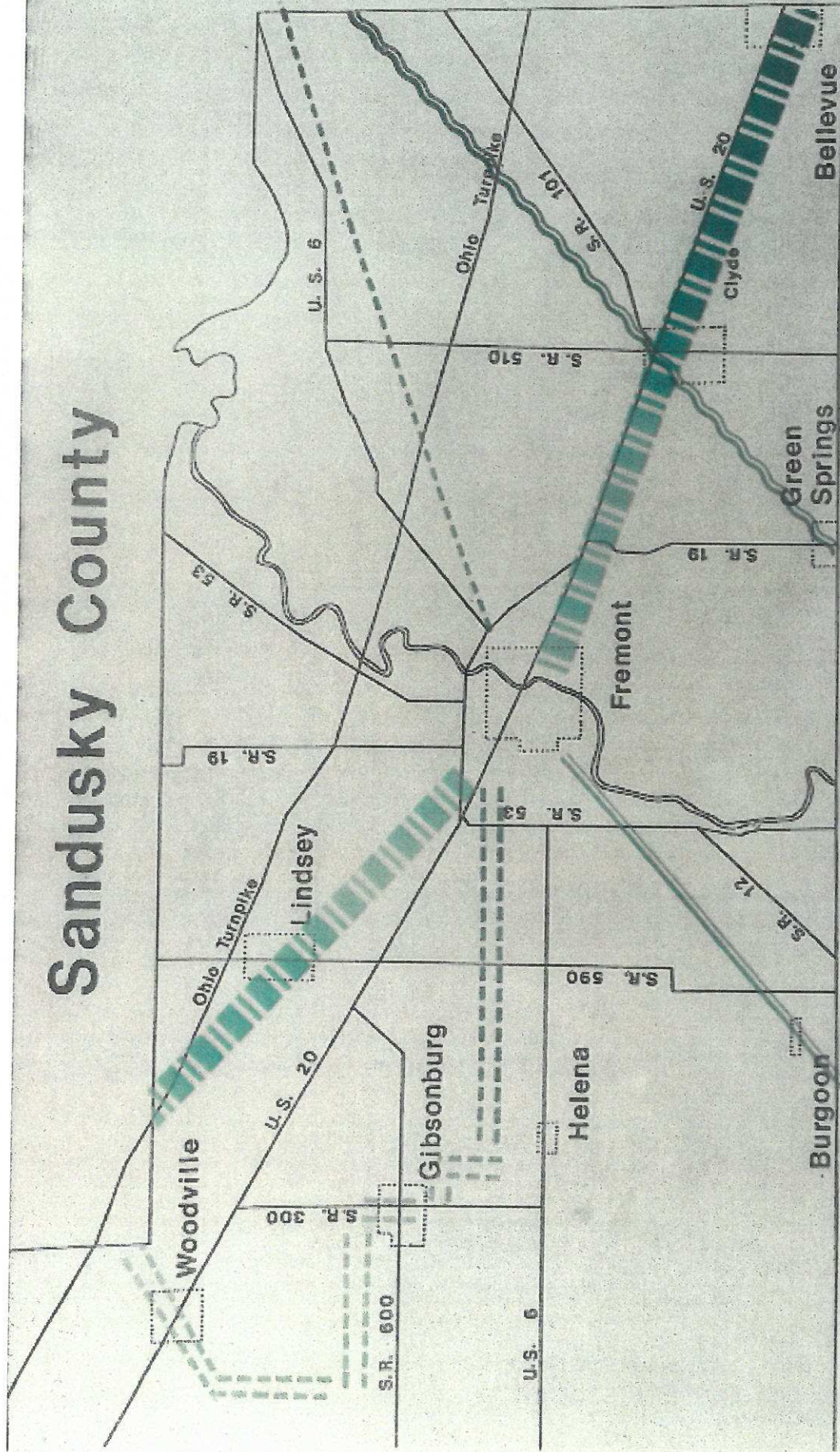
N.C.I.T. CLYDE CITY ROUTE [Bicycle Lanes and Routes] This city route will utilize Clyde City Streets to provide access to schools, recreational facilities, Government offices, retail businesses, historical sites, places of employment and other points of interest in the city of Clyde.

# Proposed North Coast Inland Trail Route

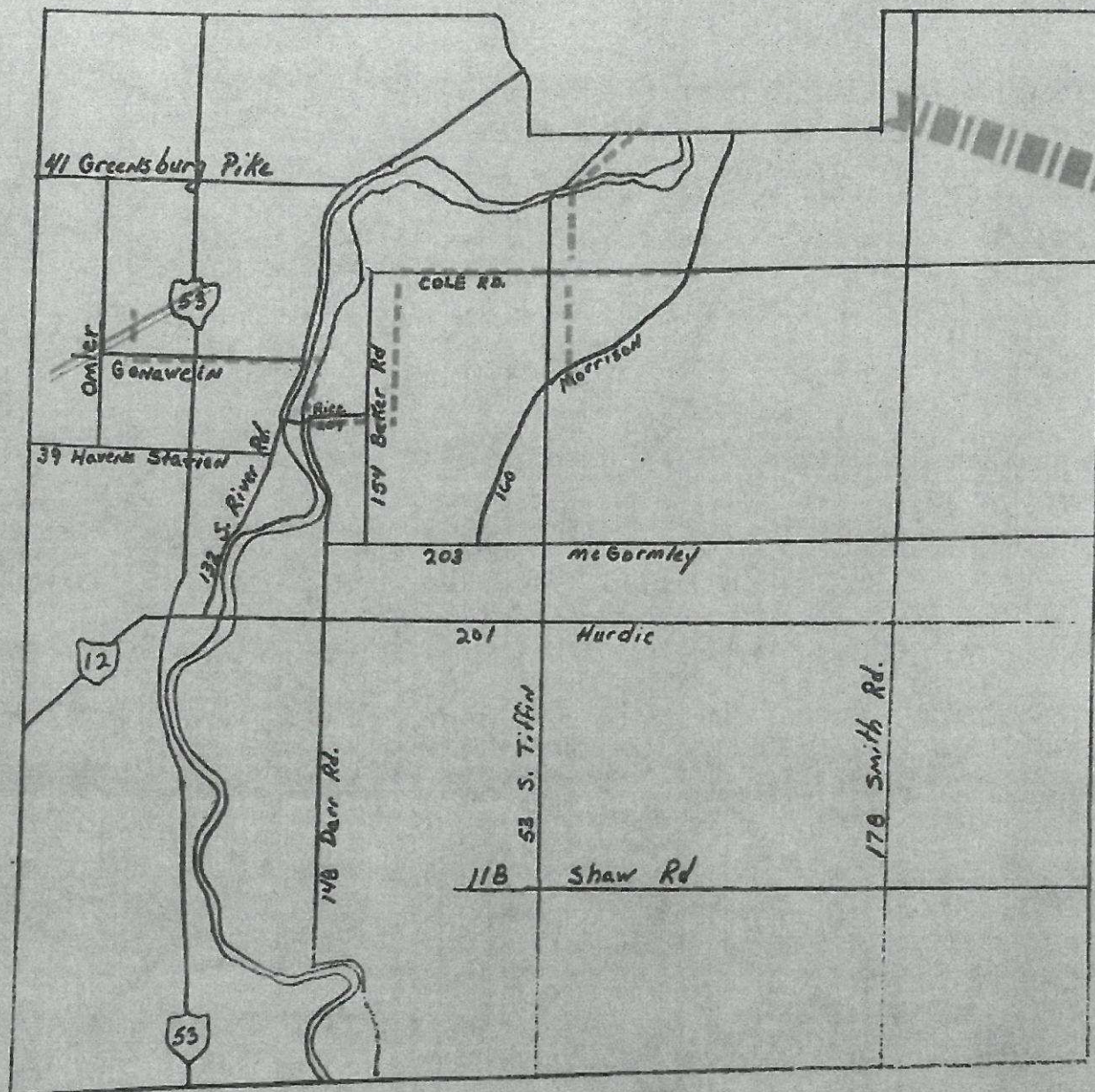




# Sandusky County








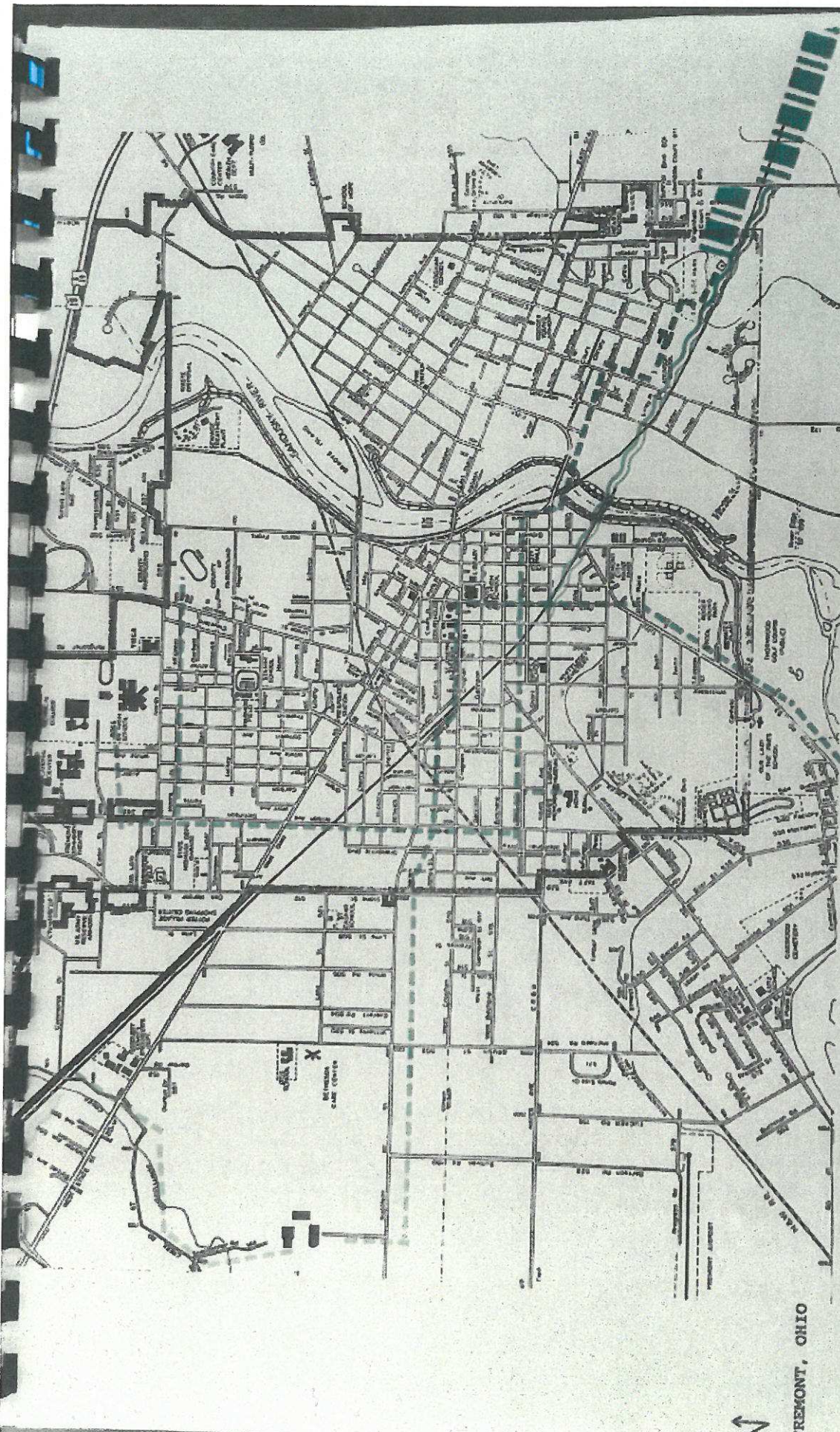
# BALLVILLE

NORTH COAST INLAND TRAIL 

N.C.I.T. BALLVILLE EXTENSION - - - - -

NORFOLK & WESTERN FREMONT TO BURGOON PATH 





FREMONT, OHIO

NORTH COAST INLAND TRAIL  
PHASE ONE

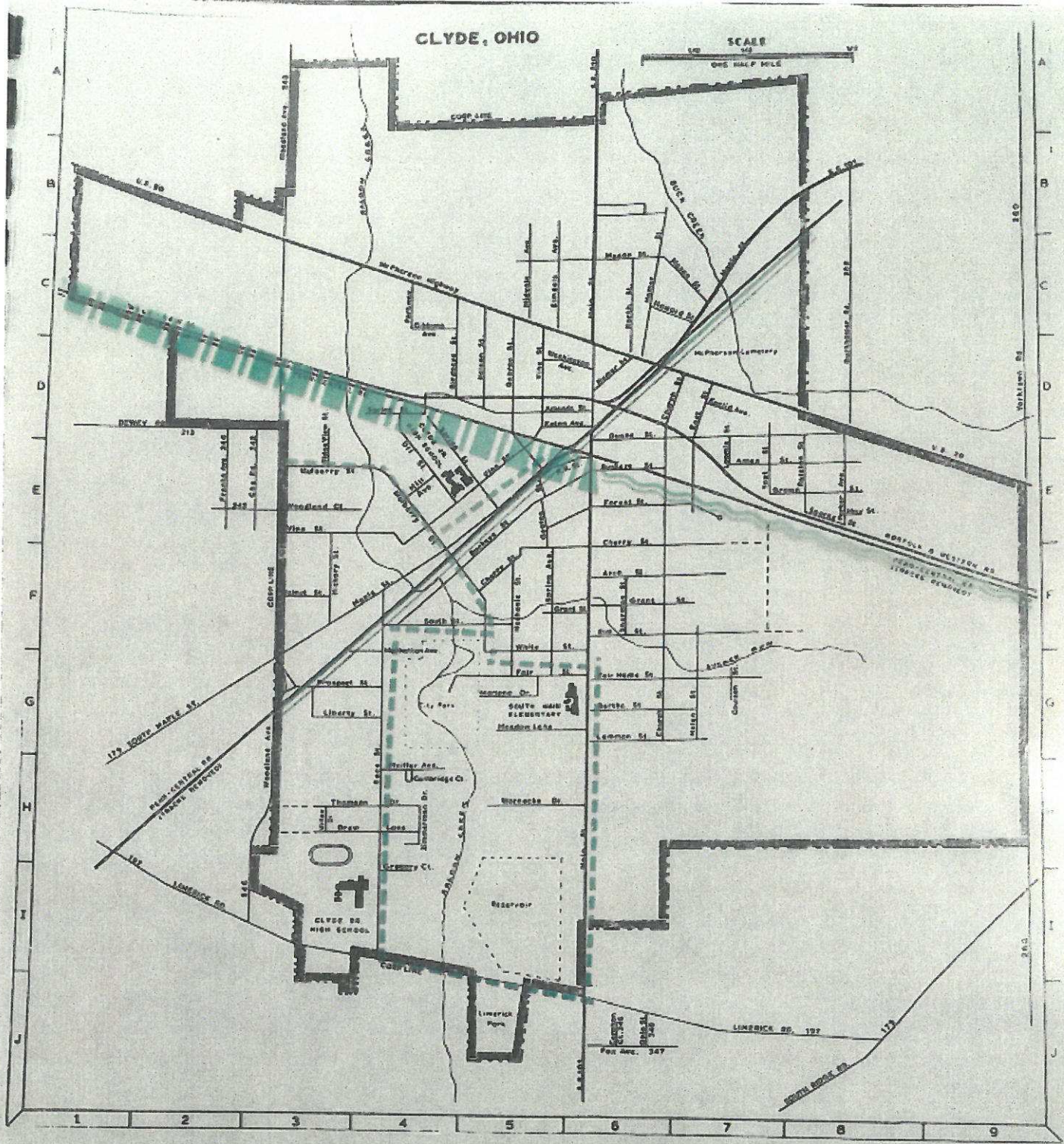
NORTH COAST INLAND TRAIL  
FUTURE DEVELOPMENT

FREMONT CITY ROUTE



# CLYDE, OHIO

SCALE  
ONE HALF MILE



NORTH COAST INLAND TRAIL  
PHASE ONE

NORTH COAST INLAND TRAIL  
FUTURE DEVELOPMENT

PENN CENTRAL  
GREEN SPRINGS TO CASTALIA

CLYDE CITY ROUTE



John Battles

RESOLUTION ---- AUTHORIZING SANDUSKY COUNTY BICYCLE PLAN BE APPROVED.

The Board of County Commissioners, Sandusky County, Ohio met in regular session on the 5th day of November, 1991, at the office of the Board with the following members present:  
John E. Battles                      Janet K. Dorr                      Wesley R. Fahrbach

Wesley R. Fahrbach moved the adoption of the following resolution:

Whereas, Steve Gruner, Director of the Sandusky County Parks District submitted the Sandusky County Bicycle Plan of the State for approval. Said plan is a requirement in order to apply for any available grant funding, and

Whereas, the Board after reviewing the plan agreed it be approved.

THEREFORE: Be It Resolved,

Section 1. The Board of Commissioners hereby approve the Sandusky County Bicycle Plan as submitted for Sandusky County.

Section 2. Copies of this resolution shall be certified to Steve Gruner.

Section 3. It is found and determined that all formal actions of this Board concerning and relating to the adoption of this resolution were so adopted in an open meeting of this Board, and that all deliberations of this Board, and of any of its committees that resulted in such formal action, were in meetings open to the public, in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

John E. Battles seconded the above resolution and the vote upon its adoption resulted as follows:

<u>John Battles</u>	Yes
<u>Wesley R. Fahrbach</u>	Yes

Motion carried.

Attest: Janet K. Dorr  
Clerk to the Board

file: Bike Path Project

I, the undersigned, Clerk of the Board of County Commissioners, Sandusky County, Ohio do hereby certify that the foregoing is a true and correct copy from the official record of said Board of County Commissioners as recorded in Journal No. \_\_\_\_\_

Janet K. Dorr  
Clerk, Board of County Commissioners  
Sandusky County Ohio

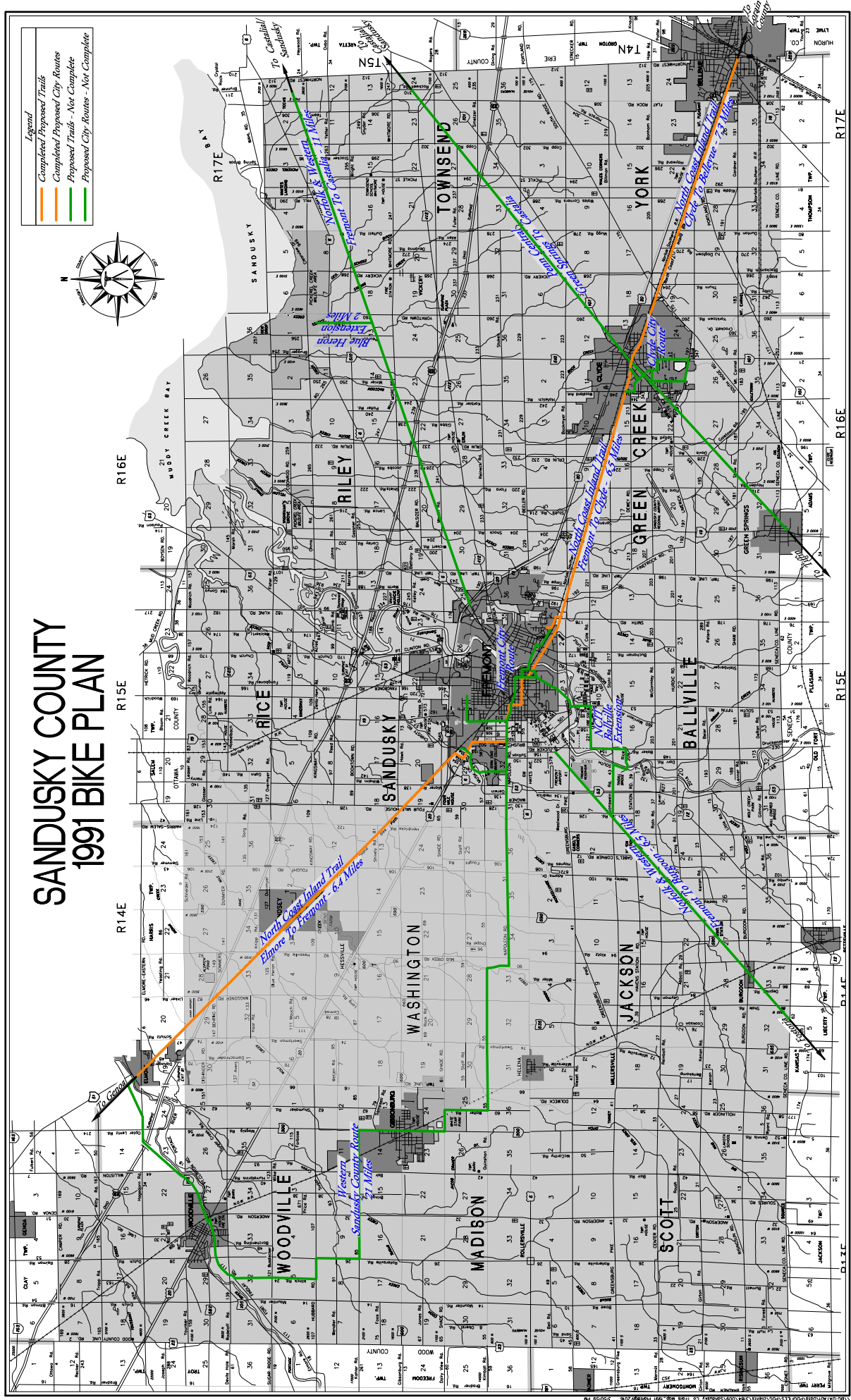
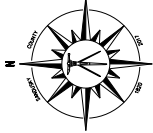
## APPENDIX B

**Map of Proposed Trail Locations Identified in 1991 Bike Plan**



# SANDUSKY COUNTY 1991 BIKE PLAN

- Legend**
- Completed Proposed Trails
  - Completed Proposed City Routes
  - Proposed Trails - Not Complete
  - Proposed City Routes - Not Complete





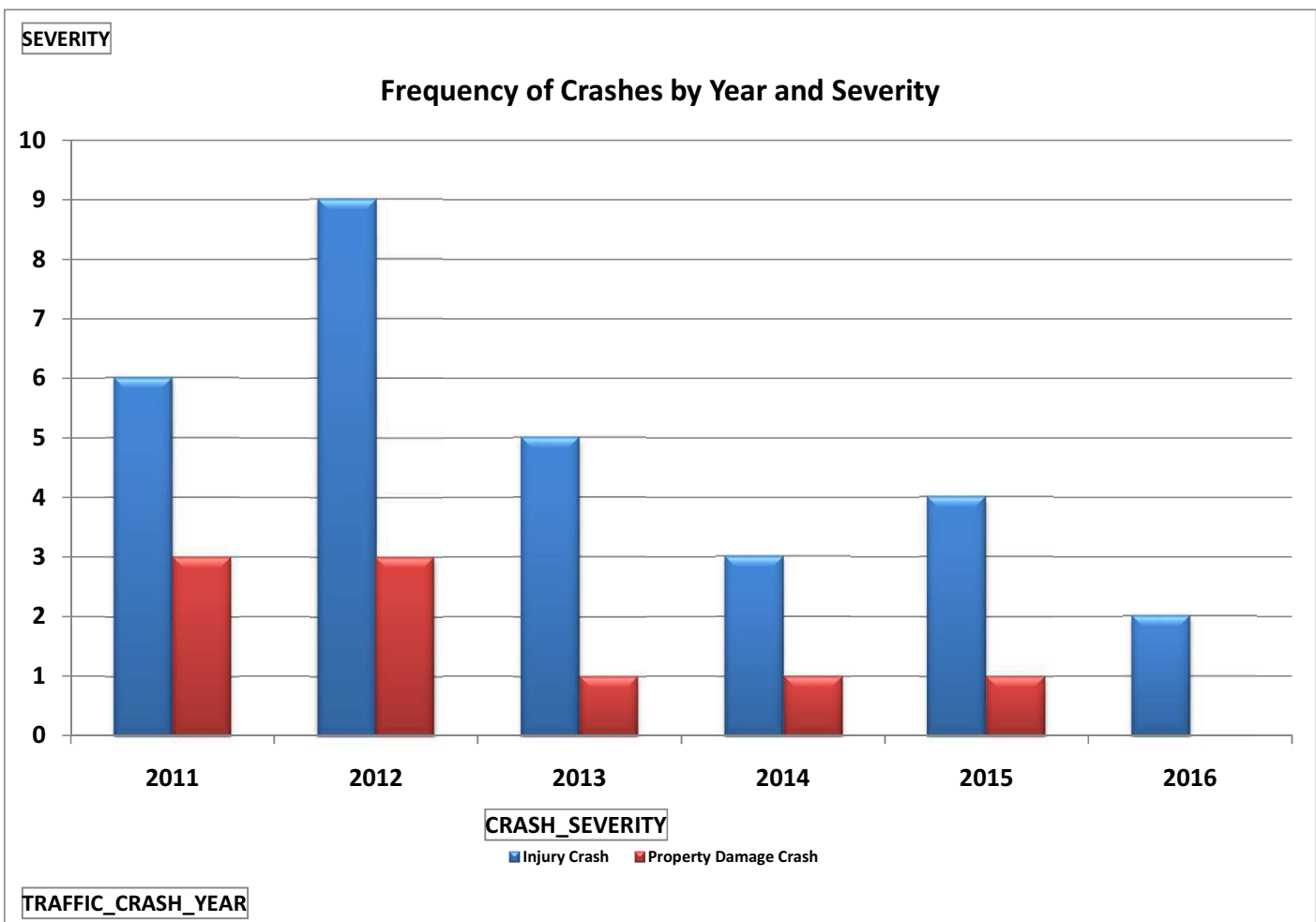
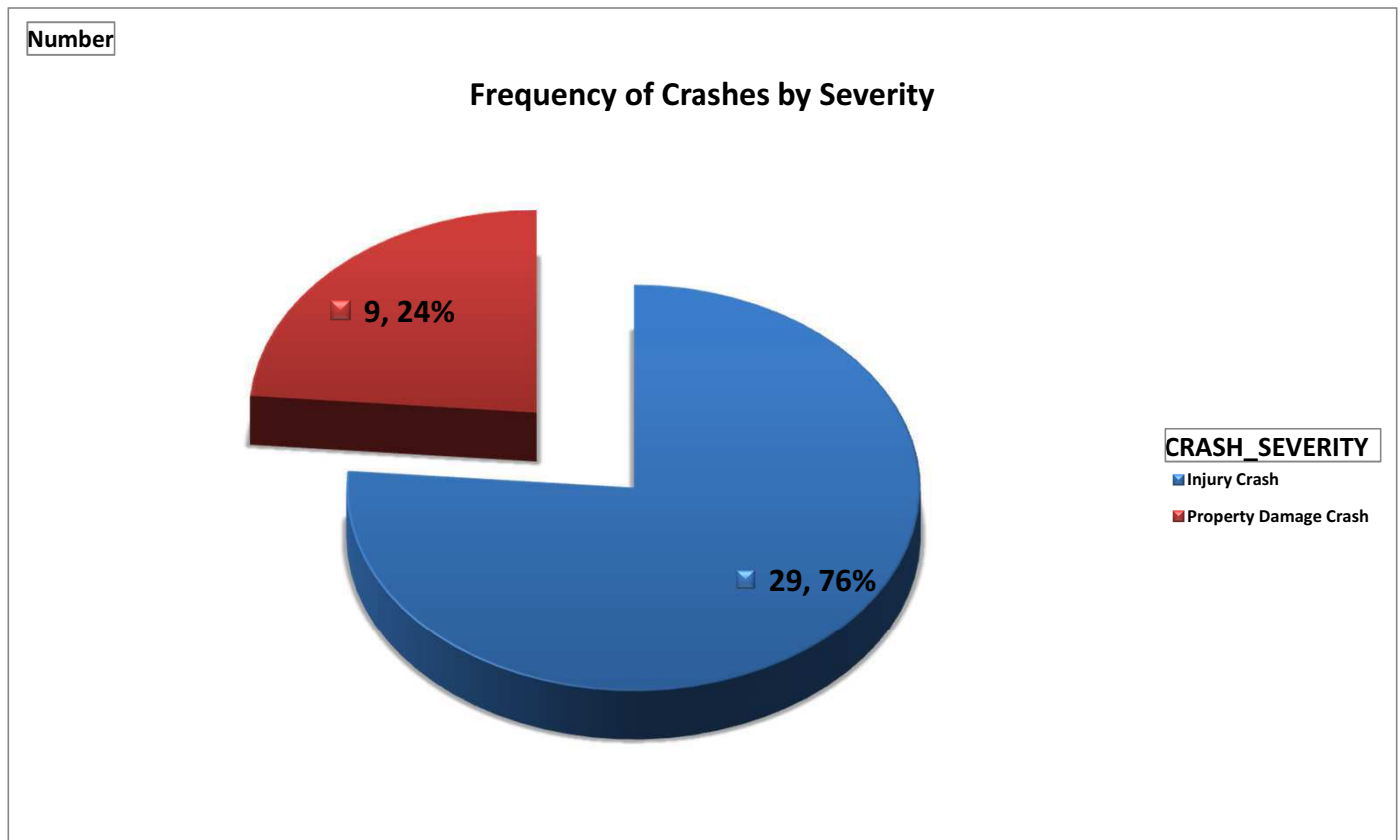


# APPENDIX C

## **Pedestrian Crash Data**

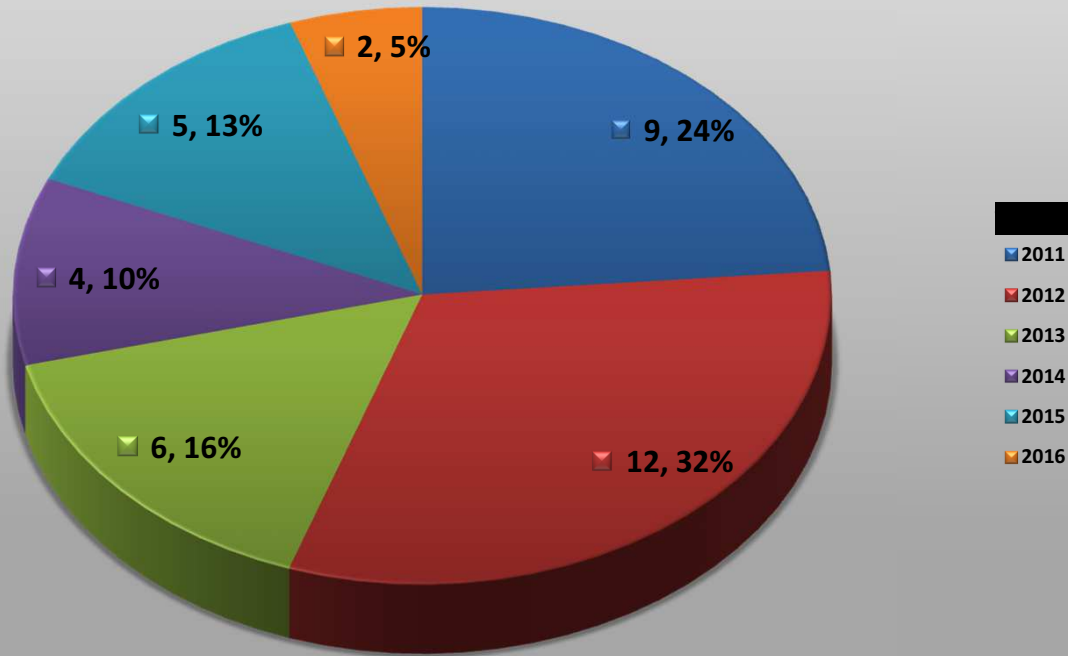


## Bicycle Accident Report 2011-2016 - Graphical Analysis



## Bicycle Accident Report 2011-2016 - Graphical Analysis

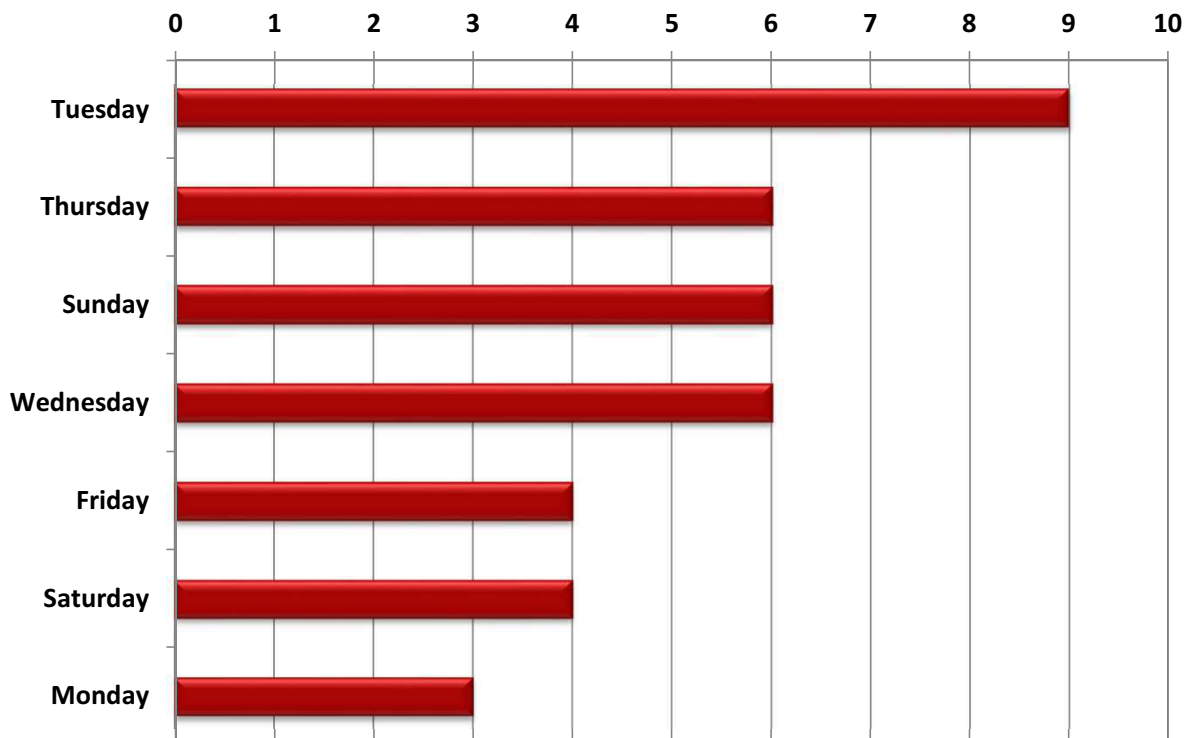
Frequency of Crashes by Year



Frequency of Crashes by Day of the Week

Number

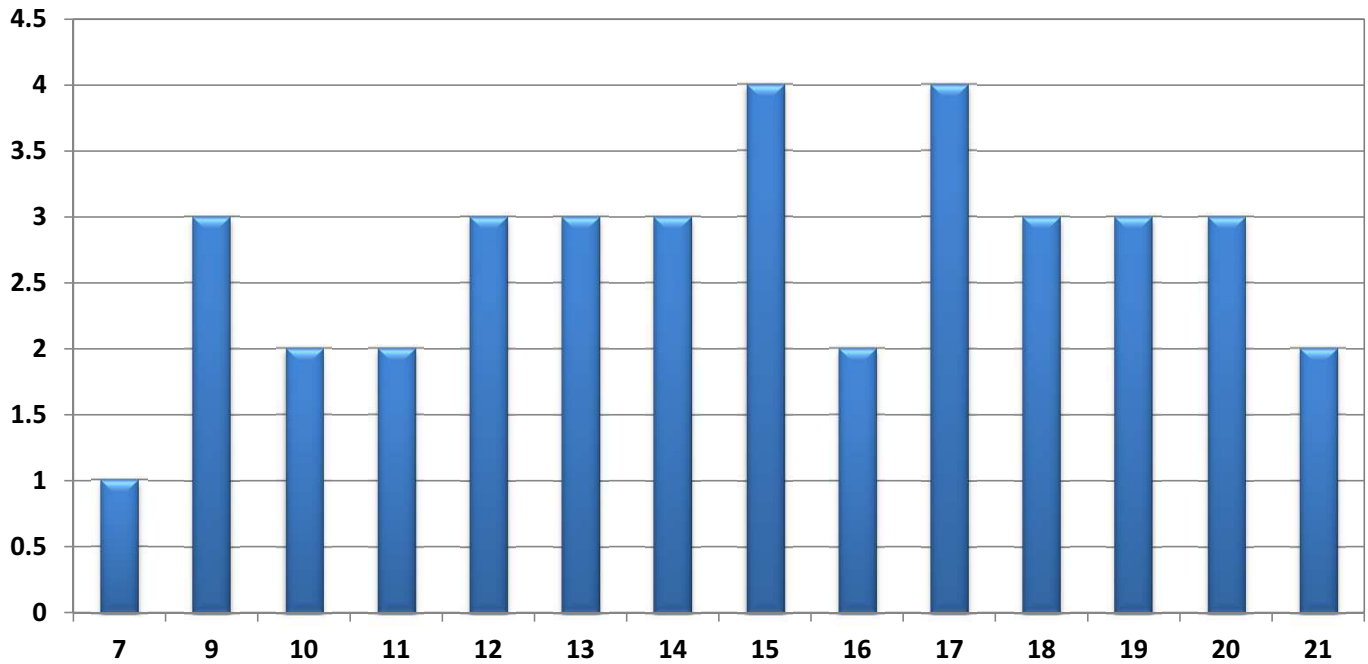
DAY\_OF\_WEEK



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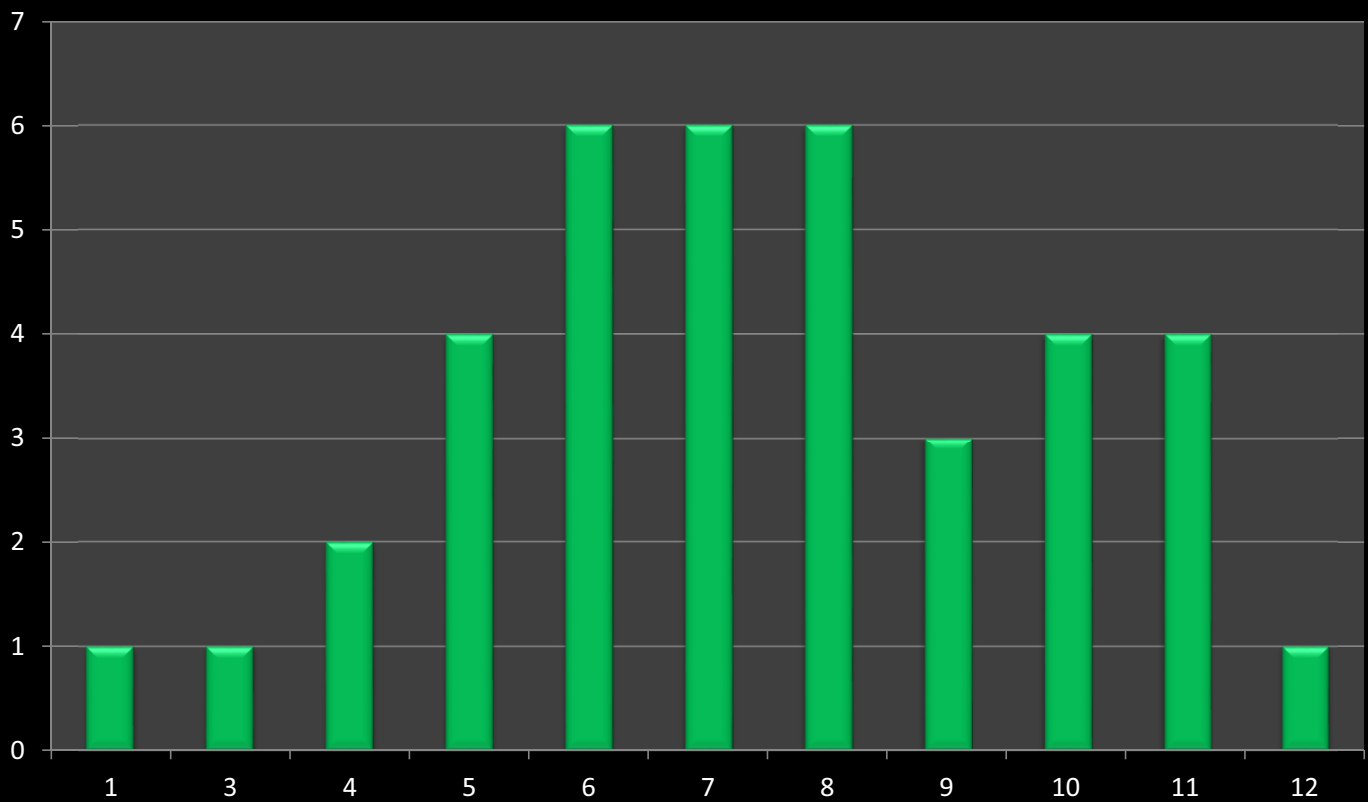


### Frequency of Crashes by Hour



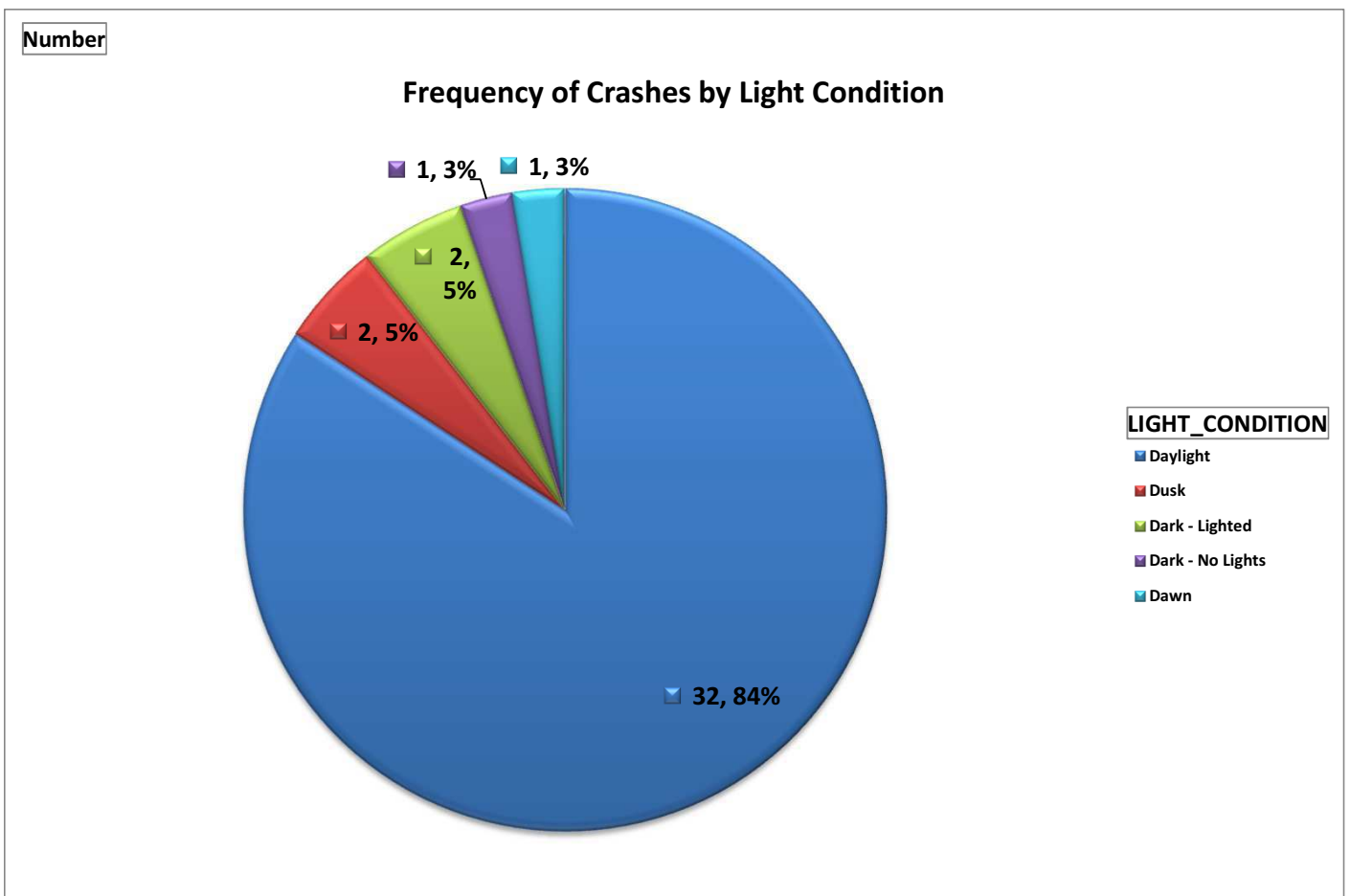
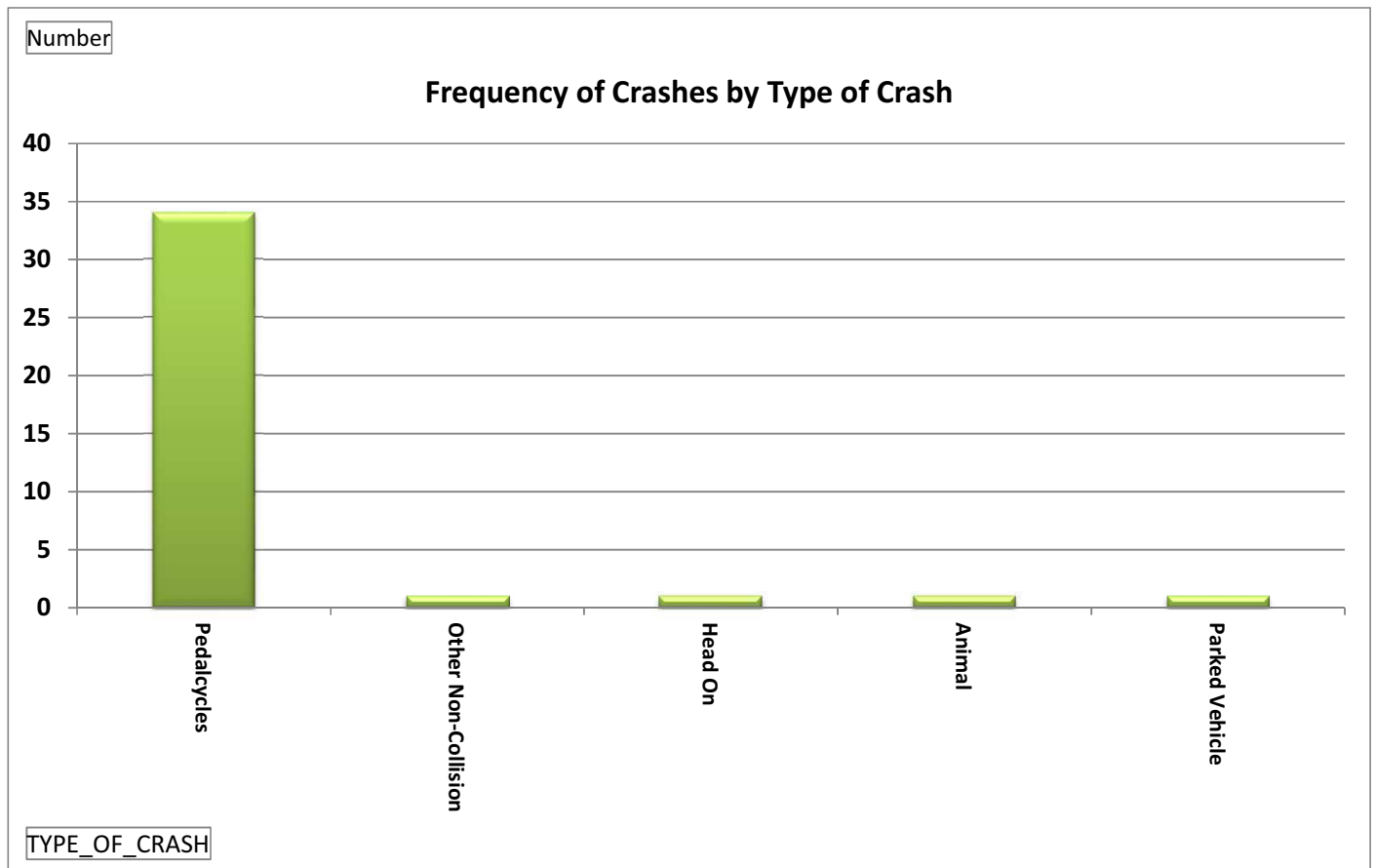
Number

### Frequency of Crashes by Month

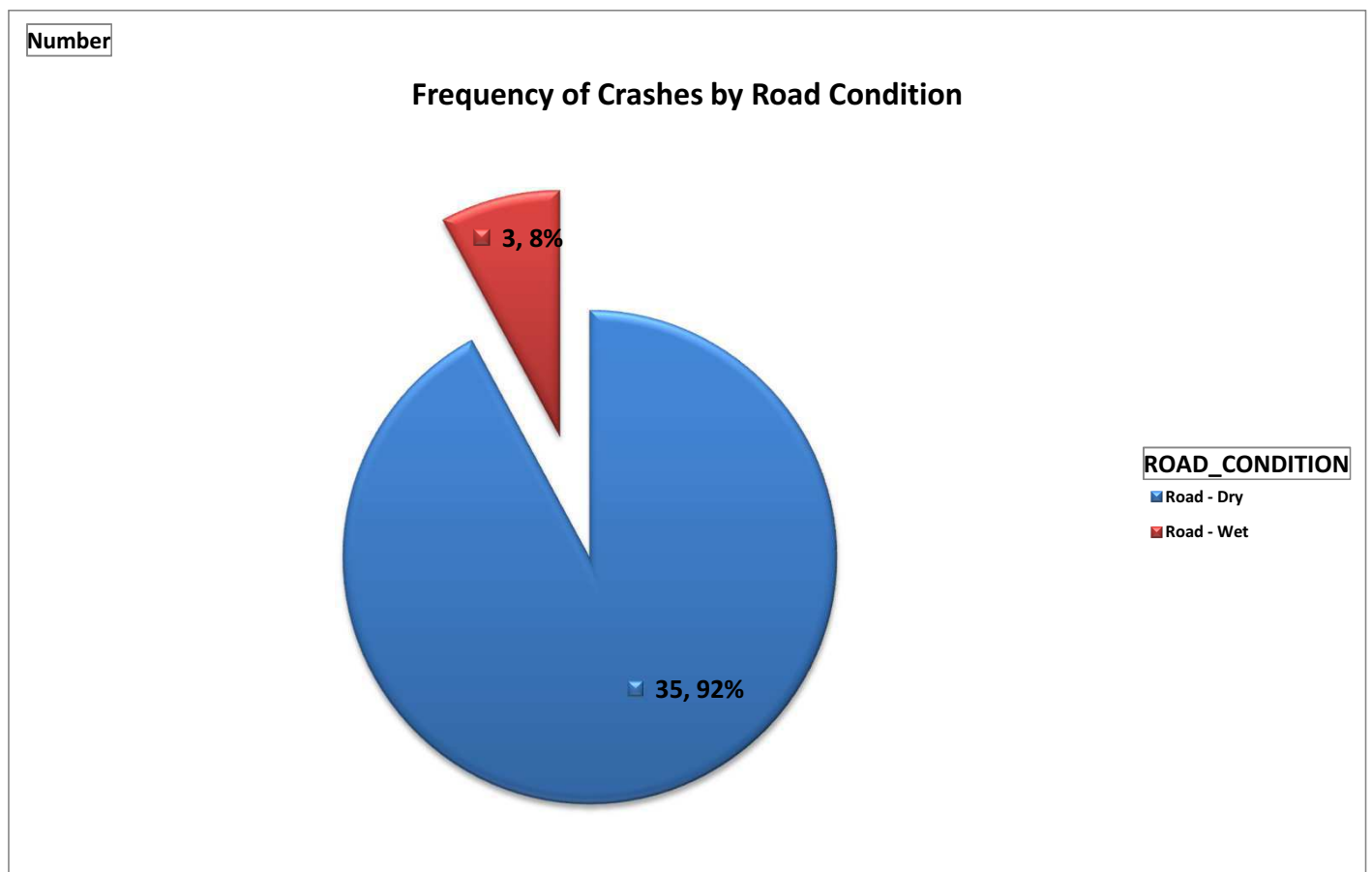
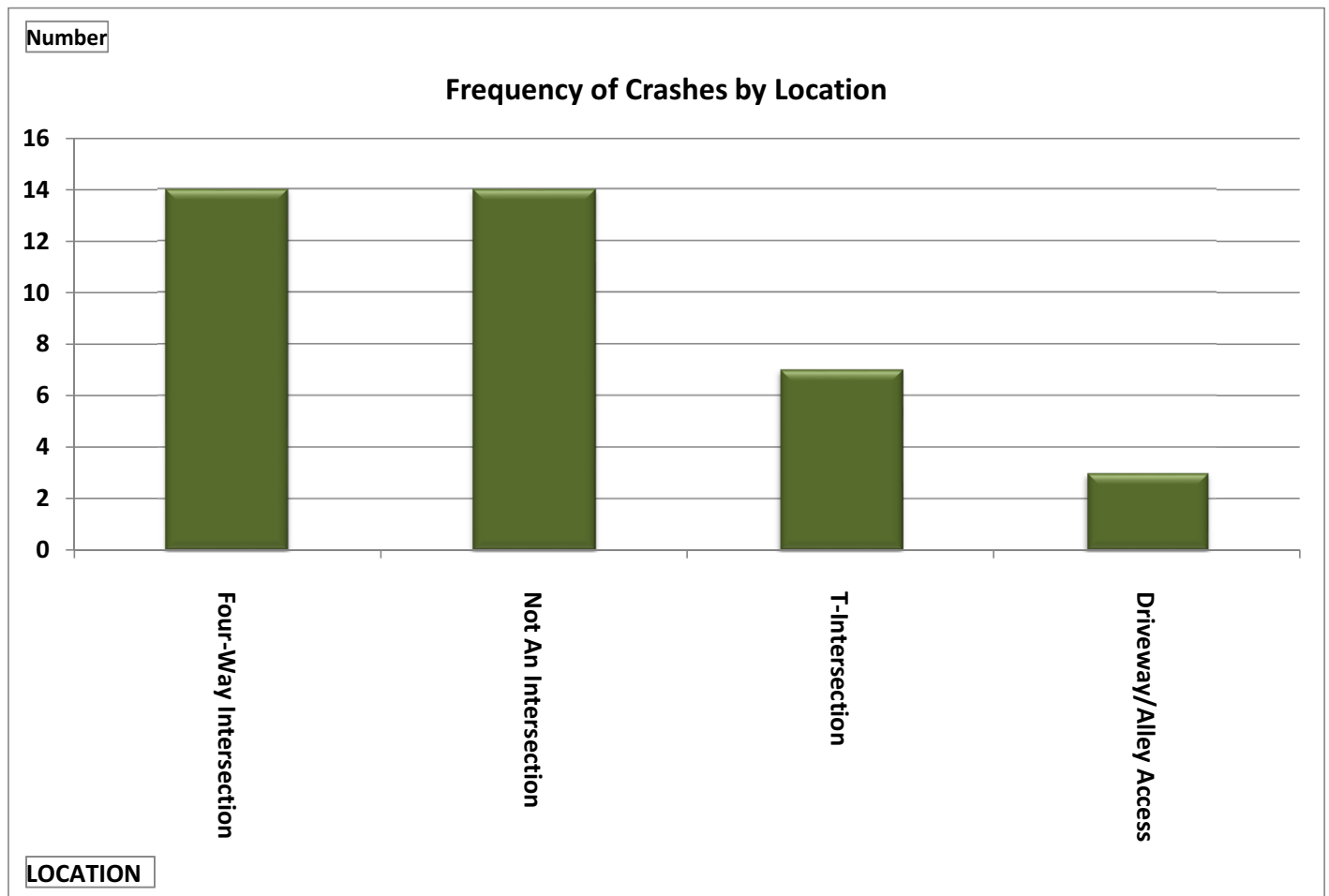


CRASH\_MONTH\_NBR

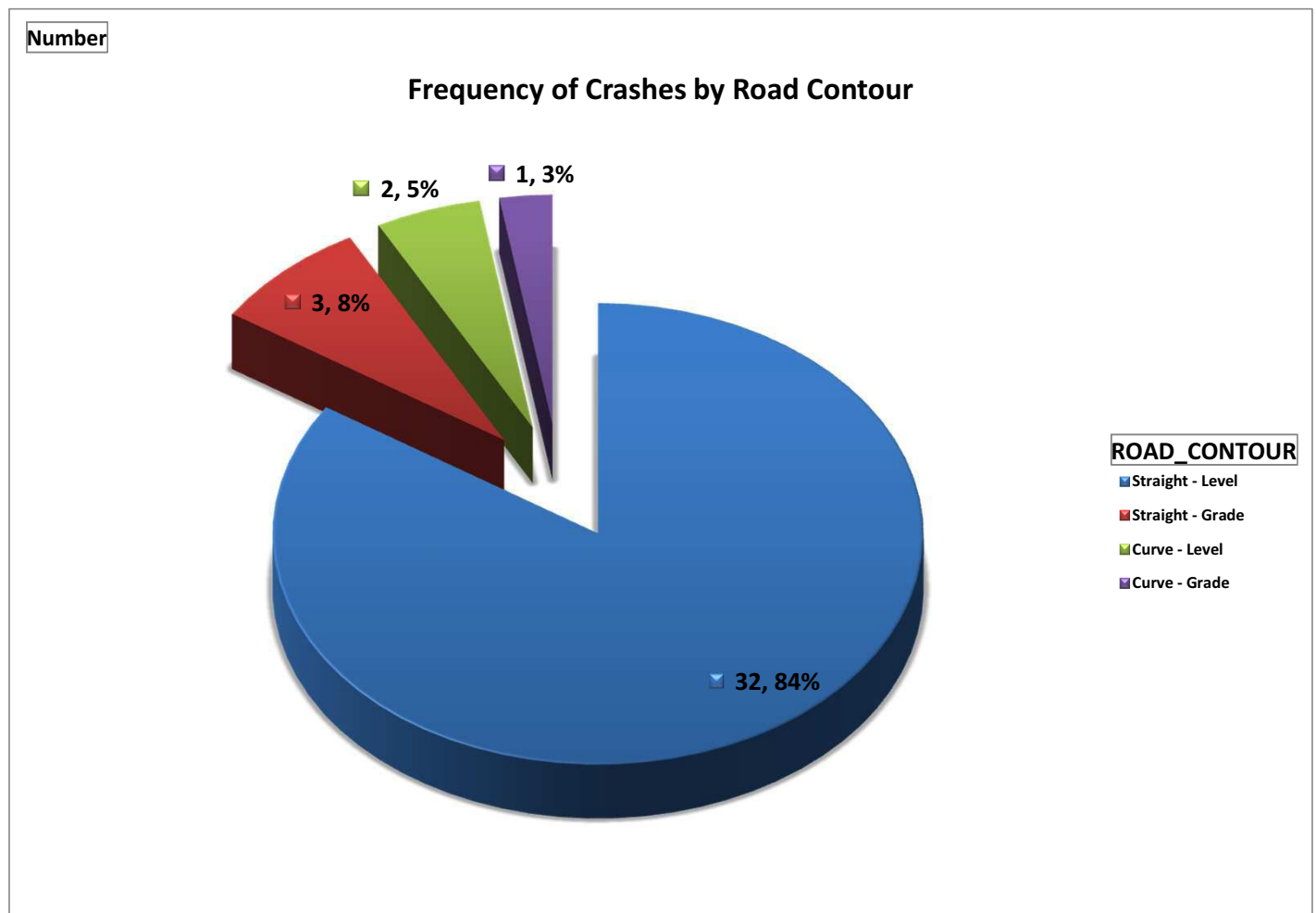
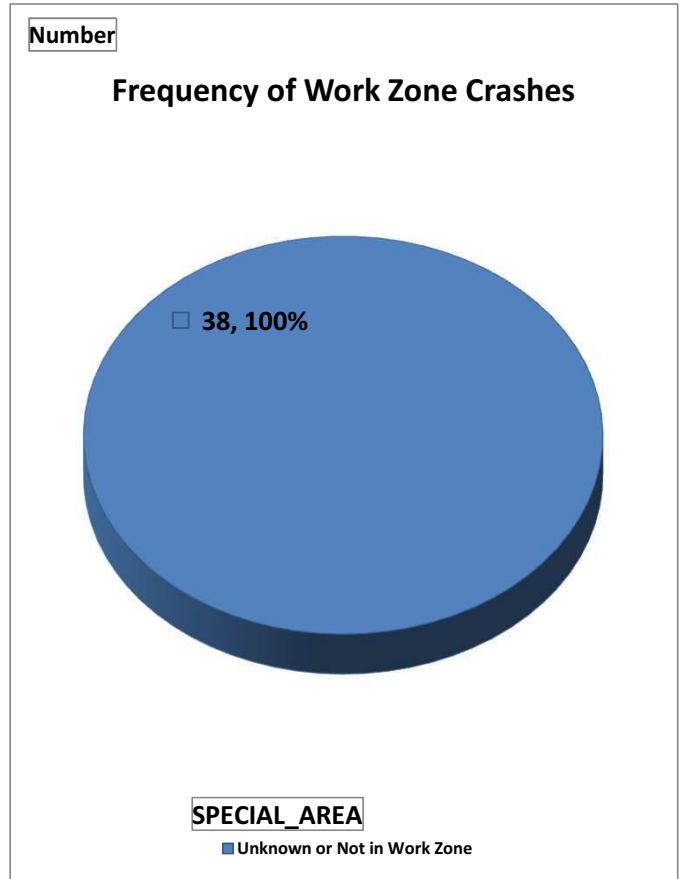
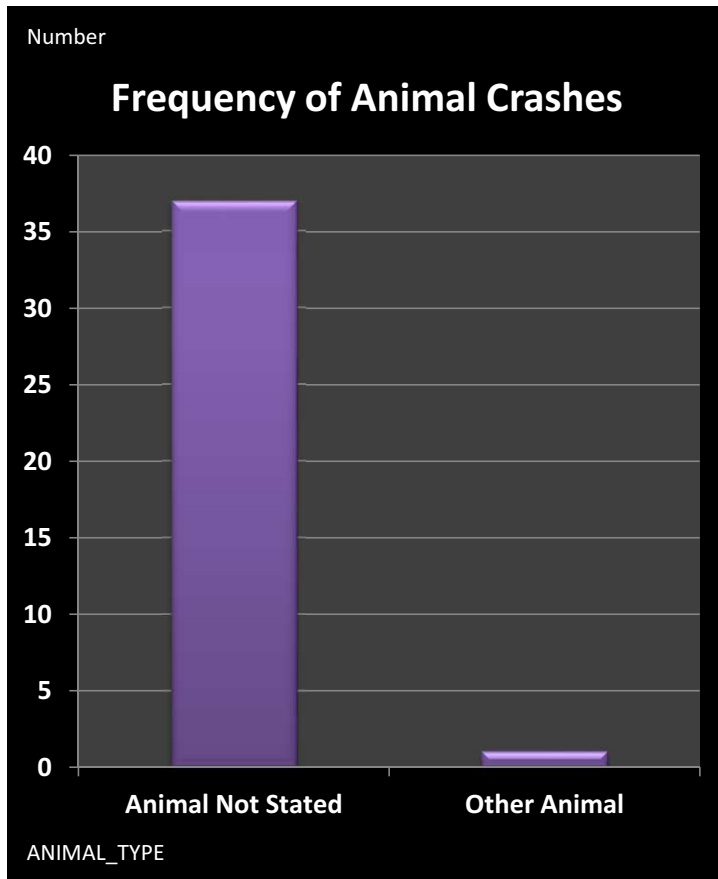
## Bicycle Accident Report 2011-2016 - Graphical Analysis



## Bicycle Accident Report 2011-2016 - Graphical Analysis



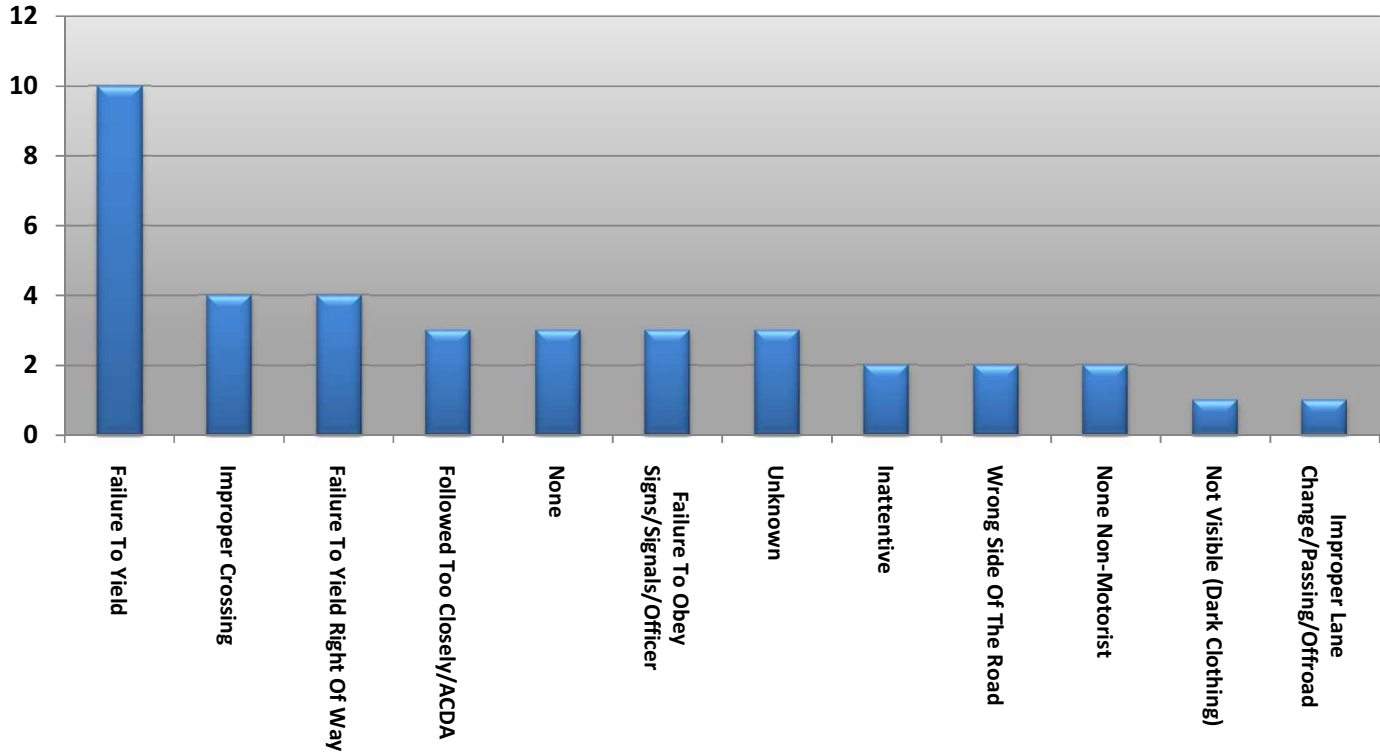
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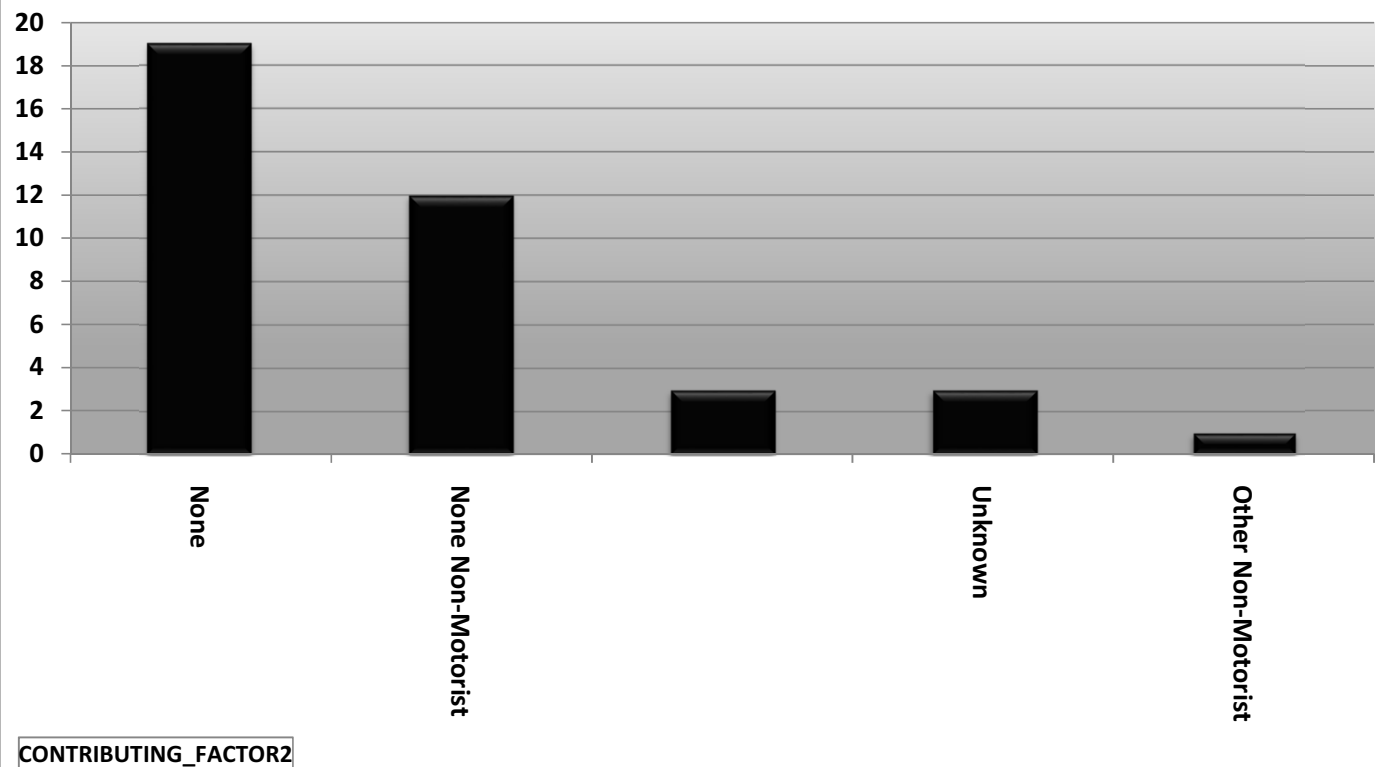


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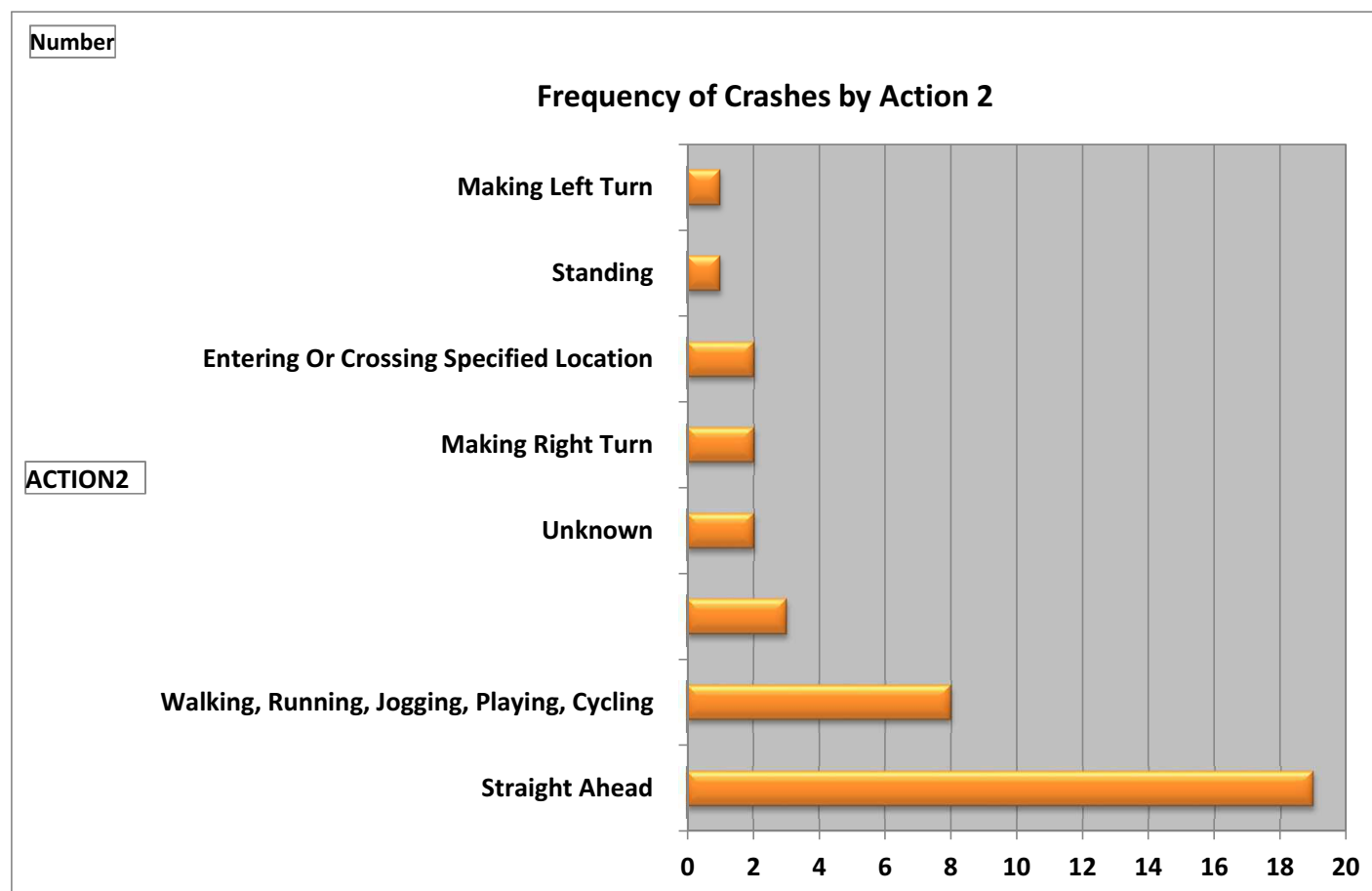
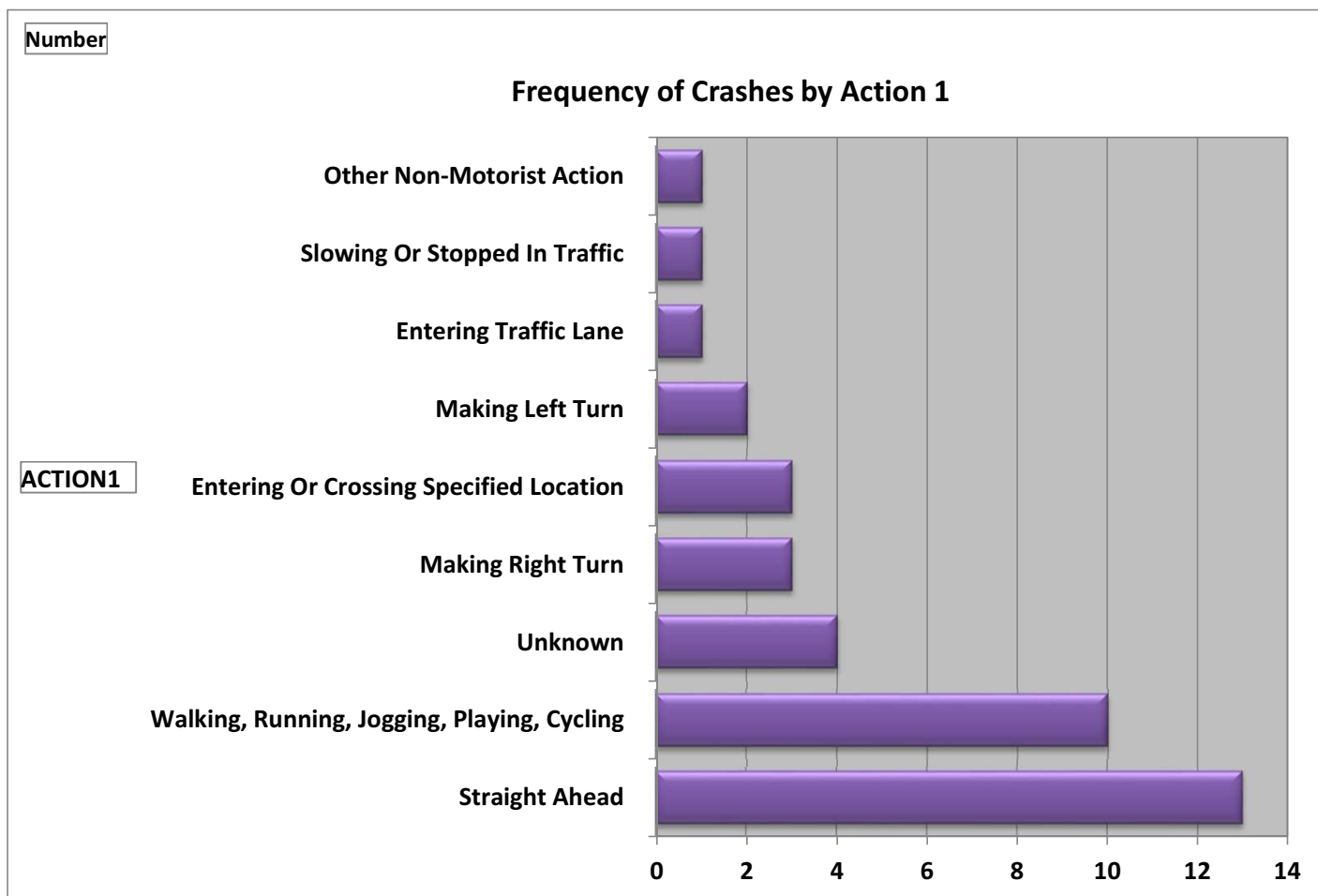
### Frequency of Crashes by Contributing Factor 1



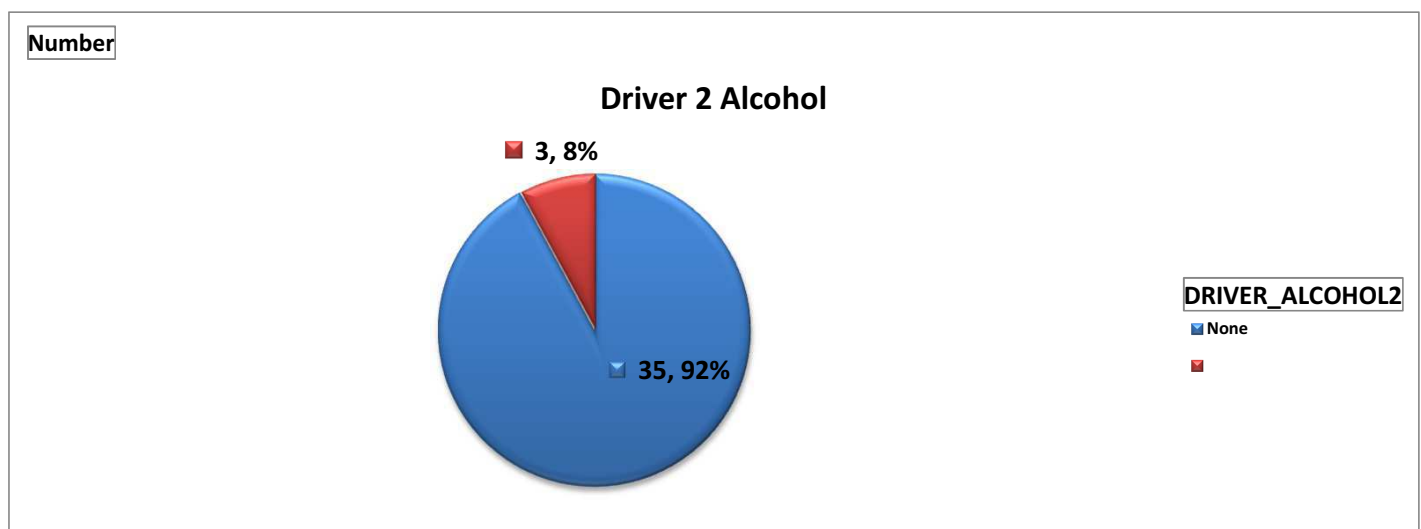
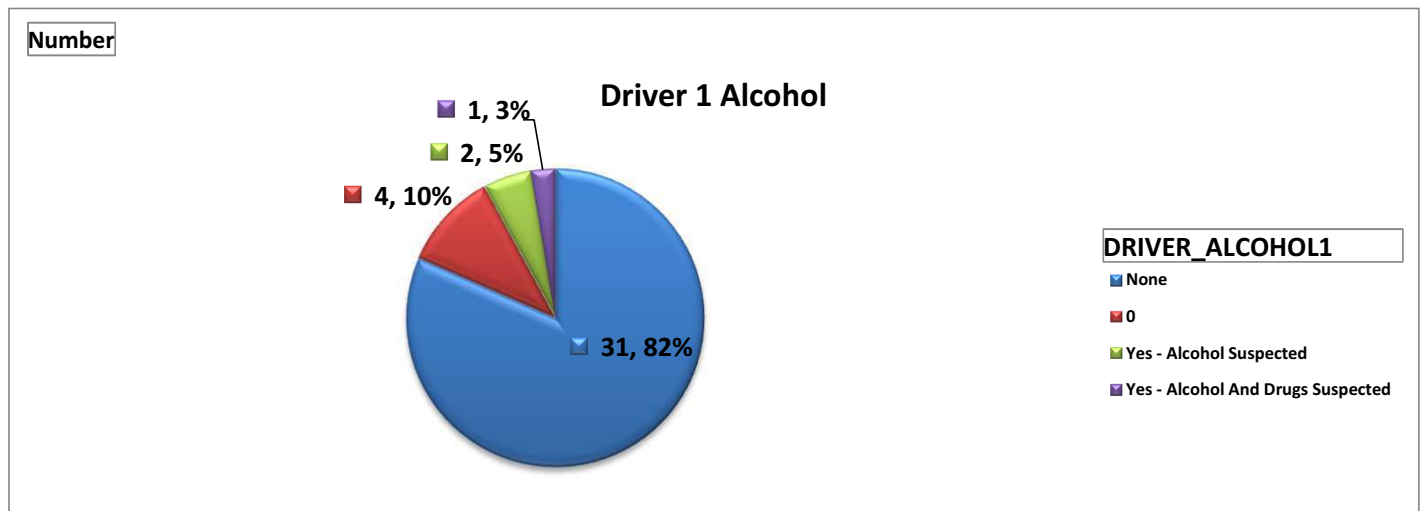
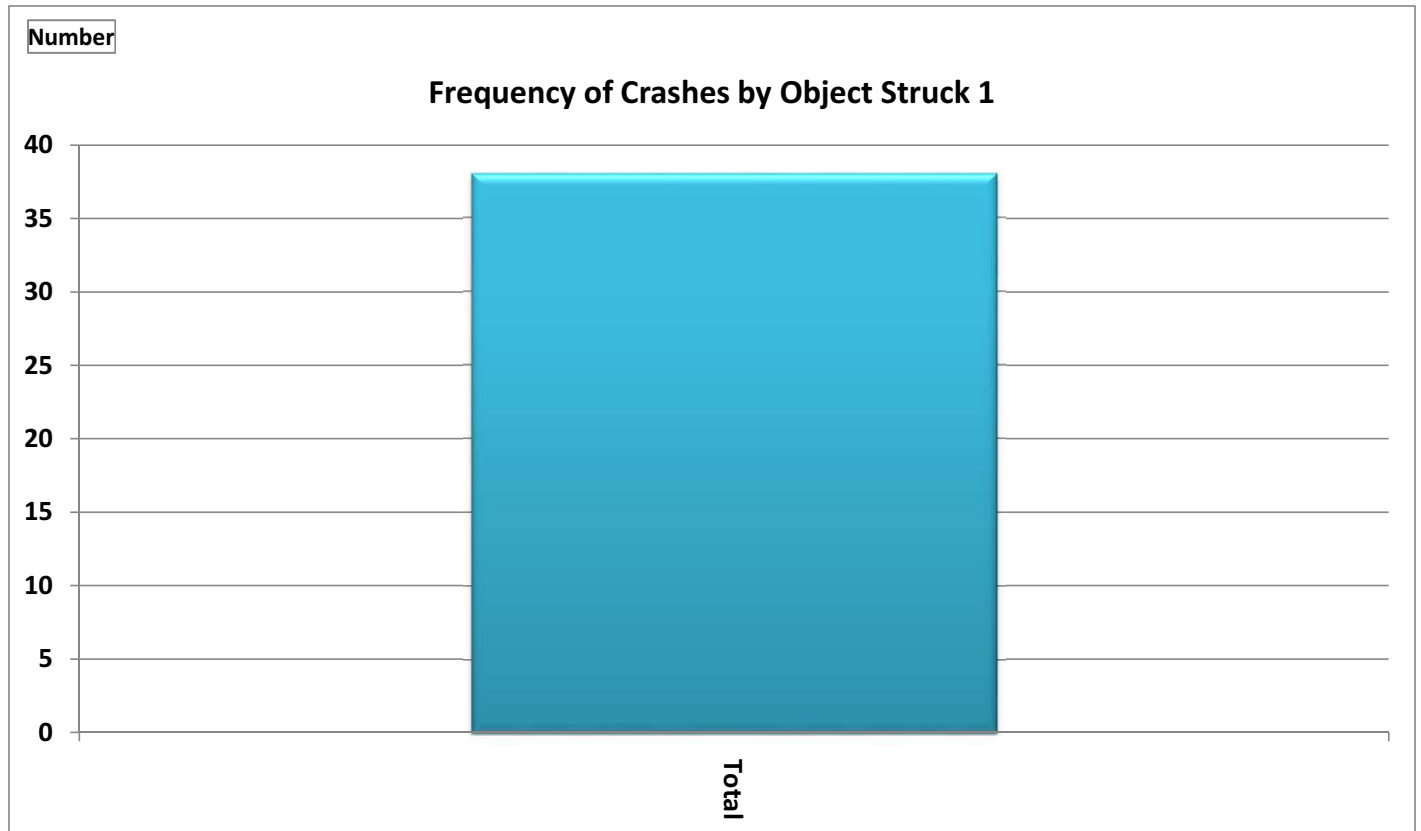
### Frequency of Crashes by Contributing Factor 2



## Bicycle Accident Report 2011-2016 - Graphical Analysis



## Bicycle Accident Report 2011-2016 - Graphical Analysis



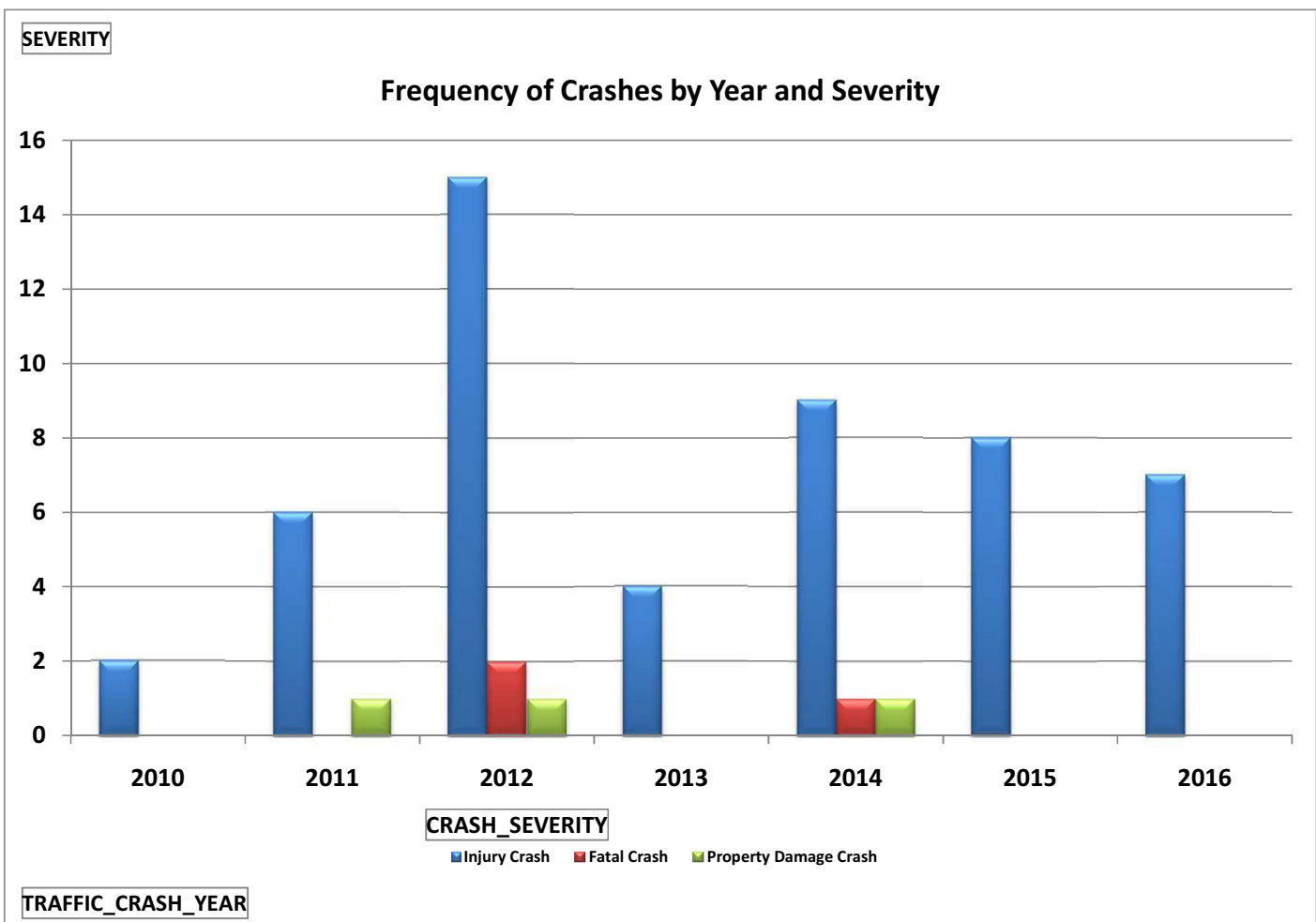
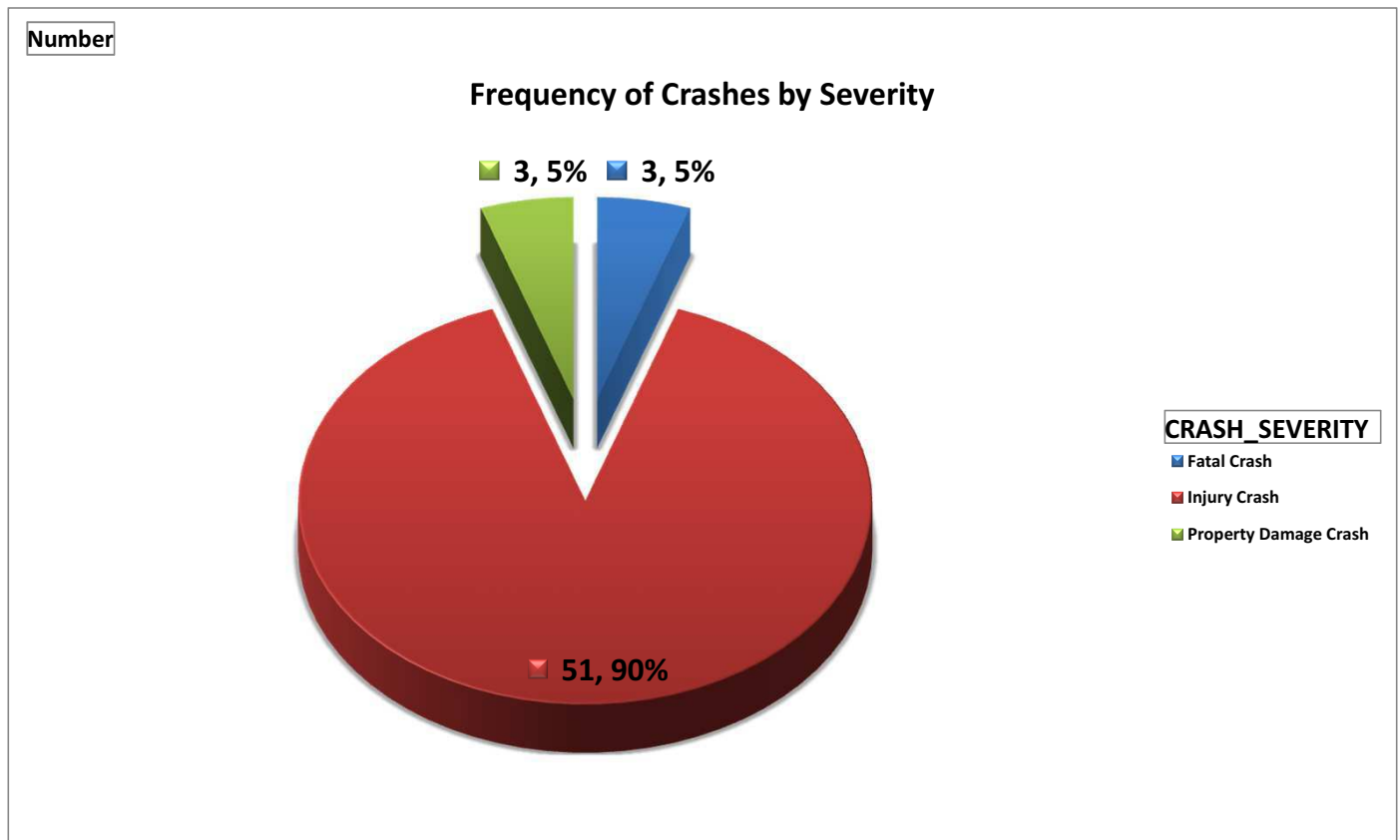


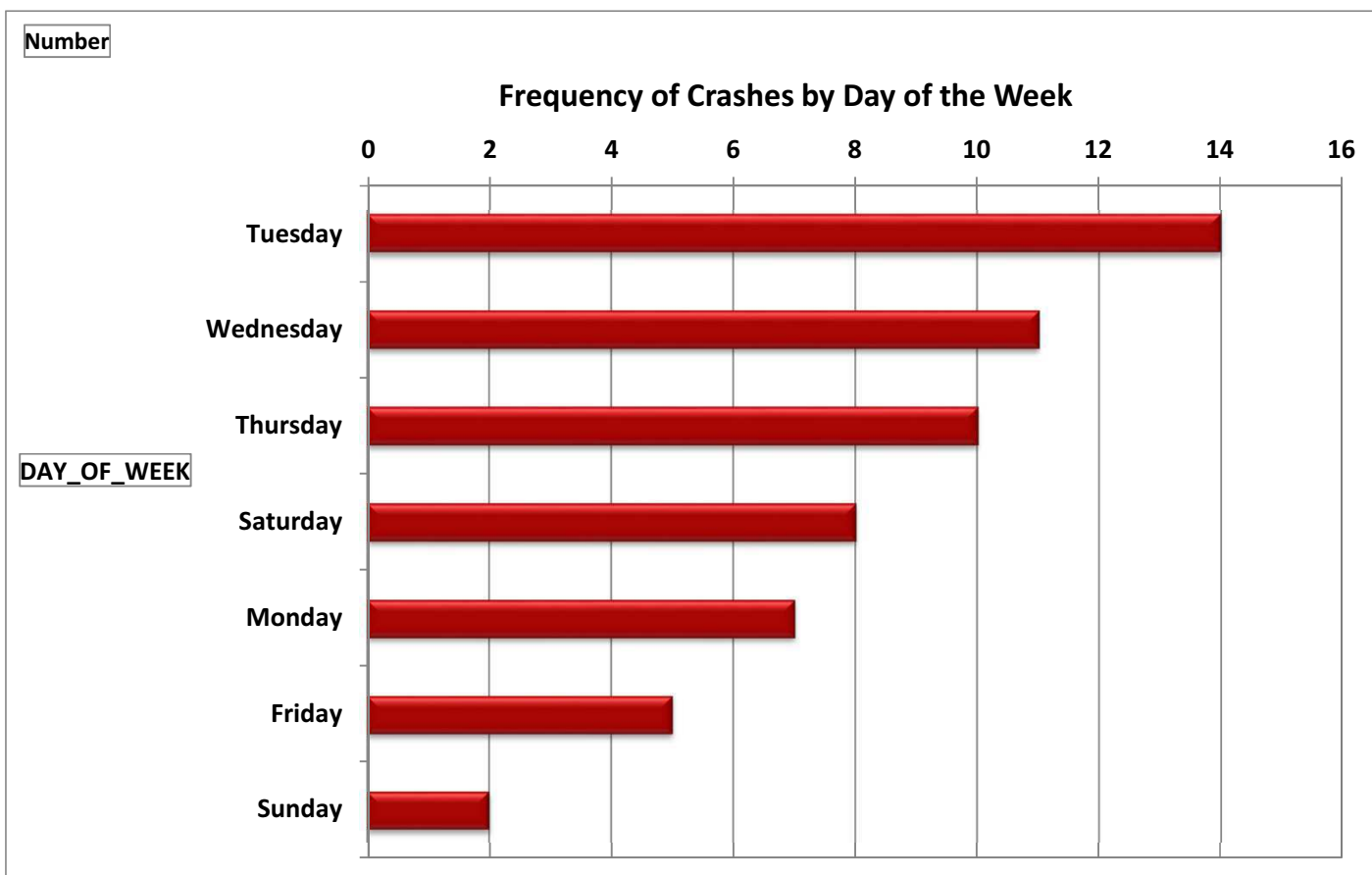
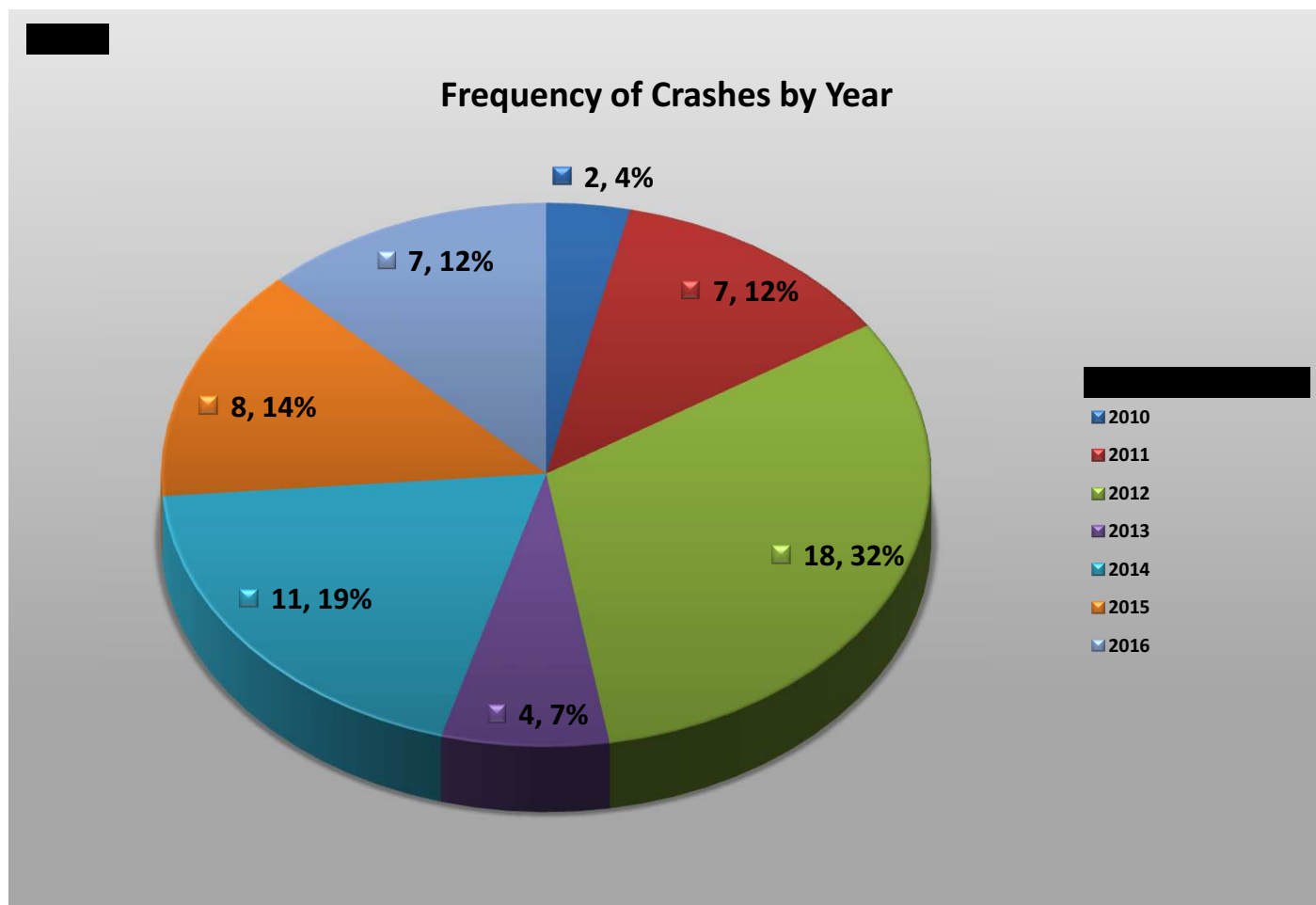
## APPENDIX D

**Bicycle Crash Data**



## Pedestrian Accident Report 2011-2016 - Graphical Analysis

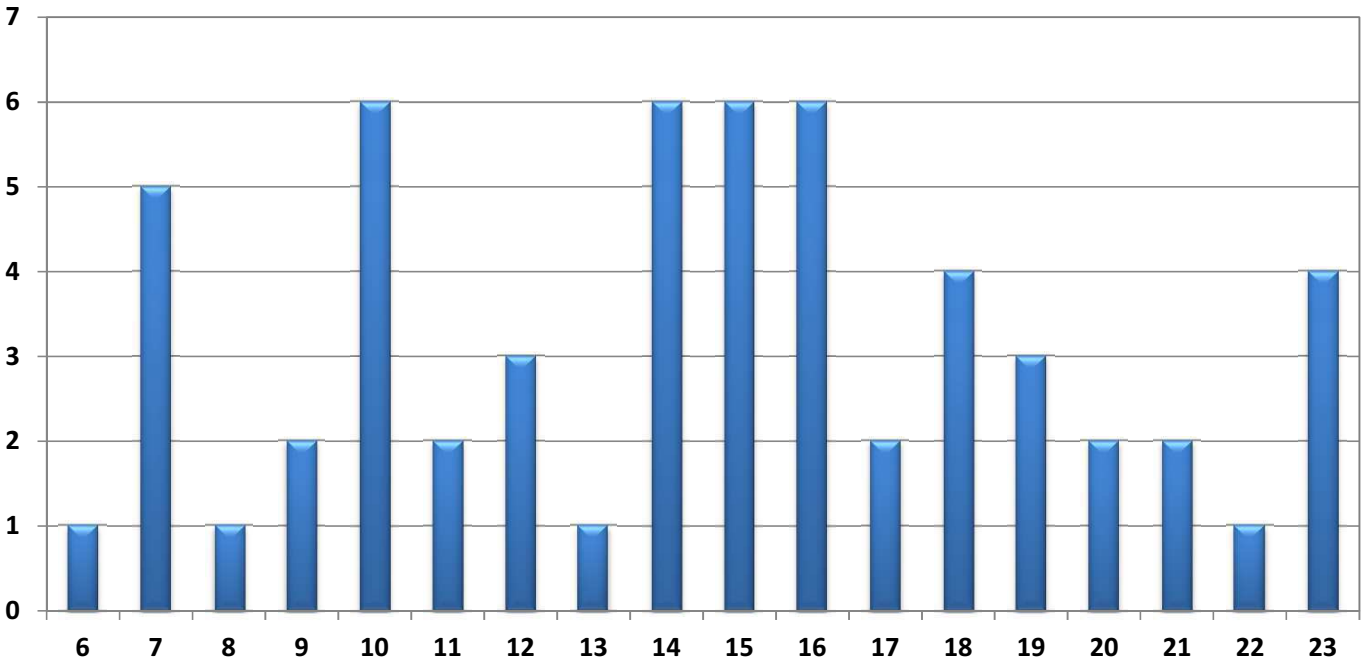






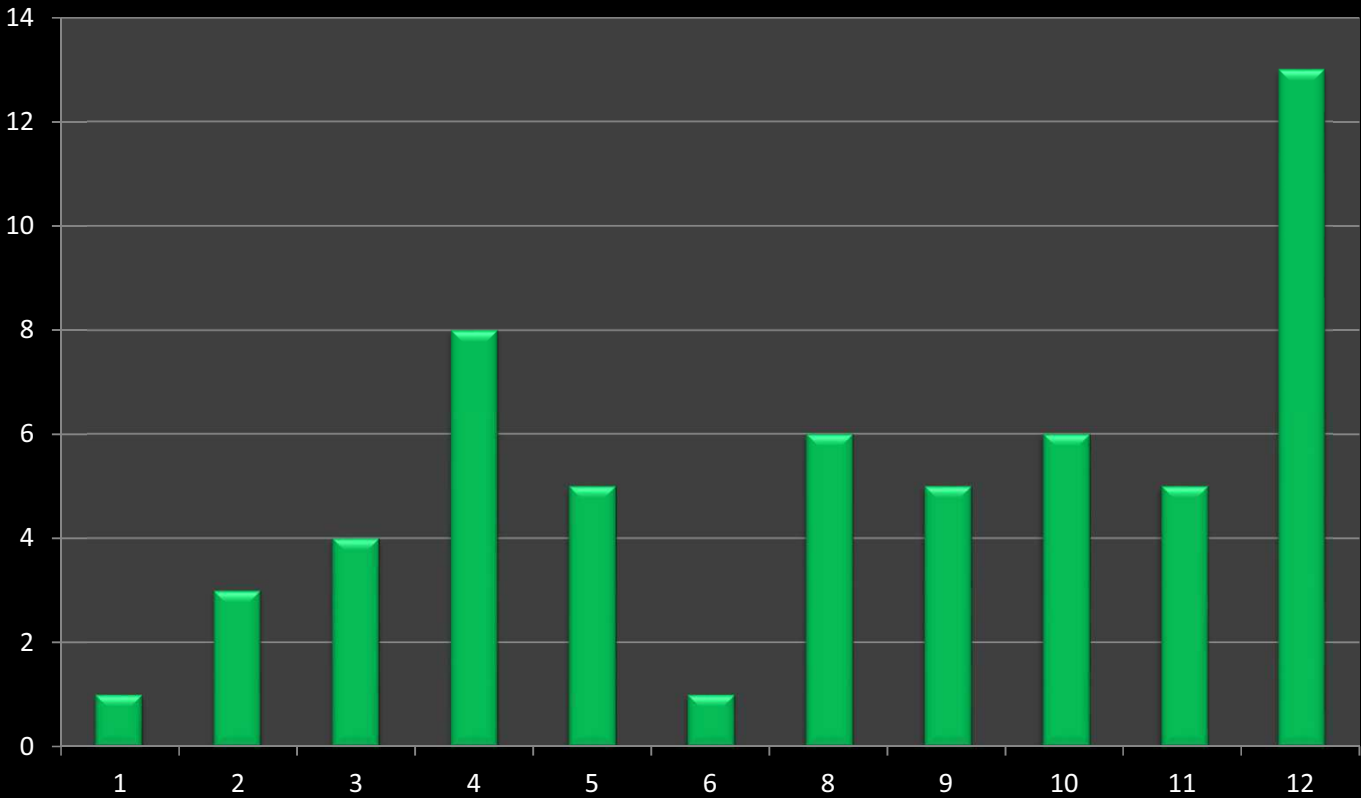


Frequency of Crashes by Hour



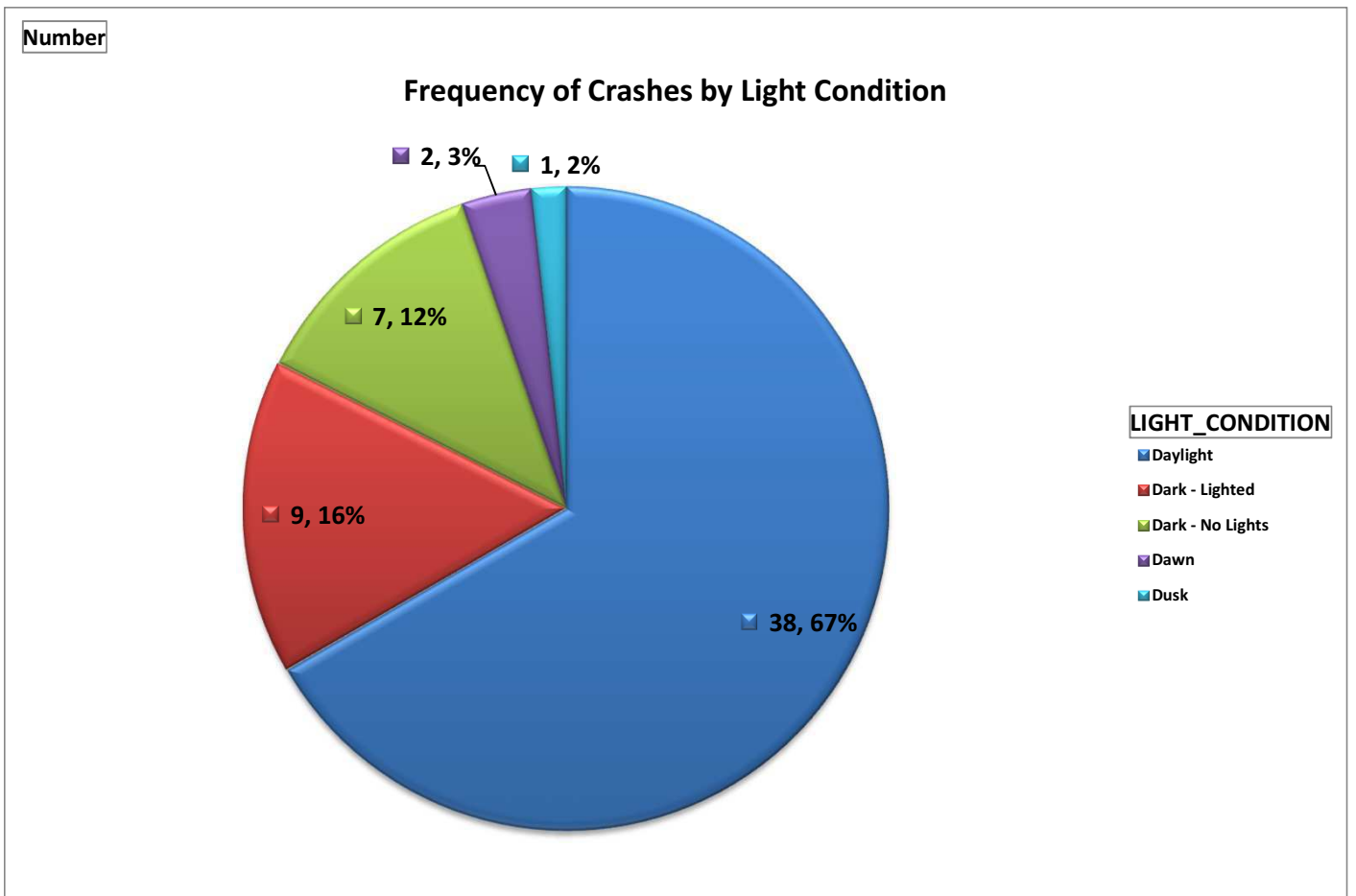
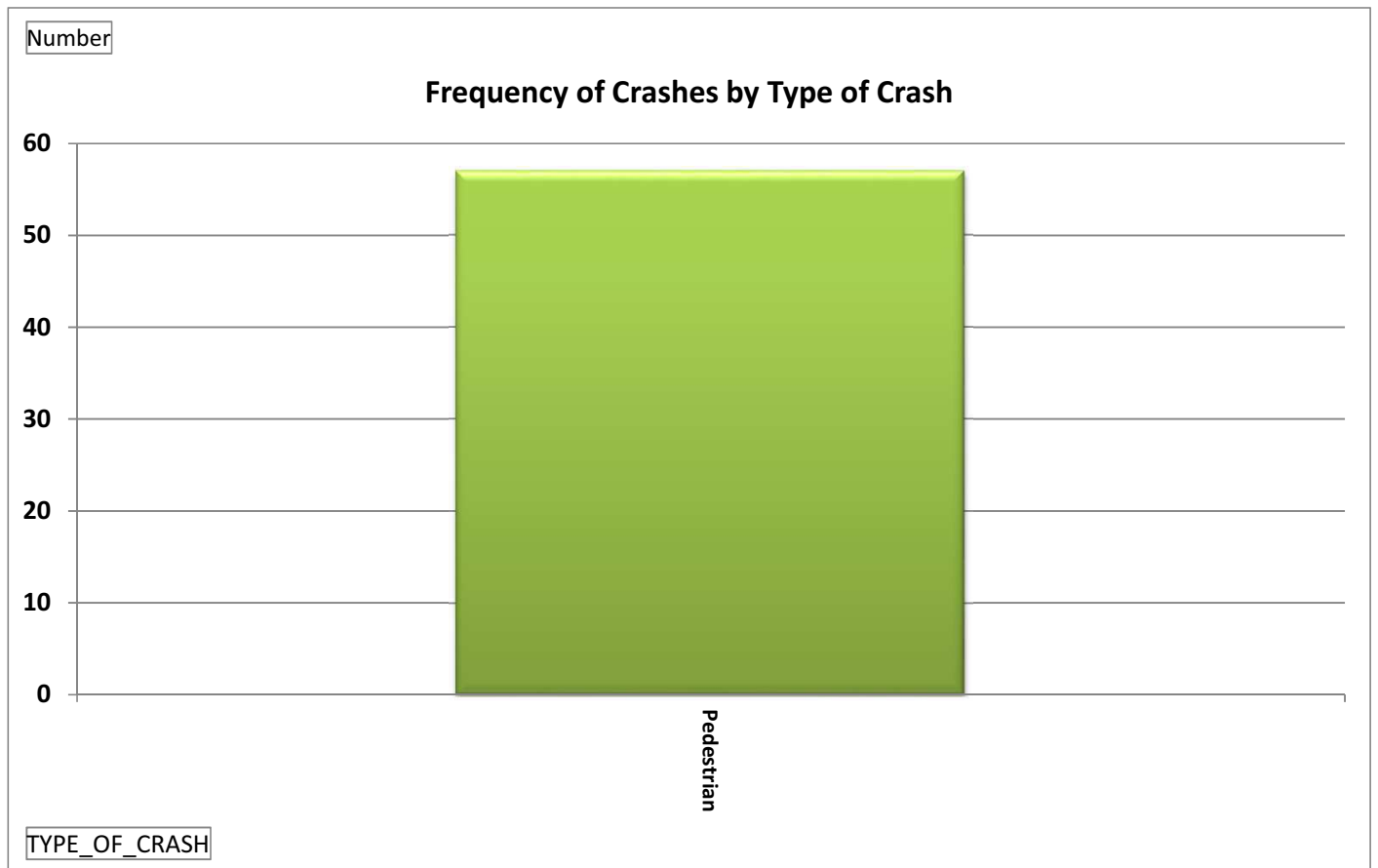
Number

Frequency of Crashes by Month

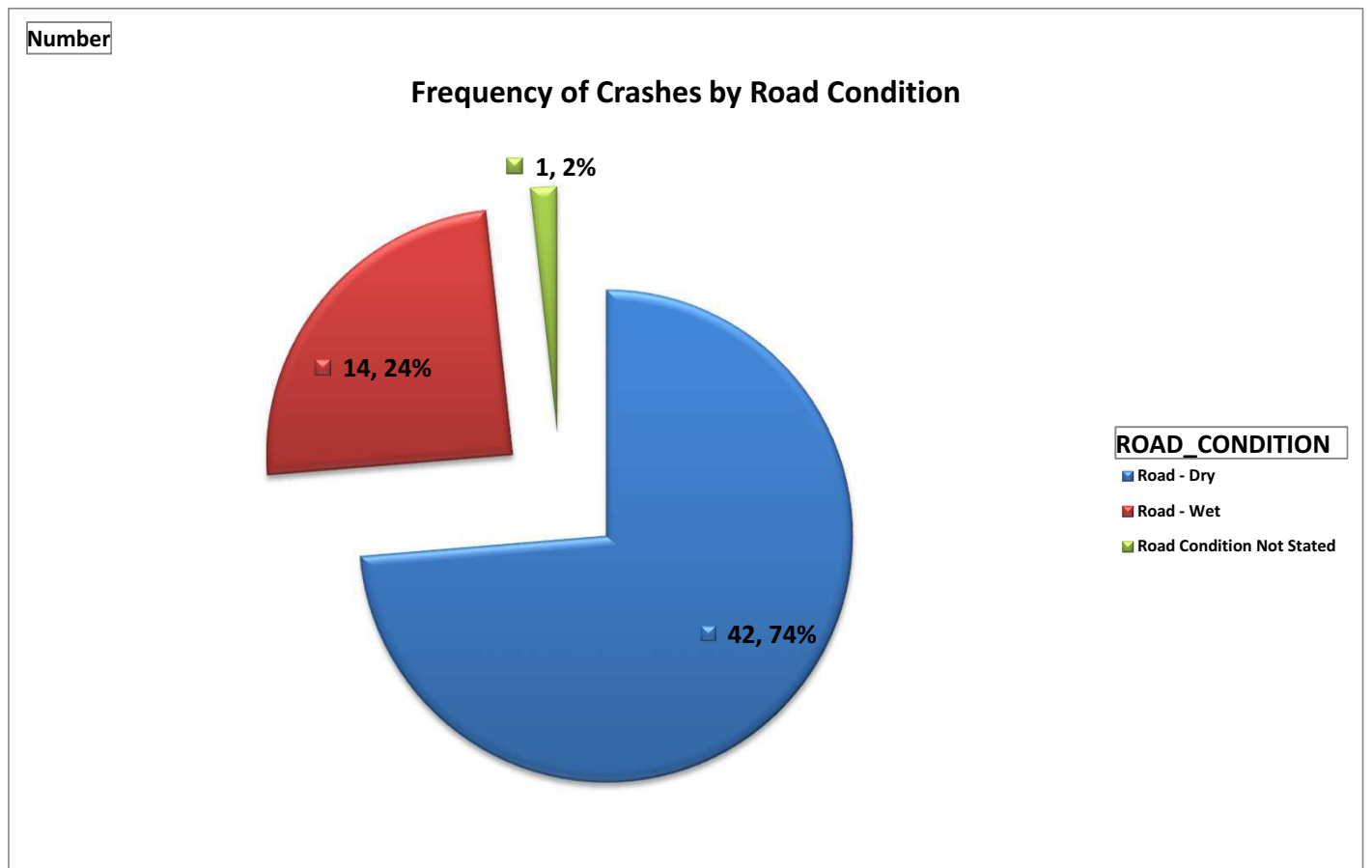
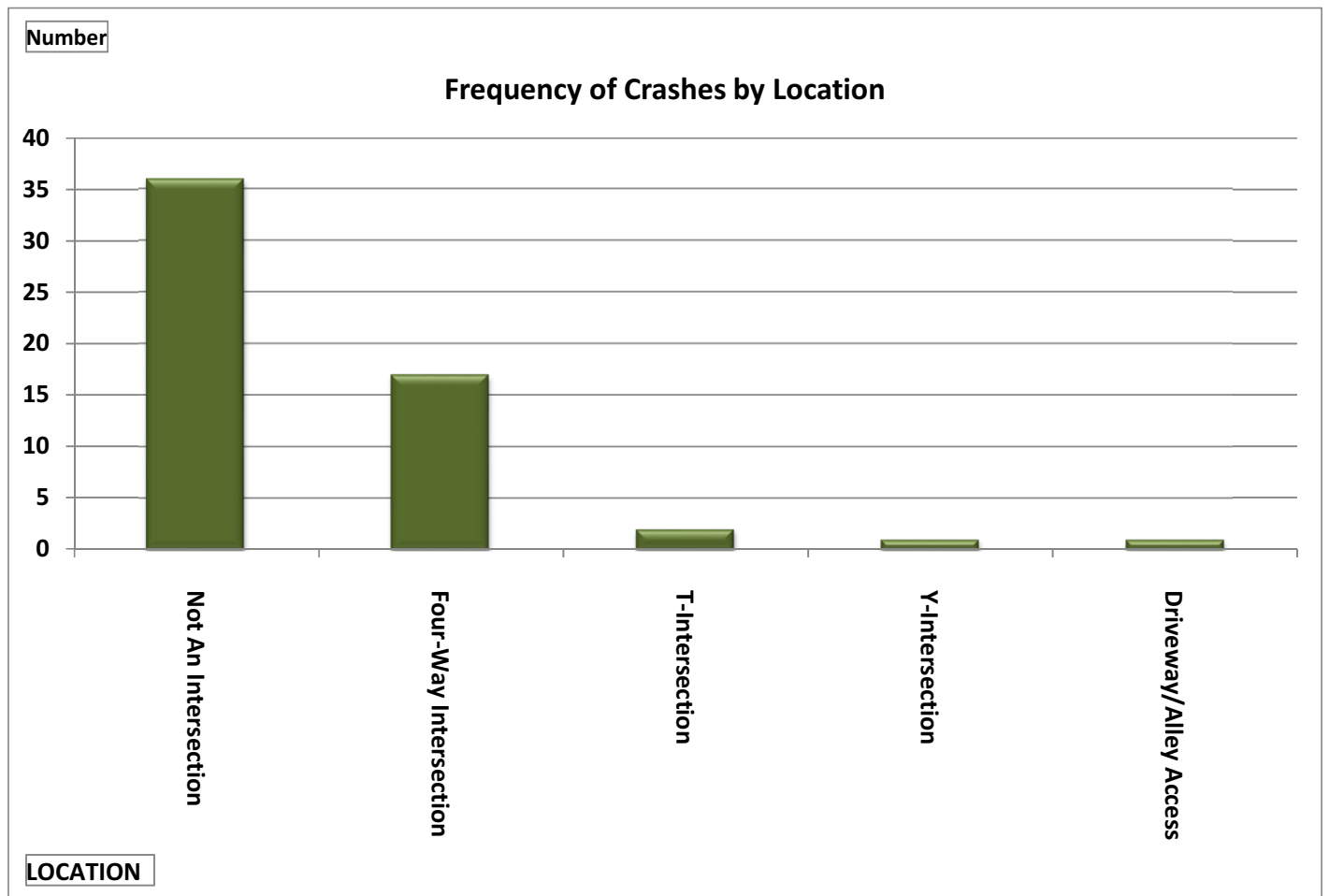


CRASH\_MONTH\_NBR

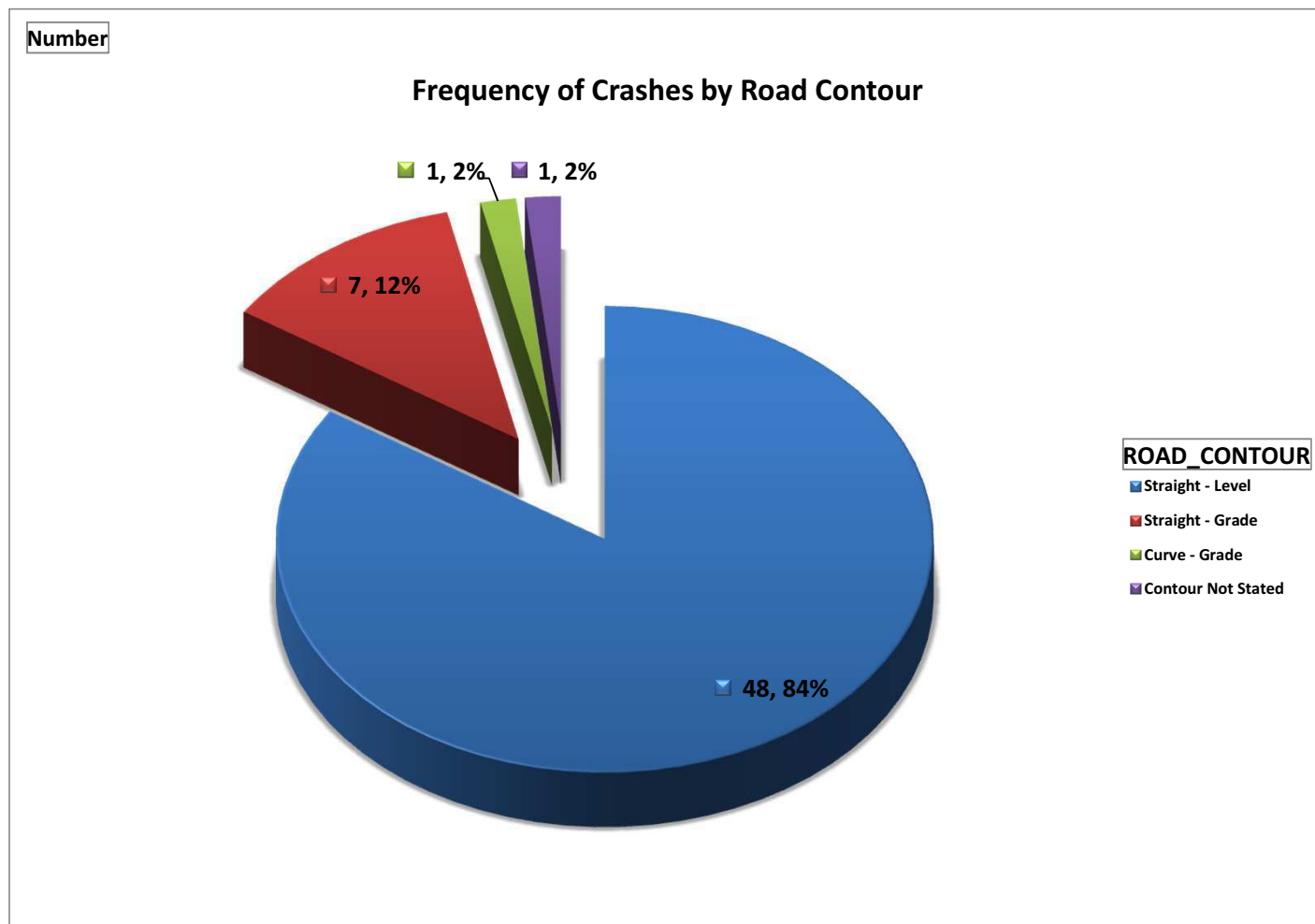
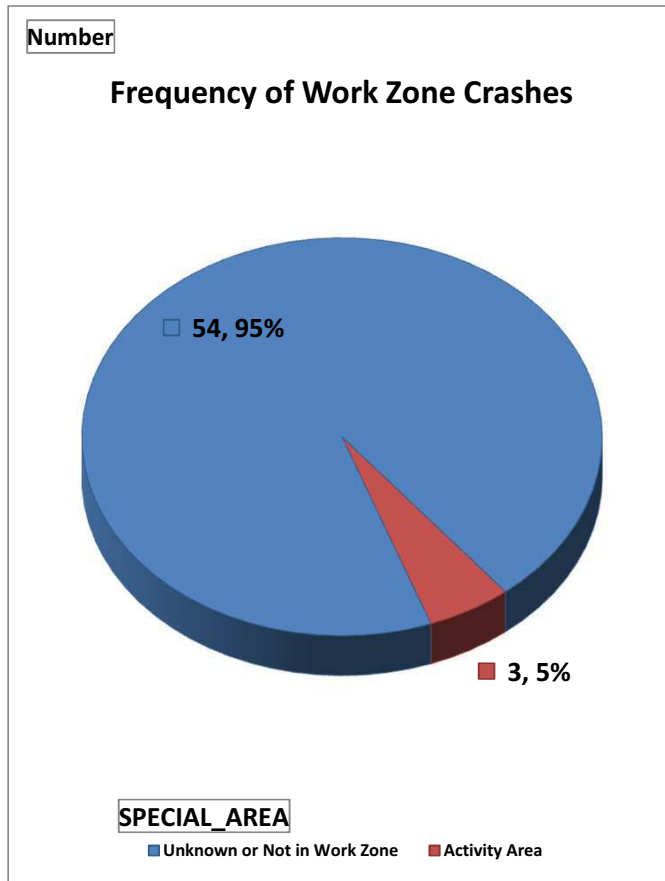
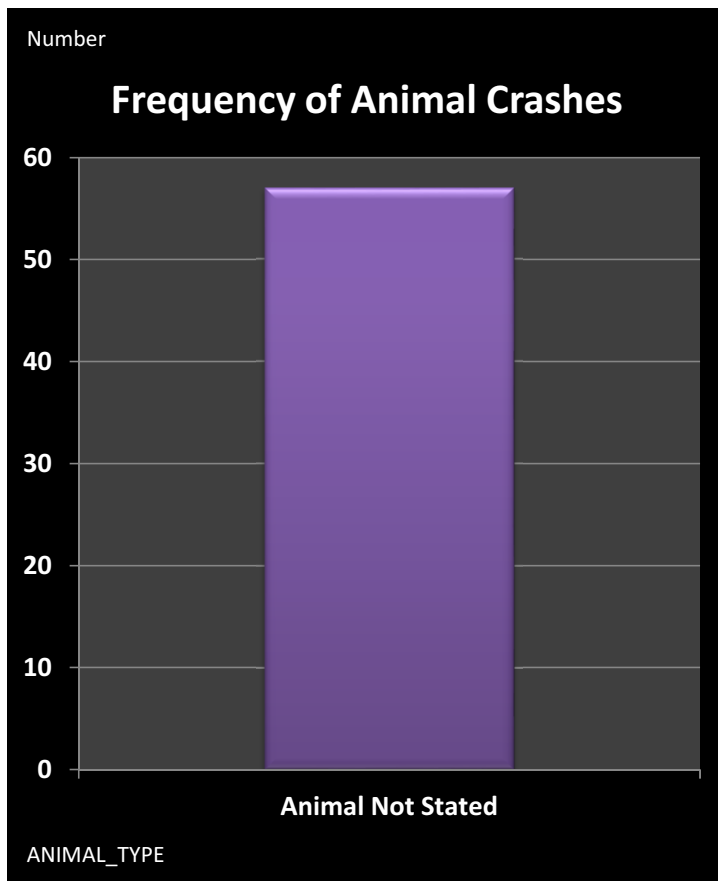
## Pedestrian Accident Report 2011-2016 - Graphical Analysis



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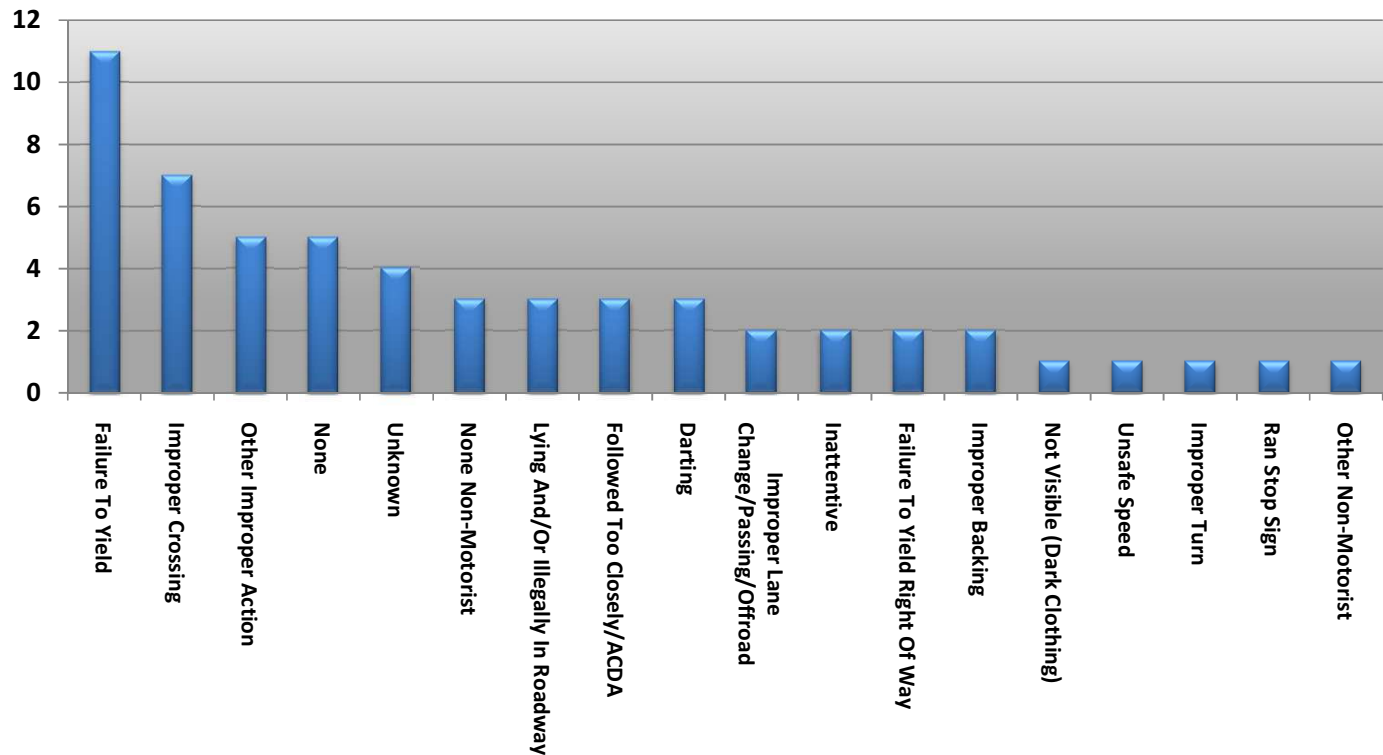


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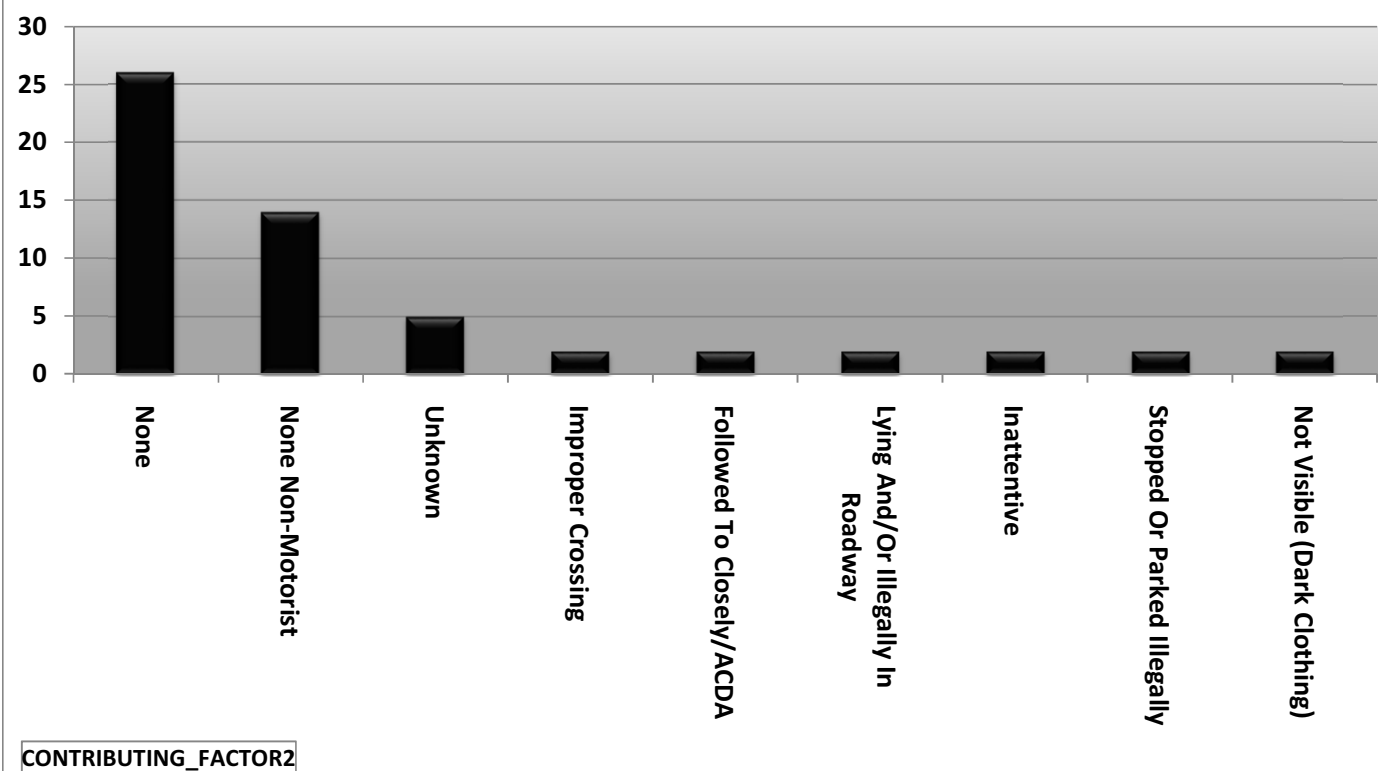


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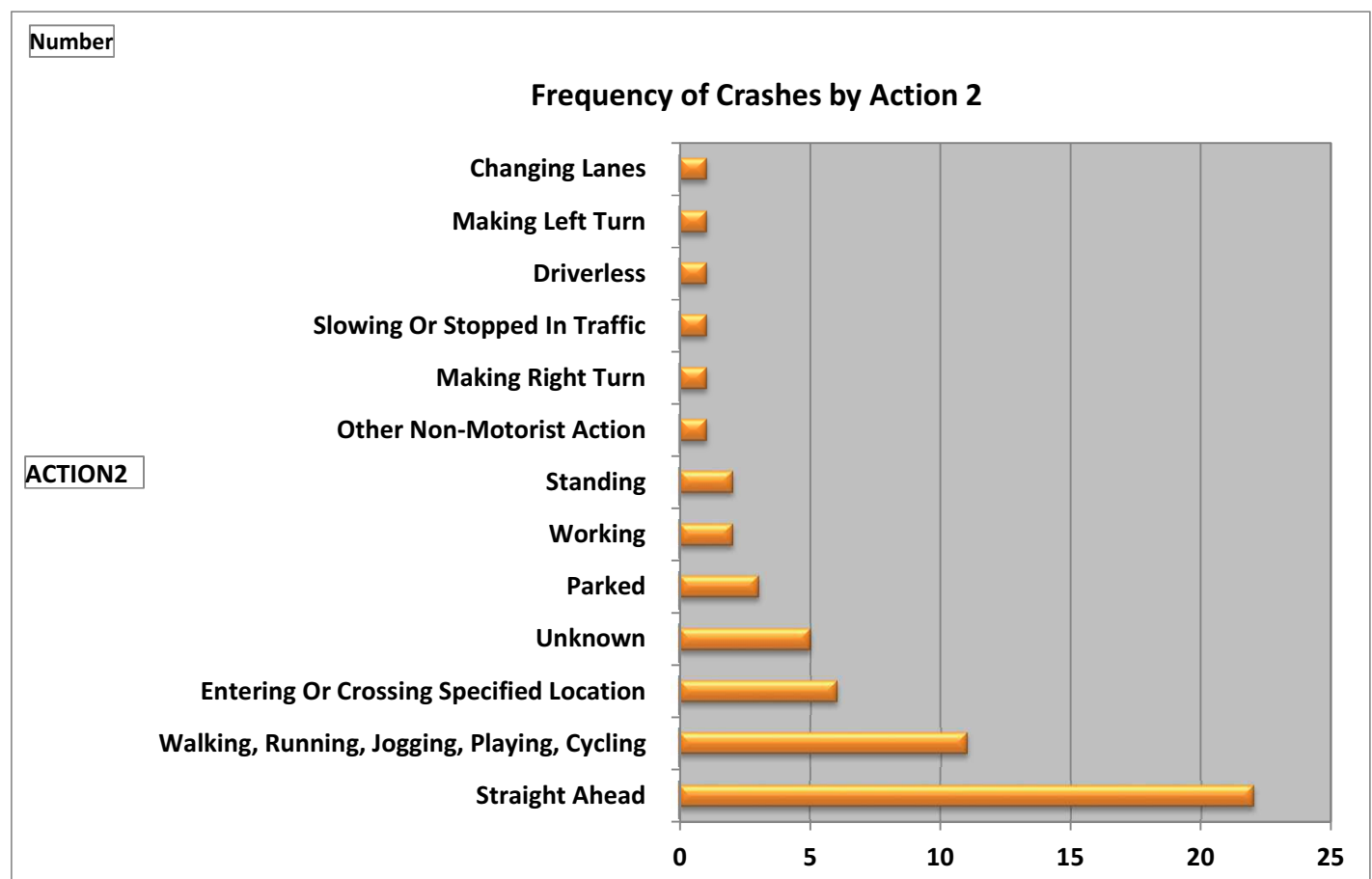
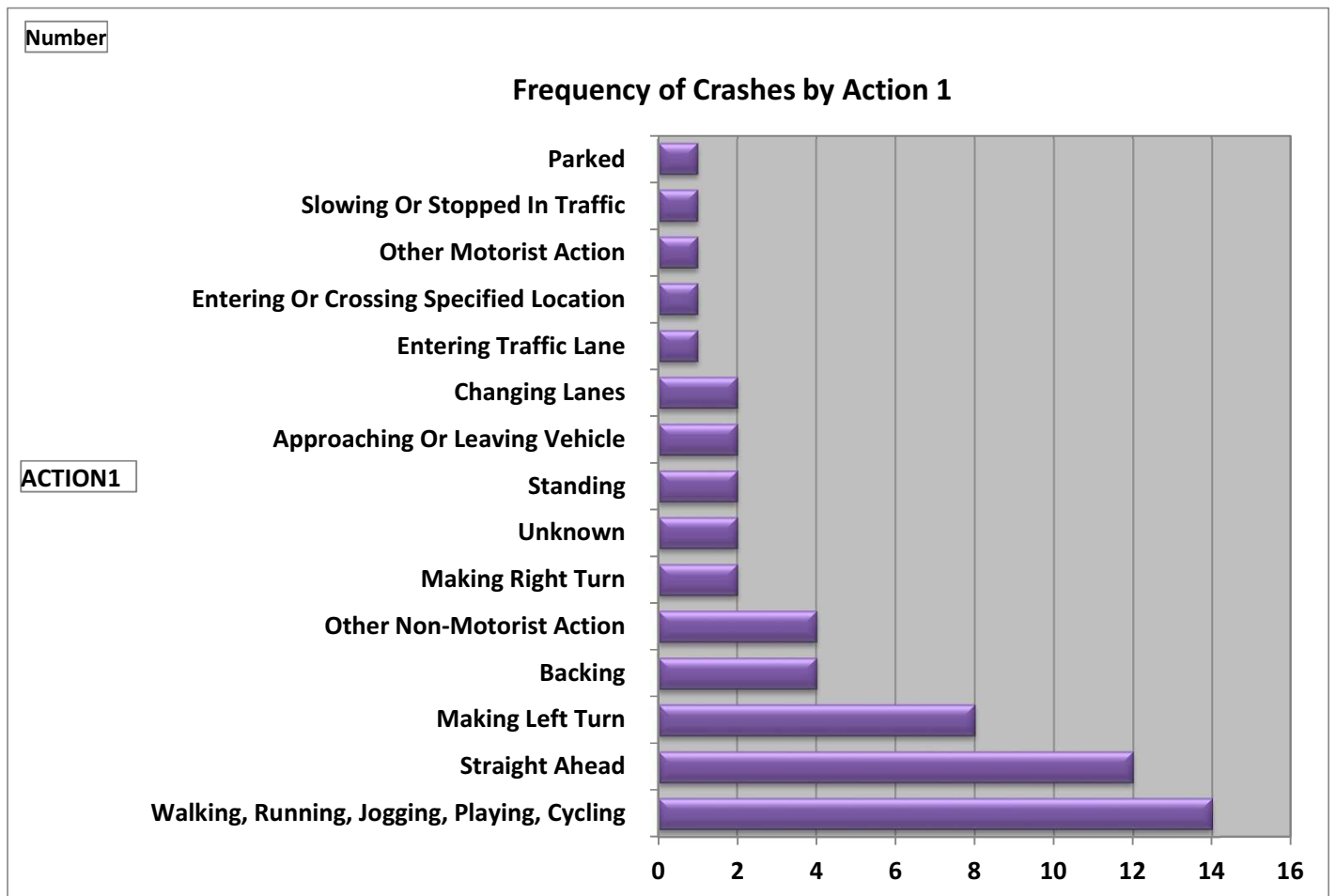
Frequency of Crashes by Contributing Factor 1



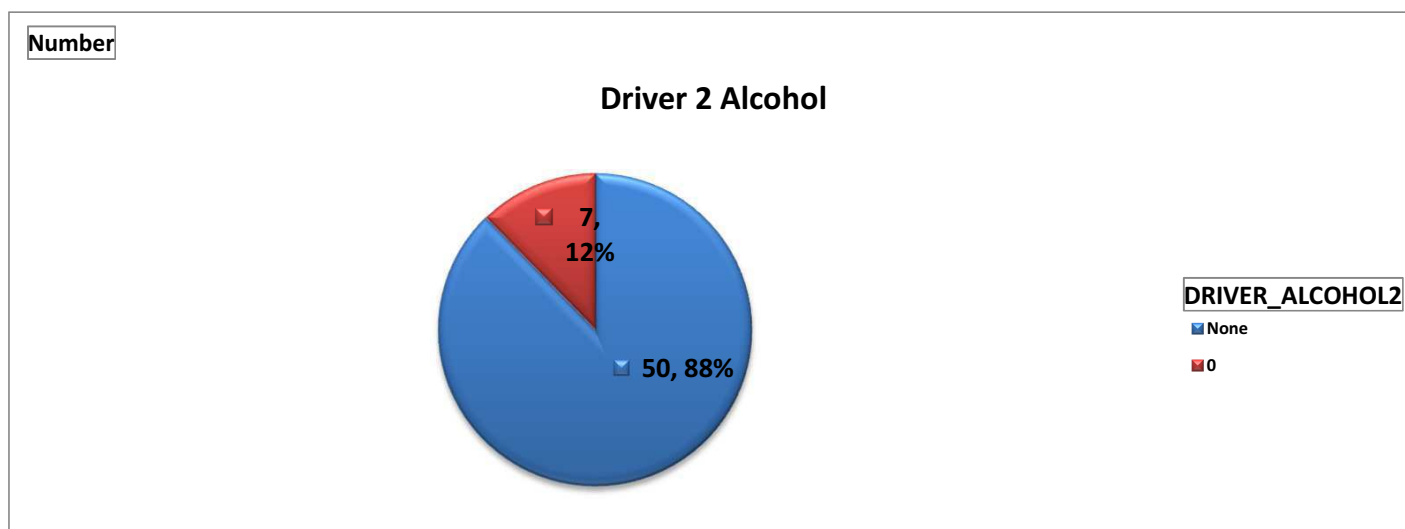
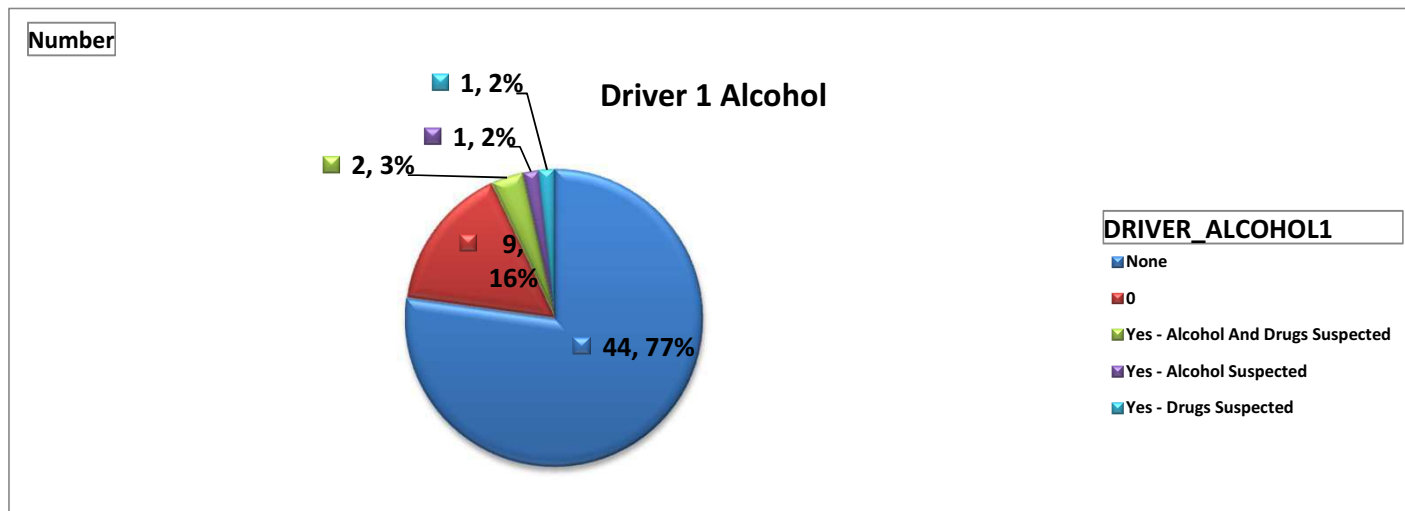
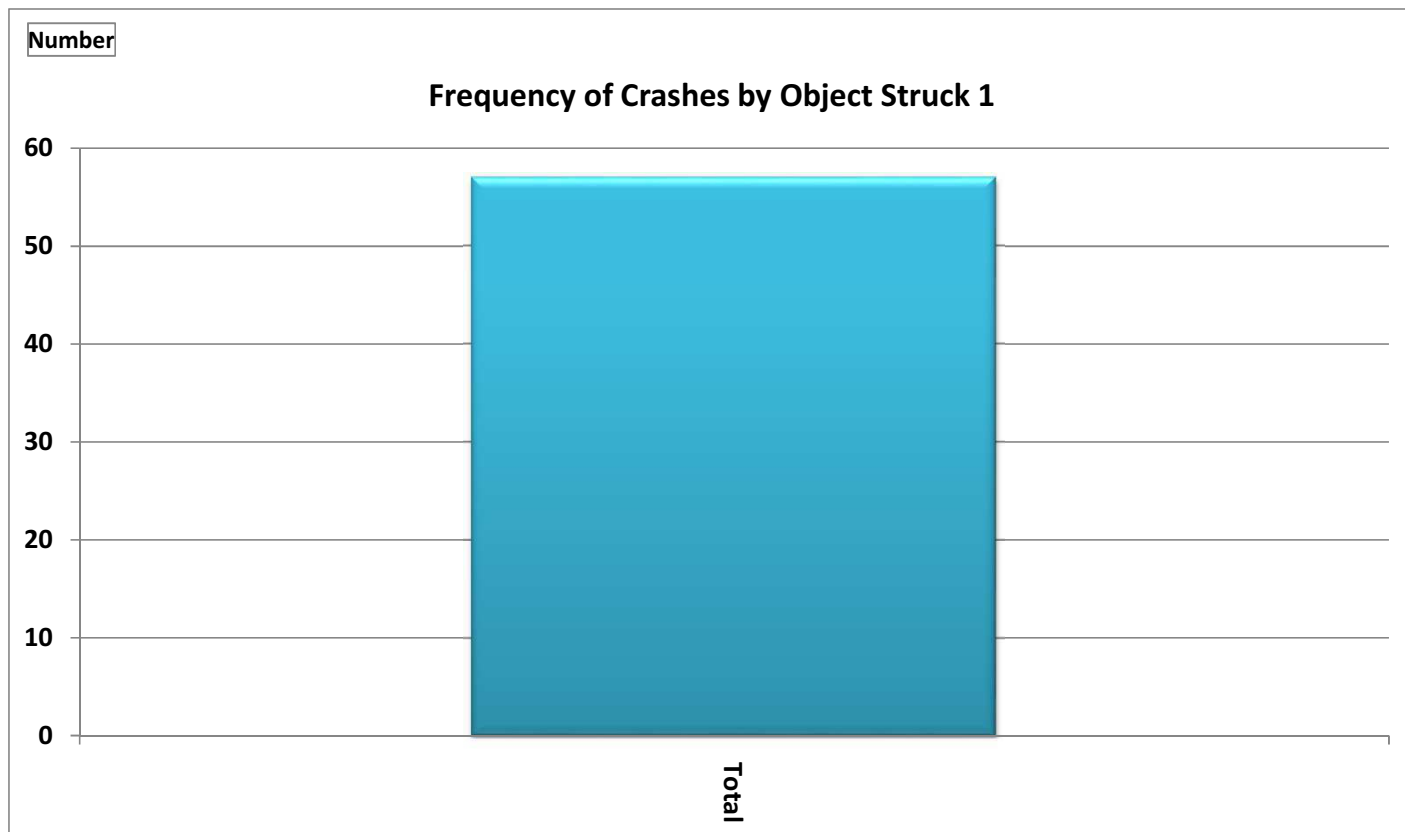
Frequency of Crashes by Contributing Factor 2



## Pedestrian Accident Report 2011-2016 - Graphical Analysis



## Pedestrian Accident Report 2011-2016 - Graphical Analysis







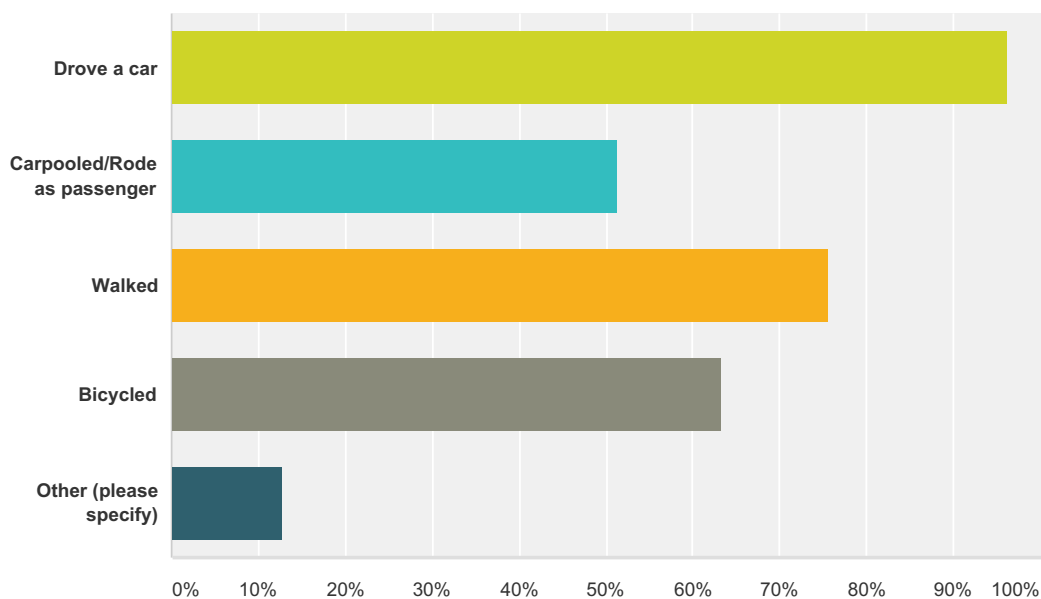
## APPENDIX E

**Creating Healthy Communities: 2015 North Coast Inland Trail Survey Results**



**Q1 Which of the following modes of transportation have you used in the past year to get from one place to another?  
(Select all that apply)**

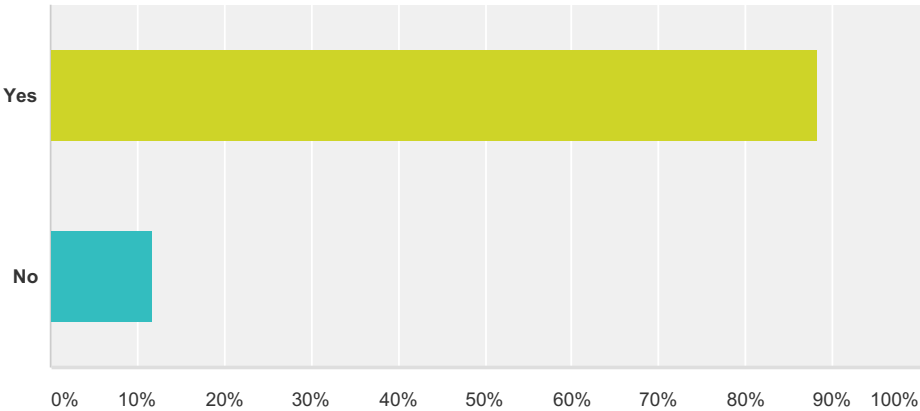
Answered: 212 Skipped: 2



Answer Choices	Responses	
Drove a car	96.23%	204
Carpooled/Rode as passenger	51.42%	109
Walked	75.47%	160
Bicycled	63.21%	134
Other (please specify)	12.74%	27
Total Respondents: 212		

Q2 Do you own a bicycle?

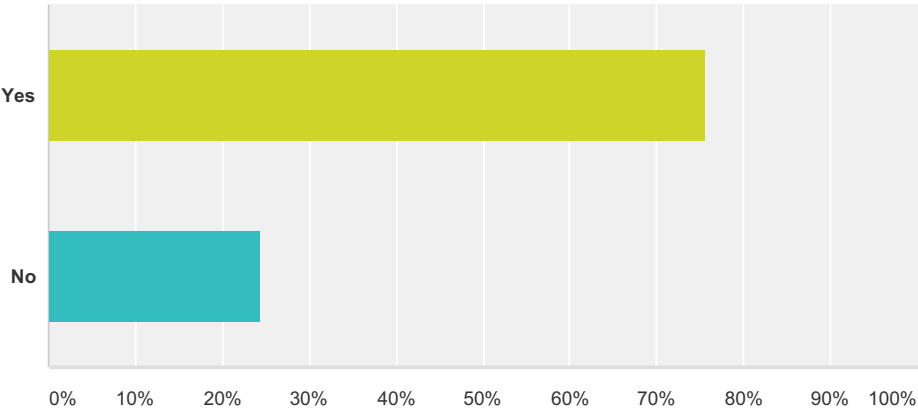
Answered: 212 Skipped: 2



Answer Choices	Responses	
Yes	88.21%	187
No	11.79%	25
Total		212

Q3 Have you utilized (walked,biked,skated etc.) the North Coast Inland Trail in the last year?

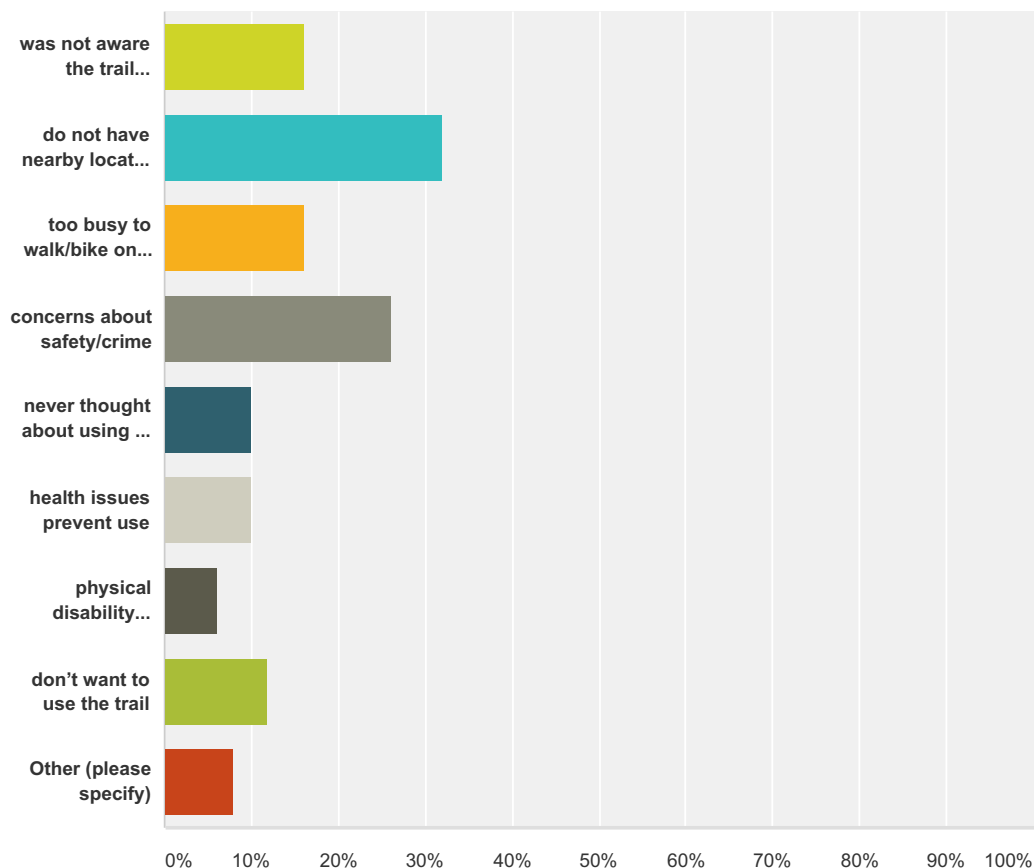
Answered: 213 Skipped: 1



Answer Choices	Responses	
Yes	75.59%	161
No	24.41%	52
Total		213

### Q4 What has prevented you from enjoying the use of the trail in the last year? (Select all that apply)

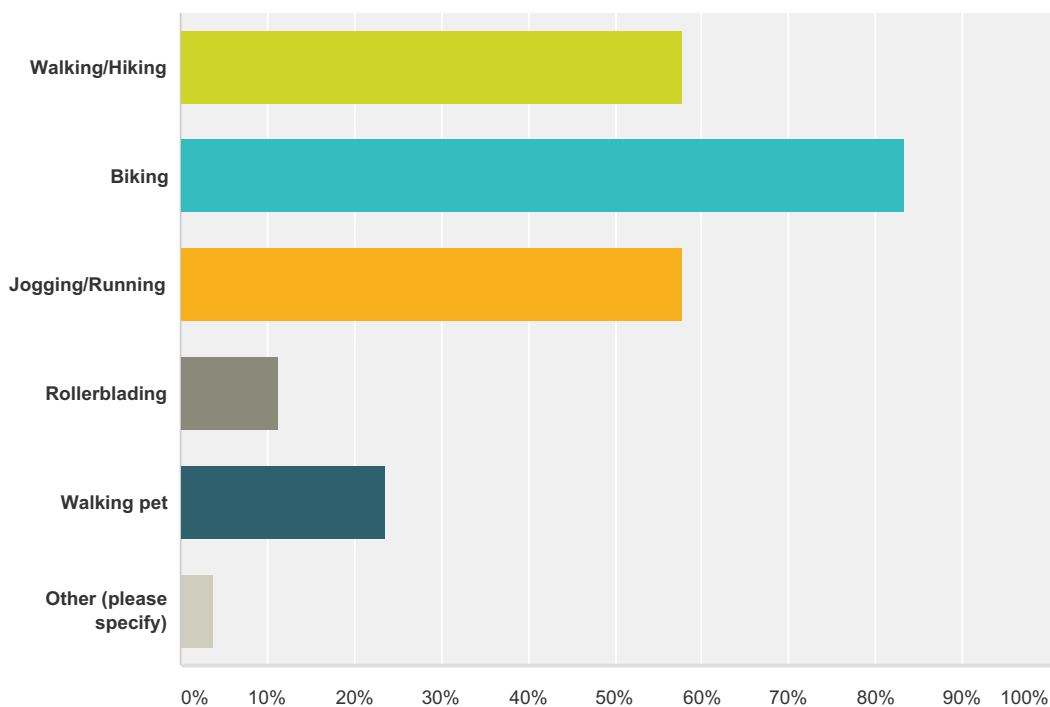
Answered: 50 Skipped: 164



Answer Choices	Responses
was not aware the trail existed	16.00% 8
do not have nearby location to access to the trail	32.00% 16
too busy to walk/bike on the trail	16.00% 8
concerns about safety/crime	26.00% 13
never thought about using the trail	10.00% 5
health issues prevent use	10.00% 5
physical disability prevents use	6.00% 3
don't want to use the trail	12.00% 6
Other (please specify)	8.00% 4
Total Respondents: 50	

### Q5 What type of activity do you enjoy on the trail? (Select all that apply)

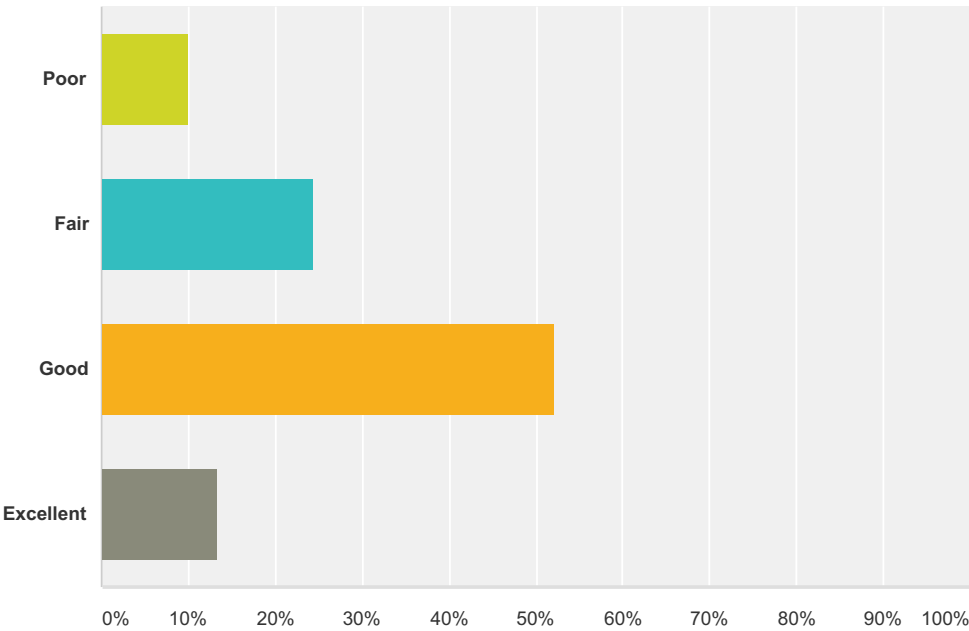
Answered: 161 Skipped: 53



Answer Choices	Responses
Walking/Hiking	57.76% 93
Biking	83.23% 134
Jogging/Running	57.76% 93
Rollerblading	11.18% 18
Walking pet	23.60% 38
Other (please specify)	3.73% 6
Total Respondents: 161	

Q6 In your opinion, the SAFETY along the trail is...

Answered: 201 Skipped: 13

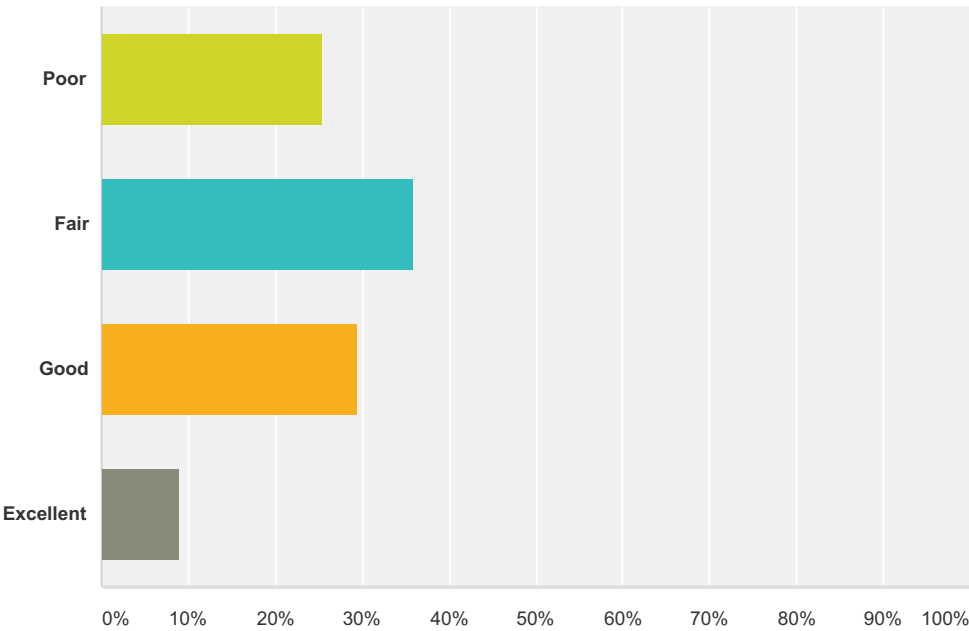


Answer Choices	Responses	
Poor	9.95%	20
Fair	24.38%	49
Good	52.24%	105
Excellent	13.43%	27
Total		201



Q7 In your opinion, the SECURITY along the trail is

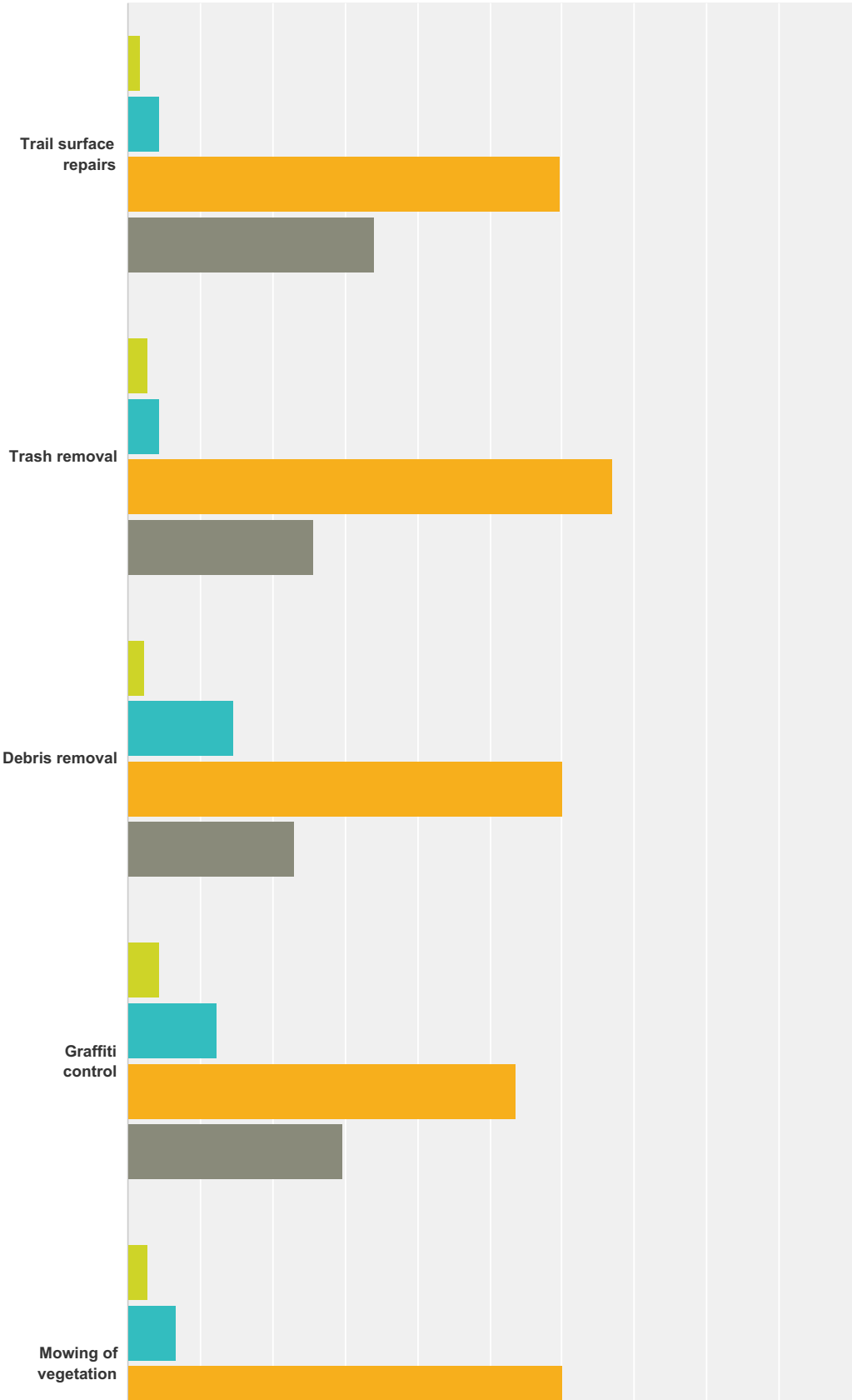
Answered: 200 Skipped: 14

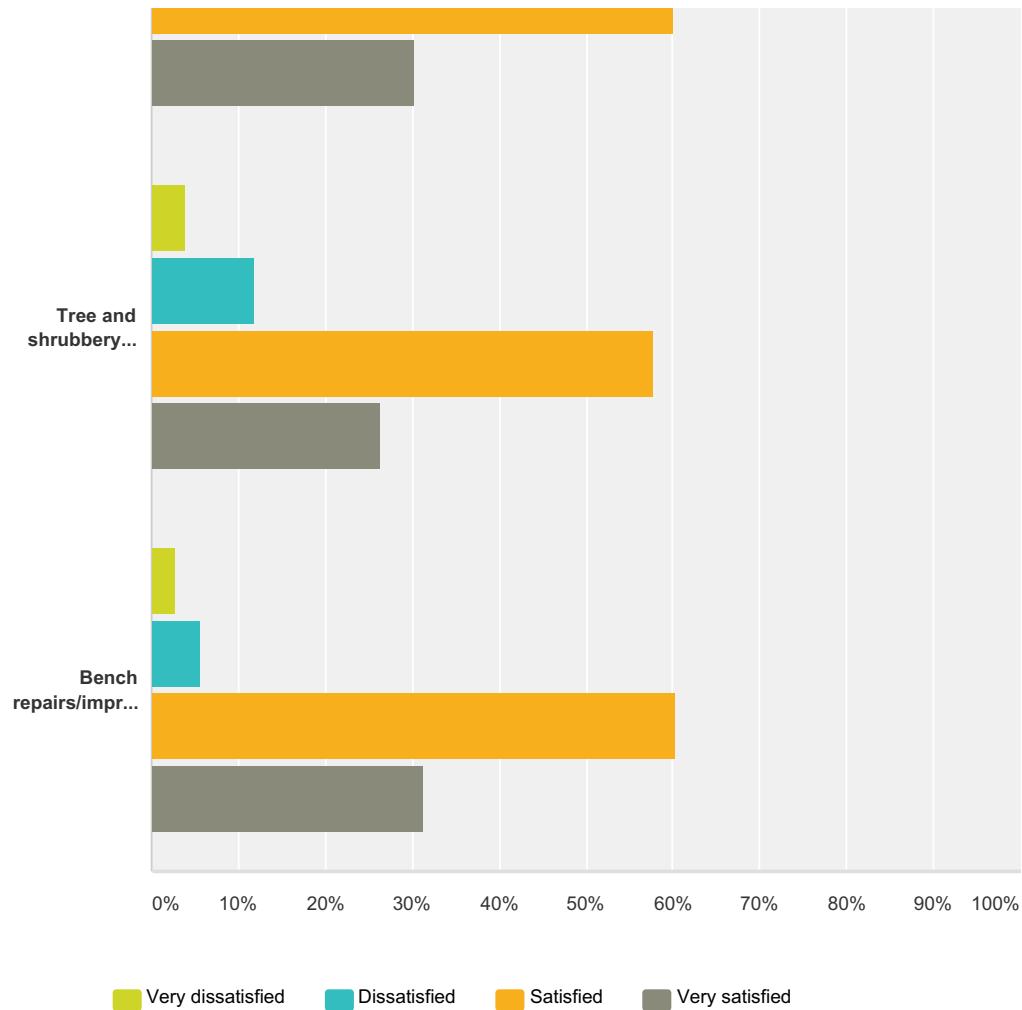


Answer Choices	Responses	
Poor	25.50%	51
Fair	36.00%	72
Good	29.50%	59
Excellent	9.00%	18
Total		200

**Q8 Please rate your level of satisfaction with the following trail maintenance efforts**

Answered: 180 Skipped: 34

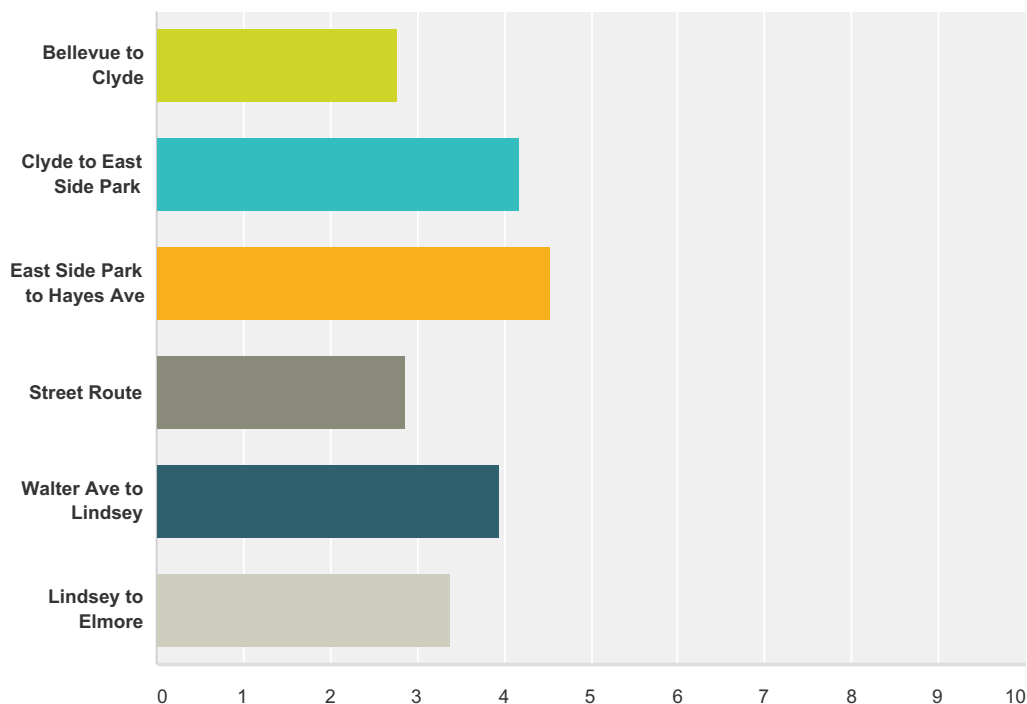




	Very dissatisfied	Dissatisfied	Satisfied	Very satisfied	Total
Trail surface repairs	1.68% 3	4.47% 8	59.78% 107	34.08% 61	179
Trash removal	2.79% 5	4.47% 8	67.04% 120	25.70% 46	179
Debris removal	2.25% 4	14.61% 26	60.11% 107	23.03% 41	178
Graffiti control	4.47% 8	12.29% 22	53.63% 96	29.61% 53	179
Mowing of vegetation	2.81% 5	6.74% 12	60.11% 107	30.34% 54	178
Tree and shrubbery trimming	3.93% 7	11.80% 21	57.87% 103	26.40% 47	178
Bench repairs/improvements	2.79% 5	5.59% 10	60.34% 108	31.28% 56	179

**Q9 Please rank the following sections of the trail based on how often you use it 1 = most often used 6 = least often used**

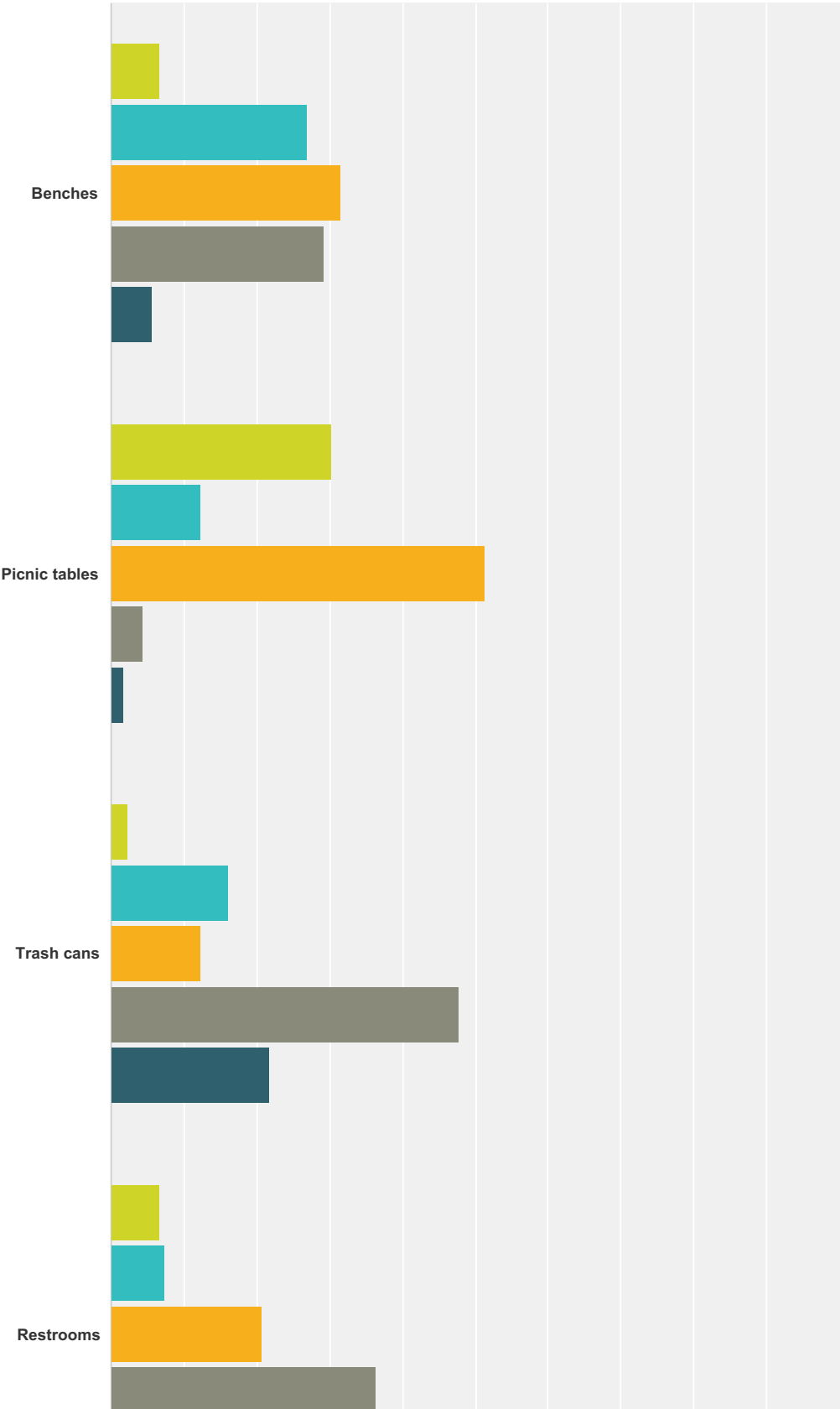
Answered: 174 Skipped: 40

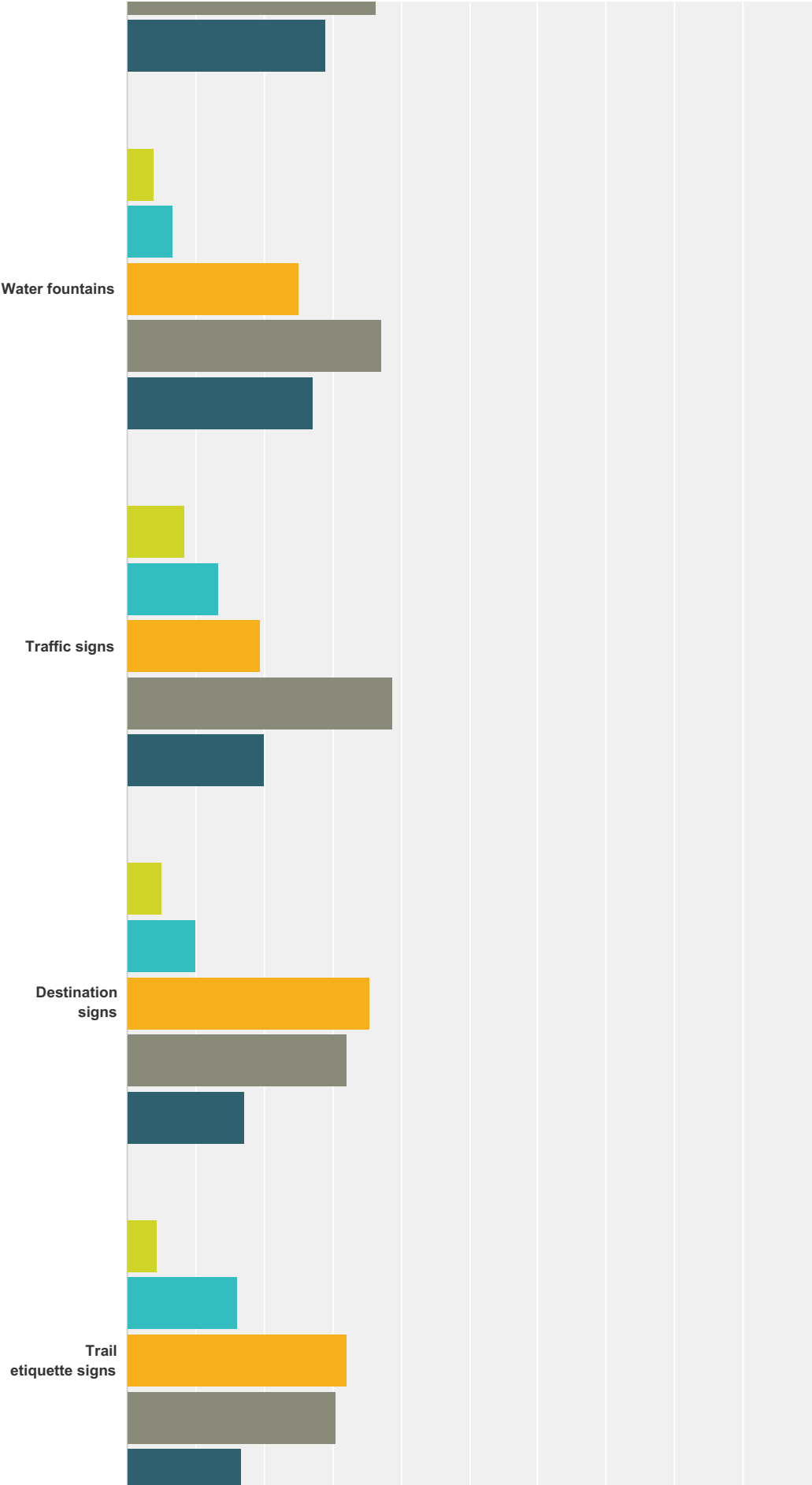


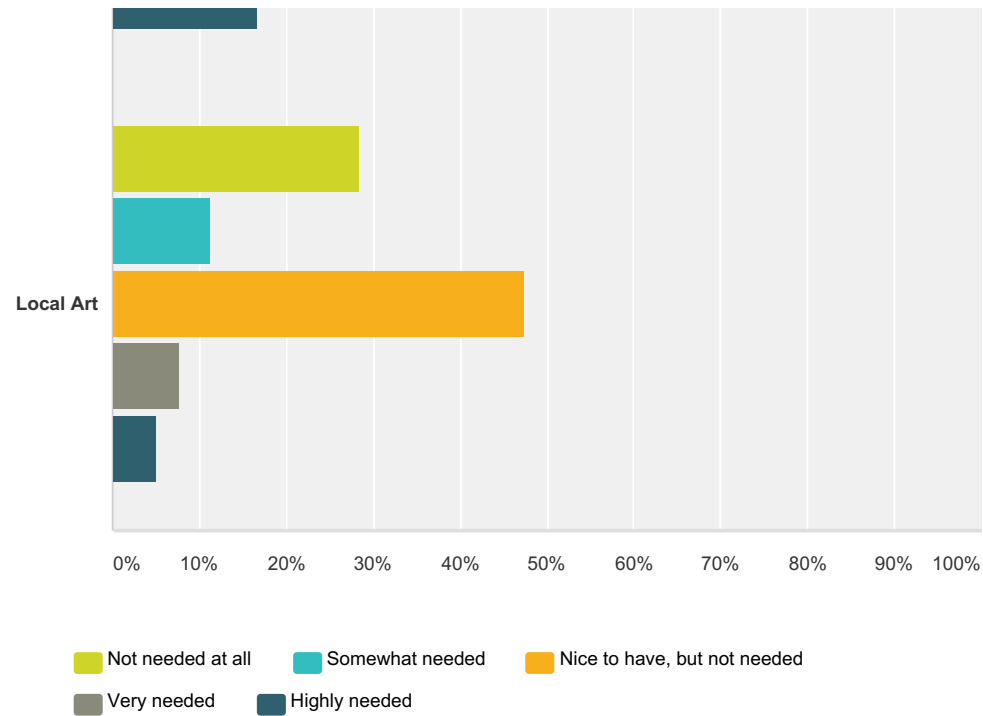
	1	2	3	4	5	6	Total	Score
Bellevue to Clyde	16.96% 19	6.25% 7	11.61% 13	9.82% 11	13.39% 15	41.96% 47	112	2.78
Clyde to East Side Park	25.60% 32	25.60% 32	16.00% 20	12.80% 16	12.80% 16	7.20% 9	125	4.17
East Side Park to Hayes Ave	35.43% 45	19.69% 25	20.47% 26	13.39% 17	8.66% 11	2.36% 3	127	4.53
Street Route	4.31% 5	8.62% 10	25.00% 29	18.97% 22	16.38% 19	26.72% 31	116	2.85
Walter Ave to Lindsey	18.33% 22	25.00% 30	14.17% 17	21.67% 26	17.50% 21	3.33% 4	120	3.95
Lindsey to Elmore	22.63% 31	15.33% 21	9.49% 13	10.22% 14	15.33% 21	27.01% 37	137	3.39

Q10 Please rate the following based on how strongly they are needed on the trail.

Answered: 181 Skipped: 33



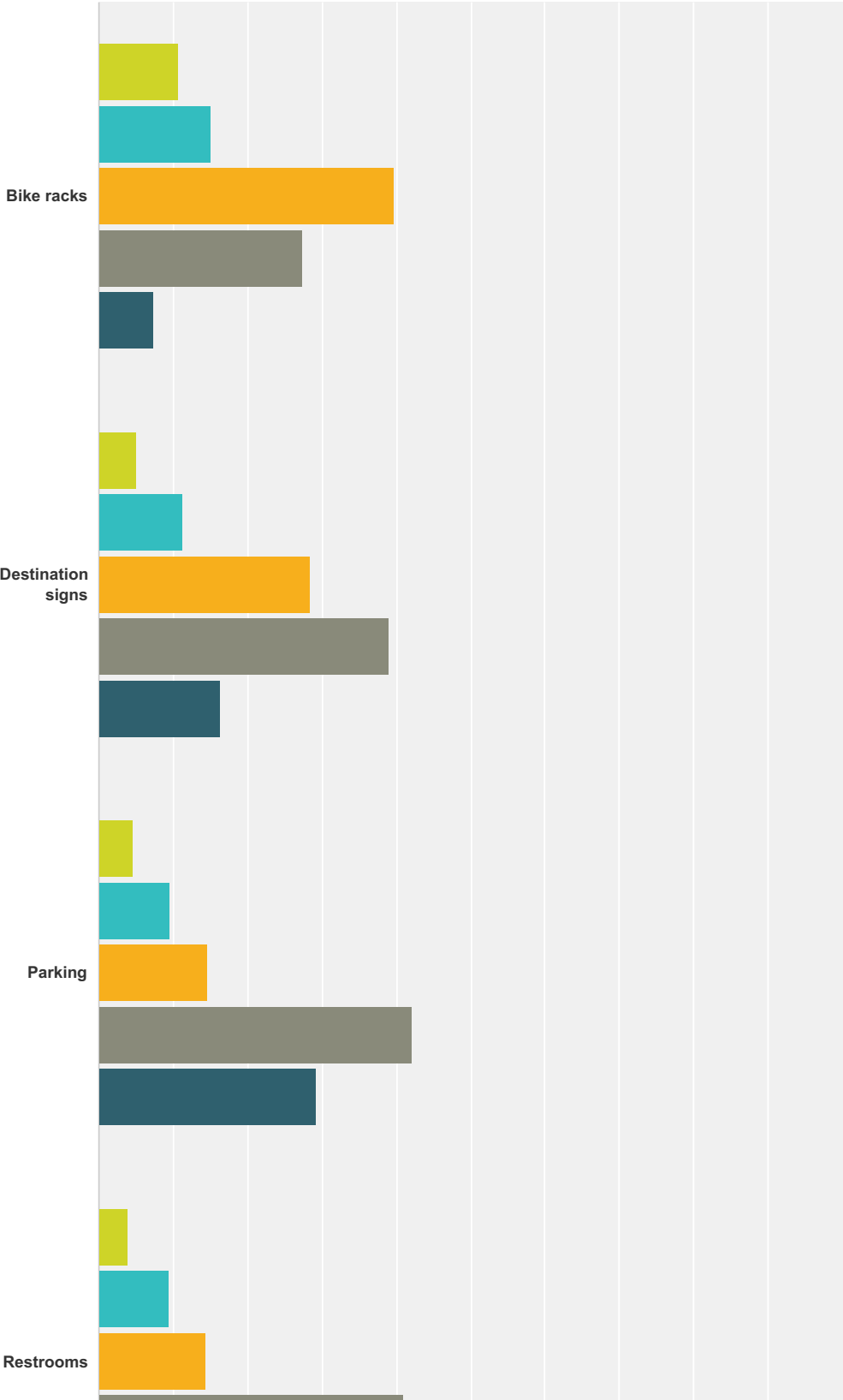




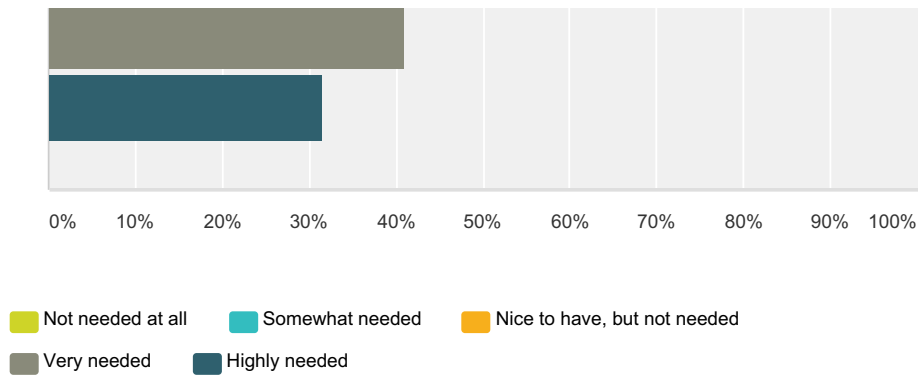
	Not needed at all	Somewhat needed	Nice to have, but not needed	Very needed	Highly needed	Total
Benches	6.74% 12	26.97% 48	31.46% 56	29.21% 52	5.62% 10	178
Picnic tables	30.17% 54	12.29% 22	51.40% 92	4.47% 8	1.68% 3	179
Trash cans	2.22% 4	16.11% 29	12.22% 22	47.78% 86	21.67% 39	180
Restrooms	6.70% 12	7.26% 13	20.67% 37	36.31% 65	29.05% 52	179
Water fountains	3.89% 7	6.67% 12	25.00% 45	37.22% 67	27.22% 49	180
Traffic signs	8.33% 15	13.33% 24	19.44% 35	38.89% 70	20.00% 36	180
Destination signs	5.00% 9	10.00% 18	35.56% 64	32.22% 58	17.22% 31	180
Trail etiquette signs	4.44% 8	16.11% 29	32.22% 58	30.56% 55	16.67% 30	180
Local Art	28.49% 51	11.17% 20	47.49% 85	7.82% 14	5.03% 9	179

Q11 Please rate the following based on how strongly they are needed near trail access locations

Answered: 181 Skipped: 33



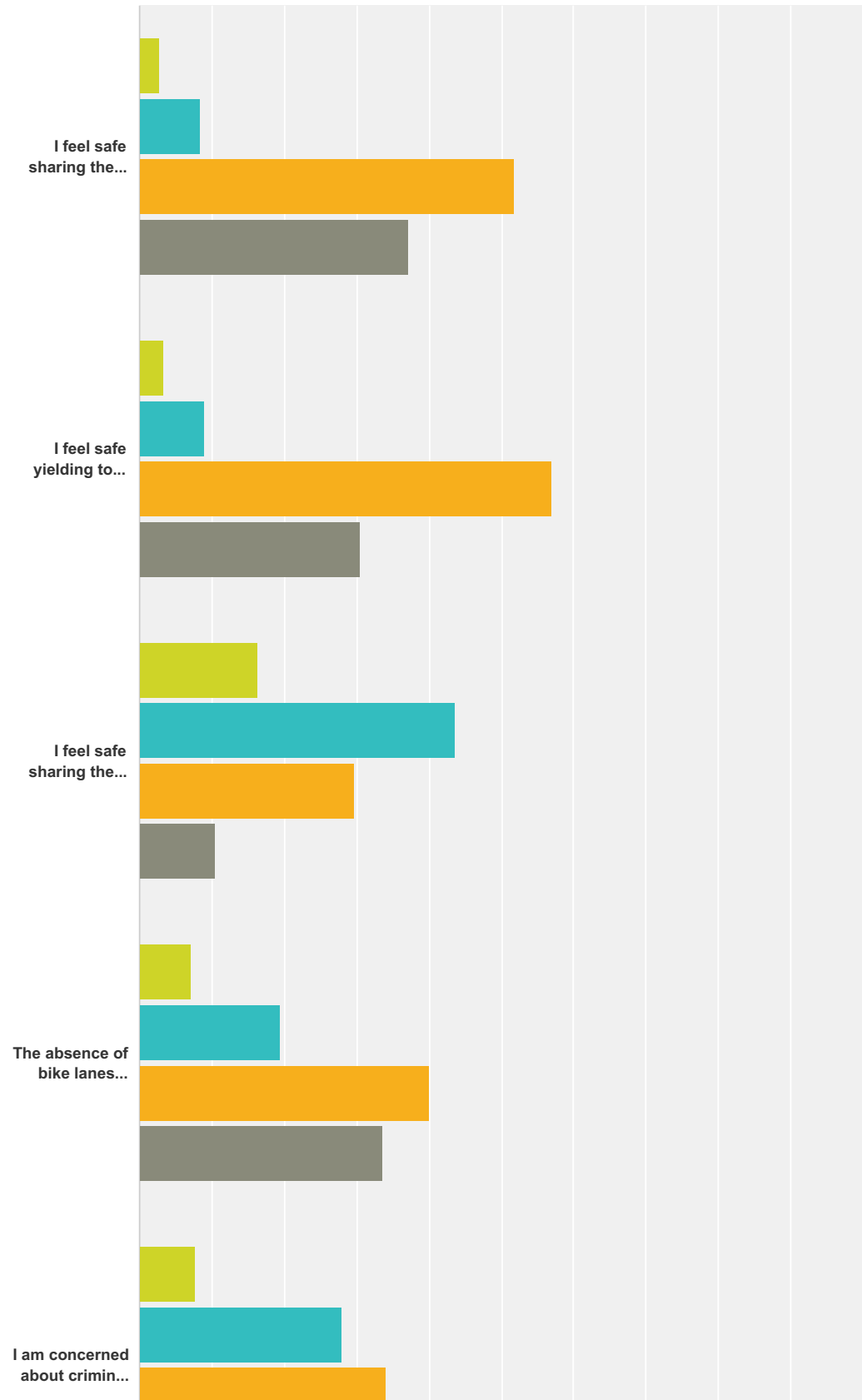


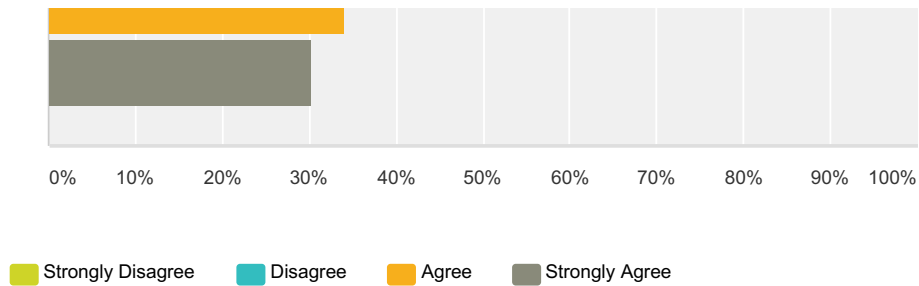


	Not needed at all	Somewhat needed	Nice to have, but not needed	Very needed	Highly needed	Total
Bike racks	10.61% 19	15.08% 27	39.66% 71	27.37% 49	7.26% 13	179
Destination signs	5.03% 9	11.17% 20	28.49% 51	39.11% 70	16.20% 29	179
Parking	4.49% 8	9.55% 17	14.61% 26	42.13% 75	29.21% 52	178
Restrooms	3.87% 7	9.39% 17	14.36% 26	40.88% 74	31.49% 57	181

Q12 Please indicate how strongly you agree or disagree for the following statements

Answered: 181 Skipped: 33

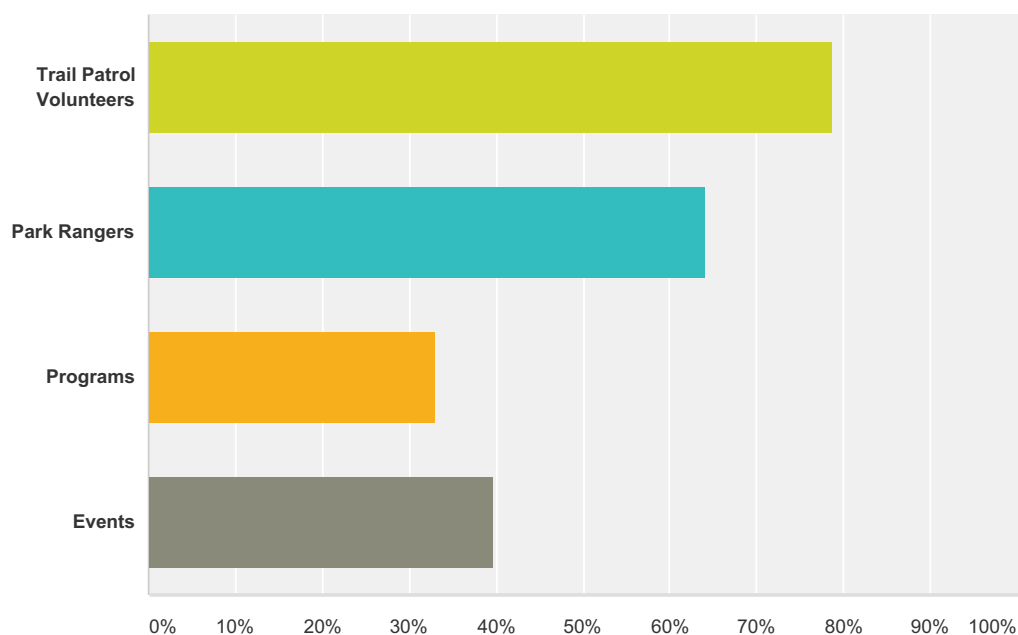




	Strongly Disagree	Disagree	Agree	Strongly Agree	Total
I feel safe sharing the trail with all types of users (walkers, bikers, runners, skaters etc.)	2.81% 5	8.43% 15	51.69% 92	37.08% 66	178
I feel safe yielding to oncoming traffic at crossroads	3.39% 6	9.04% 16	57.06% 101	30.51% 54	177
I feel safe sharing the road with motorists when taking the route through town	16.28% 28	43.60% 75	29.65% 51	10.47% 18	172
The absence of bike lanes prevents me from taking the street route through town	7.06% 12	19.41% 33	40.00% 68	33.53% 57	170
I am concerned about criminal activity on the trail	7.82% 14	27.93% 50	34.08% 61	30.17% 54	179

### Q13 Which of the following would you like to see more of on the trail? (Select all that apply)

Answered: 164 Skipped: 50



Answer Choices	Responses	
Trail Patrol Volunteers	78.66%	129
Park Rangers	64.02%	105
Programs	32.93%	54
Events	39.63%	65
Total Respondents: 164		

**Q14 Please use the box below to let us know what we can do to improve your trail experience.**

Answered: 64 Skipped: 150



## APPENDIX F

**2016 Public Meeting Survey Results**





# Development Plan for Multi-Use Trails in Sandusky County: Survey Results

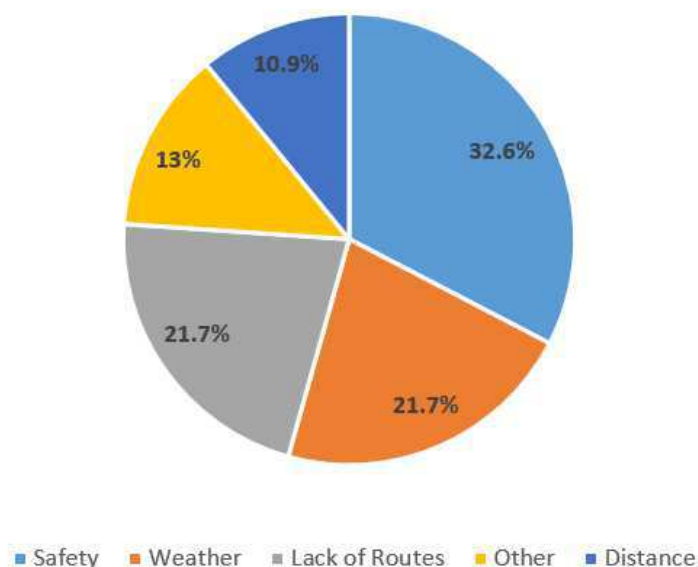
A public meeting and survey for the development plan for multi-use trails in Sandusky County was conducted on July 26, 2016. Attendance at the meeting was approximately 80 persons. The total number of participants in the survey is 26, however, some of the participants did not answer all the survey questions, the number of participants for each question may vary due to the uncompleted survey.

## 1) Describe your current level of bicycling:

At least 1x per day	1-6x per week	1-3x per month	Very rarely	Never
6	9	6	3	2

## 2) What are the top two considerations that you consider to be the most significant obstacles that prevent you from biking to work, shopping, or other destinations that are important to you in your daily life?

Top Considerations



**3) Identify two locations / destinations in Sandusky County that you wish were more accessible by bike.**

Terra Community College	Hayes Presidential Center	Shopping Centers	Parks	Schools
14	11	11	8	1

**Parks Identified:**

- Christy Farm Nature Preserve
- Conner Park
- Creek Bend Park
- Hayes Park
- White Star Park

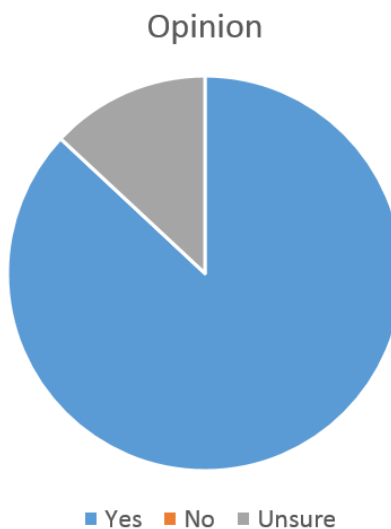
**Shopping Centers Identified:**

- Kroger
- Potter Village
- Walmart

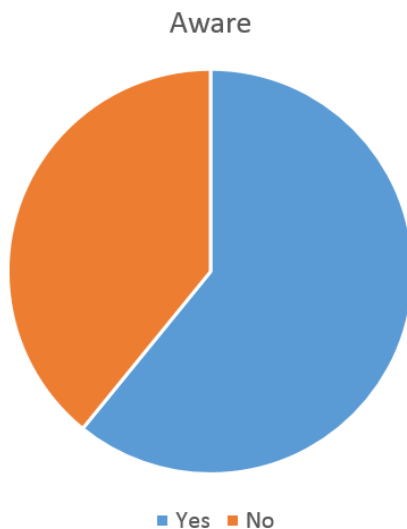
**Other:**

- Downtown Fremont

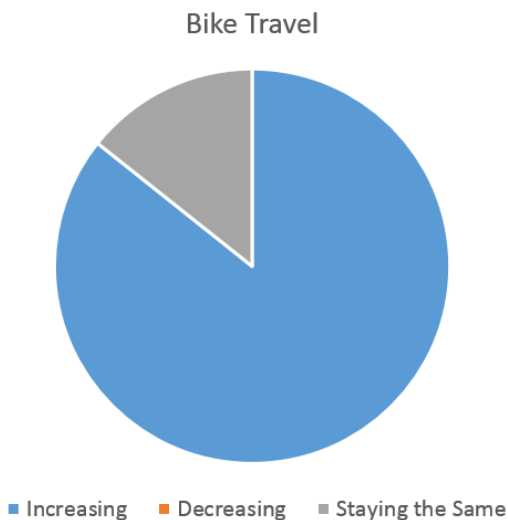
**4) Do you think Fremont and/or Sandusky County should consider “complete streets” policy?**



**5) Are you aware of any printed material that shows the location of bike routes, bike lanes or bike trails in Sandusky County?**

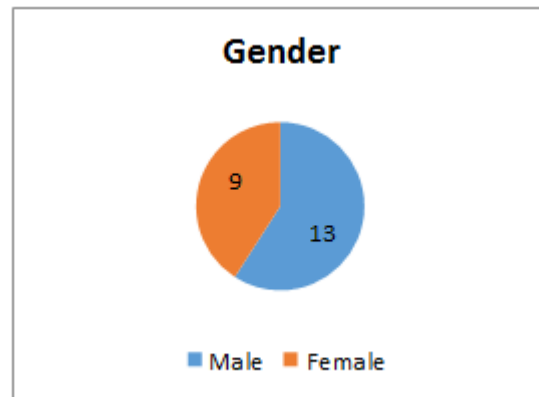
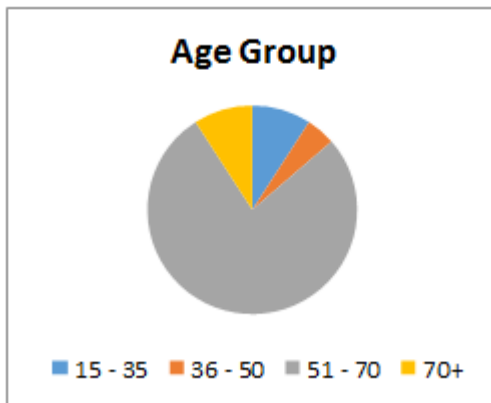


**5) Do you see bike travel increasing, decreasing, or staying the same in the future?**



\*\* Two of the participants wrote notes on the survey to indicate they do not want a bike trail near/on their properties because they have great concerns about the privacy and safety issues.

### Participants of the Survey:



The following information was requested from those attending the public meeting (separate from the written survey):

### Sandusky County Future Connections/Destinations

Terra State Community College	Hayes Presidential Library and Museums	Downtown Fremont	Christy Farm Nature Preserve	White Star Park	Conner Park	Gibsonburg	Pedestrian bridge on Fangboner to N. Shopping	Better route connect trail through Fremont
13	12	13	11	4	4	3	6	6

Other options that were mentioned once: Fremont City Schools, Schedel Arboretum (2), Post Office/Wal-Mart, Woodville, Krogers, Port Clinton, and the Reservoir.

### Existing Trails

LIKES:	NEEDED:
Exit ramp to downtown Fremont (well marked and at a scenic point over the river)	State St. needs fixed from Brush St. to Walter Ave. (potters, heads, etc)
Graffiti is painted over	Bike trail from Brush St. to Walter St. (unsafe)

Sandusky County Multi-Use Trails  
Survey Results

LIKES:	NEEDED:
Trail is kept clear	Bike lane ends at West Fremont and Croghan
Intersections are curbed more	Bike trail on West St. Walter (unsafe for bikes)
Kept up nicely	Bike repair stations
	Posts to keep vehicles off existing bike trail
	Bathrooms; water stations
	Better ramp to downtown

**Additional Comments:**

- Exercise stations on the trail to work on strength, endurance, balance, and flexibility
  - 10 station fit trail (an outdoor exercise system installed along a walking or jogging trail); typical for trail length between ¼ miles to 1 mile long
  - 20 station fit trail (an outdoor exercise system installed **on** a walking or jogging trail); typical for trail length between ½ to 2 miles long
- Development of trails close to schools to encourage exercise & offer modes of transportation



## APPENDIX G

**Maps of Surrounding Counties – Existing and Planned Shared-Use Trails &  
Bicycle Facilities**

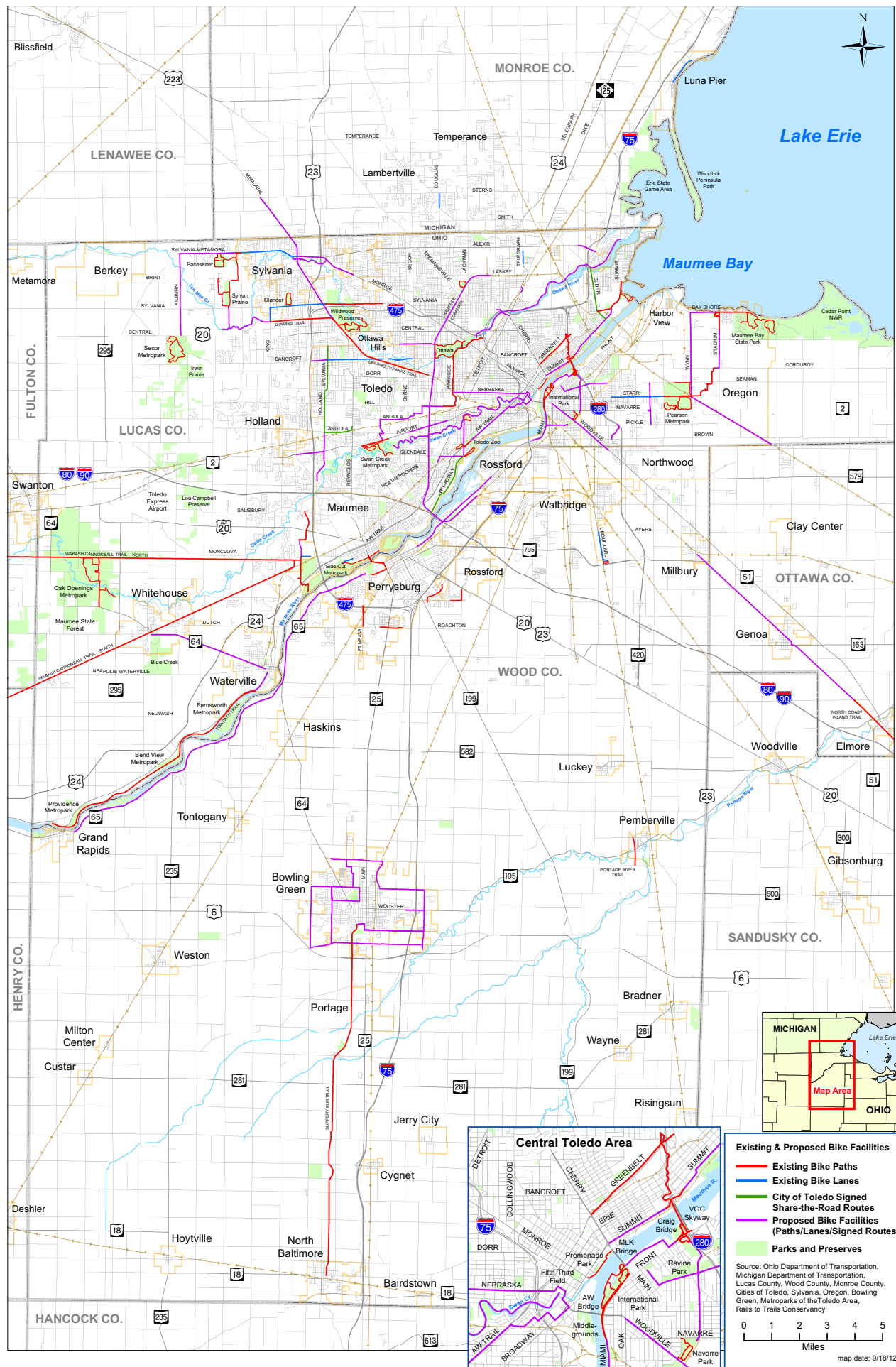




# TMACOG Regional Bicycle Facilities



Toledo Metropolitan Area Council  
of Governments  
300 Martin Luther King, Jr. Drive, Suite 300  
Toledo, Ohio 43604 419-241-9155  
www.tmacog.org



**Existing & Proposed Bike Facilities**

- Existing Bike Paths
- Existing Bike Lanes
- City of Toledo Signed Share-the-Road Routes
- Proposed Bike Facilities (Paths/Lanes/Shared Routes)
- Parks and Preserves

Source: Ohio Department of Transportation, Michigan Department of Transportation, Lucas County, Wood County, Monroe County, Cities of Toledo, Sylvania, Oregon, Bowling Green, Metroparks of the Toledo Area, Rails to Trails Conservancy

0 1 2 3 4 5  
Miles

map date: 9/18/12

# Figure 7.1 2035 Regional Transportation Plan - Bicycle Network

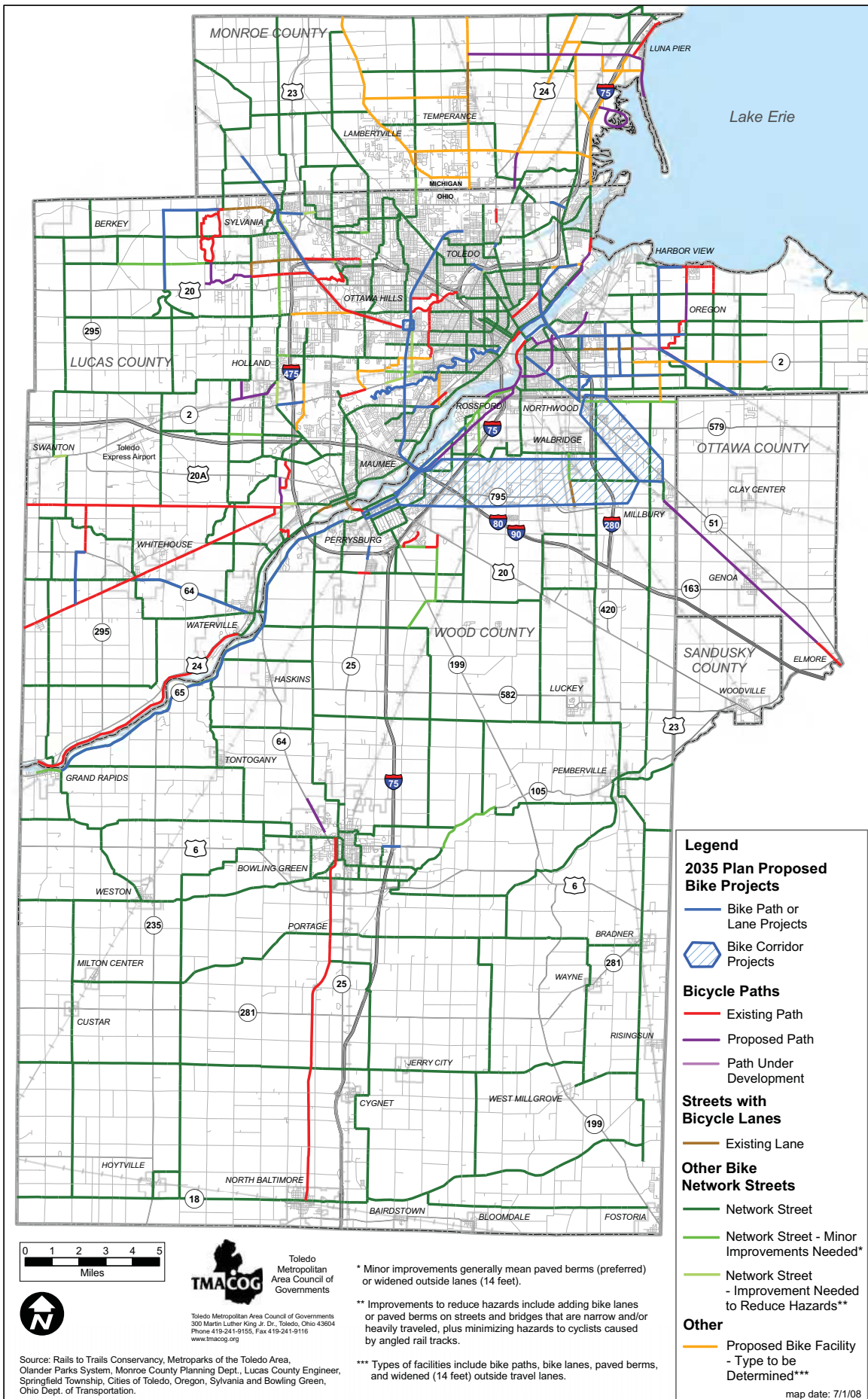
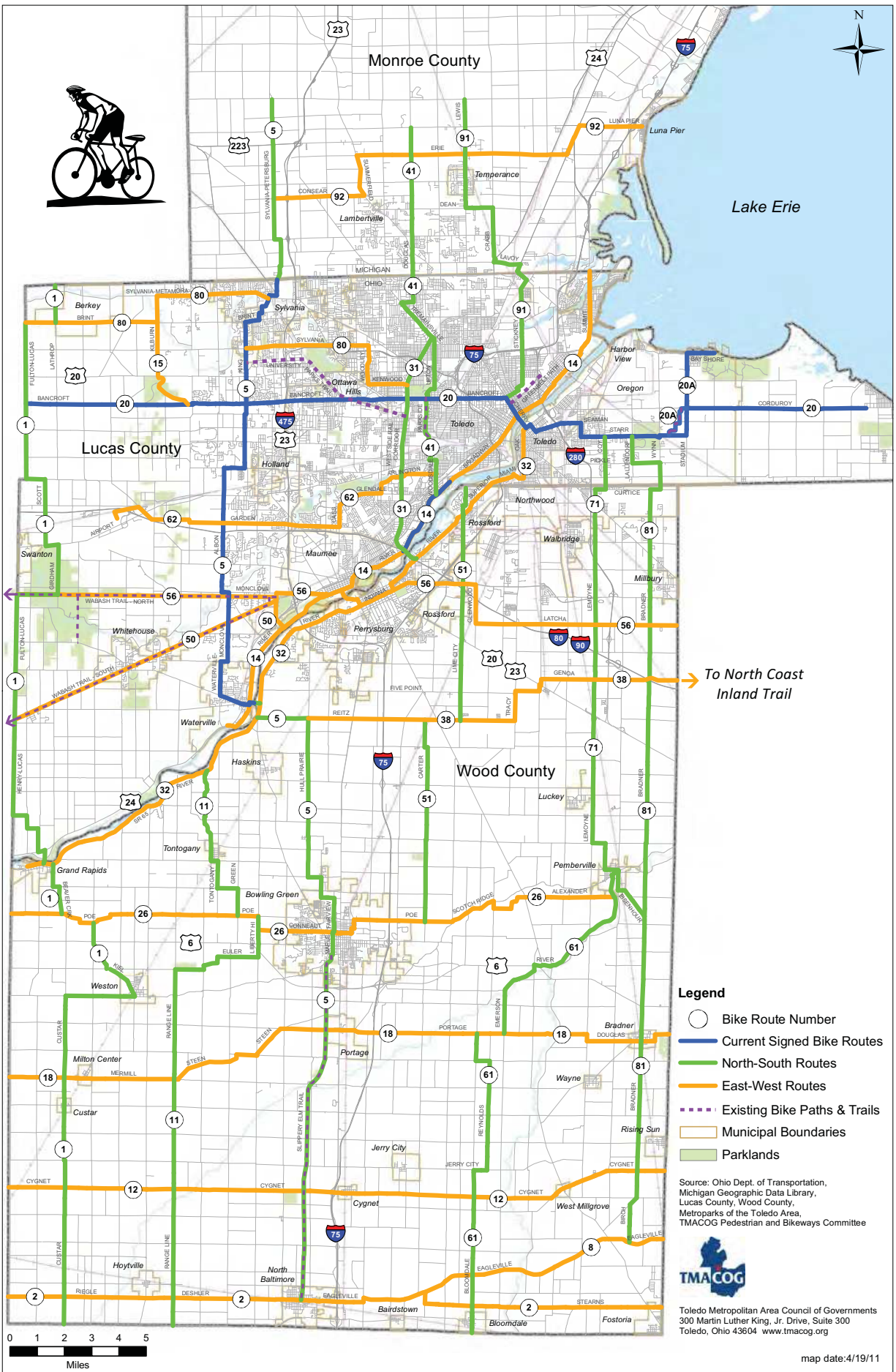




Figure 7.2

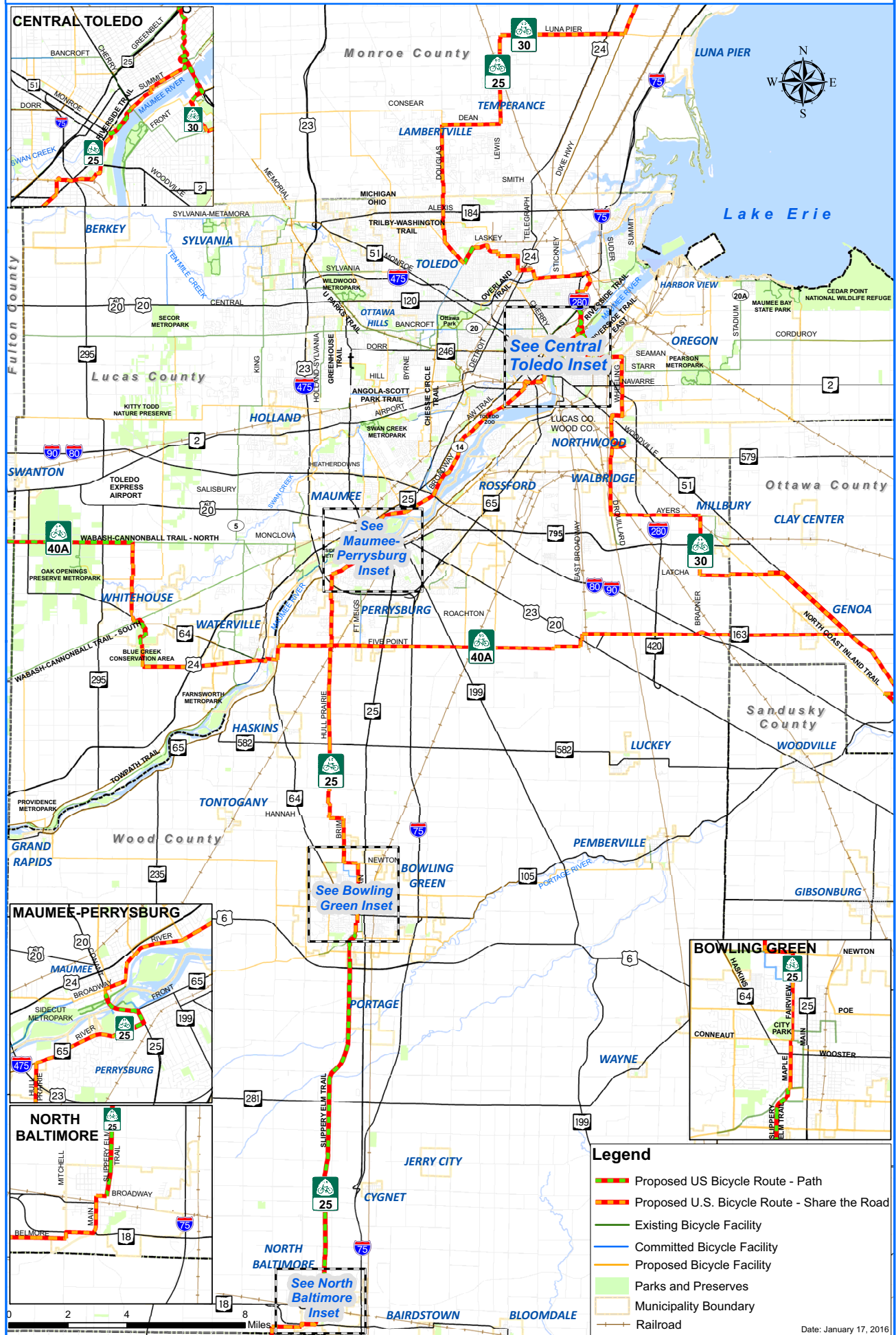
# Signed Bike Routes 2011 - Lucas, Wood, and Monroe Counties



**DRAFT**

# Proposed U.S. Bicycle Routes

Toledo Metropolitan Area  
Council of Governments  
300 Martin Luther King Drive  
Toledo, Ohio 43604  
Phone (419) 241-8155  
www.tmacog.org





## U. S. Bicycle Route Planning in the Toledo Metropolitan Area Council of Governments Region

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*The Ohio Department of Transportation has established a goal to designate a signed network of US and state bicycle routes that will accommodate long distance cycling and also serve as a backbone for local connections. The proposed routes follow the American Association of State Highway and Transportation Officials (AASHTO) national initiative. To date over 11,000 miles have been designated nationally across 23 states.*

### US Bike Route 25 (north to south)

*US Bike Route 25 (USBR 25) starts in Mobile, AL and ends in Sault St. Marie, MI. It enters Ohio from Kentucky before passing through Cincinnati, Dayton, Lima, and Toledo on the way to Detroit, Michigan. It parallels Interstate 75 along much of the route.*

In the TMACOG planning area, USBR 25 heads south along Dixie Hwy in **Erie Township in Monroe County, MI**, to Luna Pier Rd then west on Luna Pier/Lakeside Rd into **Bedford Township** to Lewis Ave. Then south on Lewis Ave to Dean Rd. Then west on Dean Rd to Douglas Rd. South on Douglas Rd, crossing into **Lucas County, OH** and the **City of Toledo**.

Within the **City of Toledo** continuing south on Douglas Rd to Tremainsville Rd, then southeast on Tremainsville Rd to the Chessie Circle Trail. Following the Chessie Circle northeast to Jackman Rd and crossing Jackman Rd to Slater St. Then east on Slater St to Overland Pkwy. South on Overland Pkwy to Crestwood Rd. East on Crestwood Rd, then southeast on Harford Rd. Continue east onto Corbin Rd to N. Haven Ave. Then south on N. Haven Ave to Eleanor Ave. Then east on Eleanor Ave to Bennett Rd. Then south on Bennett Rd to Sylvania Ave. Then east on Sylvania Ave to Lagrange St. Then southeast on Lagrange St to Expressway Dr. The route then splits into a one way pair – south and eastbound on S Expressway Drive to Stickney and then north on Stickney to N Expressway Dr and the north and westbound trail travels on N Expressway Drive. Continuing east and south along N Expressway Dr to Chrysler Dr. Then south on Chrysler Dr to Manhattan Blvd and Counter Street. Then south on Counter St to Clay Ave. Then west on Clay Ave to a multiuse path over I-280 to Buckeye St. Then south on Buckeye St to an existing multiuse path (Buckeye Basin Trail) under I-280. Then south along the existing multiuse path to Summit St. Then the route heads southwest along Summit St to Elm Street. Then south on Elm to Water St. Then along Water St and existing Promenade Path along the riverfront to the Swan Creek path at the base of Jefferson Ave. Then along the Swan Creek path to Monroe St. Then south along newly constructed cycle track along Owens Corning Parkway to Ottawa Street. Then south on Ottawa Street through Middlegrounds Park to Williams St sidepath. West on Williams St to Emerald Ave. Then south and west on Emerald Ave to Maumee Ave. Then south on Maumee Avenue to Broadway St.

Continuing southwest along Broadway St until it becomes River Rd. Continuing southwest along River Rd into the **City of Maumee** to Broadway St. Then west on Broadway St to Conant St. Then south along Conant St on a sidepath over the Maumee River, crossing into **Wood County, OH** and into the **City of Perrysburg**.

Following the sidepath south along West Boundary St to the sidepath on the north side of Indiana Ave. Then west following the sidepath along Indiana Ave to River Rd. Then on River Rd continue west to Hull Prairie Rd into **Perrysburg Township**. Then south on Hull Prairie Rd into **Middleton Township** to Hannah Rd. Then east on Hannah Rd in **Plain Township** to Brim Rd. Then south on Brim Rd into the **City of Bowling Green** to Newton Rd. Then east on Newton Rd to Fairview Ave. Then south on Fairview Ave to Conneaut Ave where there is a jog to the west to Maple St. Then south on Maple St to Sand Ridge Rd where there is a jog to the west to the **Slippery Elm Trail**. Then following the Slippery Elm Trail south to Broadway St in the **Village of North Baltimore**. Then west on Broadway to Main St. Then south on Main to SR 18 in **Henry Township**. Then west on SR 18 to Mitchell Rd. Then south on Mitchell Rd to Belmore Rd. Then west on Belmore Rd to Liberty Hi Rd. South on Liberty Hi Rd which becomes CR 139 in **Hancock County**.

### US Bike Route 30 (west to east)

*US Bike Route 30 (USBR 30) connects Montana to Massachusetts. More locally it links Detroit, Toledo, and Cleveland. Much of this route in North Central Ohio is along the North Coast Inland Trail. A scenic alternative, 30A, follows the shore of Lake Erie and passes through Sandusky and Lorain before rejoining 30 just west of Cleveland.*

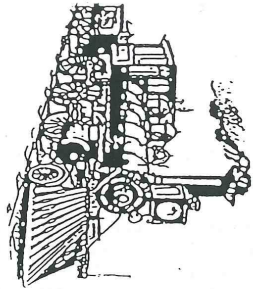
In the TMACOG planning region, USBR 30 branches off of USBR 25 at the Craig Memorial Bridge in the **City of Toledo** to cross the Maumee River on the multiuse path on the Craig Memorial Bridge. Then heading west on Front St to Dearborn Ave. Then southeast on Dearborn Ave to S Ravine Pkwy Dr. Then east on S Ravine Pkwy Dr until it becomes Seaman Rd in the **City of Oregon**. Then south on Wheeling St to Brown Rd. Then west on Brown Rd to Reswick Dr. Then south on Reswick Dr to south on Drouillard Rd. Then south on Drouillard Rd crossing into **Wood County, OH** and the **City of Northwood** and south into the **Village of Walbridge** where Drouillard becomes Main St. Continuing south to Ayers Rd in **Lake Township**. Then east on Ayers Rd to Bradner Rd at the edge of the **Village of Milbury**. Then south on Bradner to Latcha Rd. Then east on Latcha Rd to Fostoria Rd. Then north on Fostoria Rd to Hellwig Rd in **Ottawa County, OH**. Then east on Hellwig Rd to SR 51 towards the **Village of Genoa**.

### US Bike Route 40A (west to east)

*US Bike Route 40 (USBR 40) begins in New York City and ends in Wyoming. In Ohio then passes through Lima, Bucyrus, and Mansfield before passing through the Canton area. It proceeds east to Youngstown. A more northerly alternative in northwest Ohio, US Bike Route 40A makes use of the Wabash-Cannonball Trail, goes through historic Waterville, then follows a route across northern Wood County before joining onto the North Coast Inland Trail near Genoa.*

USBR 40A comes into the TMACOG planning area from **Fulton County, OH** on the west into **Lucas County** via the **Wabash-Cannonball Trail** North Fork to Whitehouse-Spencer Road, then south continuing on N. Texas Street into the **Village of Whitehouse**. Then east on Shepler Ave, south on Providence St through the Blue Creek Conservation area, then south on Shadel Rd to Neapolis-Waterville Rd. Then east on Neapolis-Waterville Rd continuing into the **City of Waterville** on Farnsworth Rd. Then north on S. River Rd to SR 64 and the bridge over the Maumee River and into **Wood County** and **Middleton Township**. Then north on SR 65 (W. River Rd) to Five Point Rd. Then east on Five Point Rd in **Perrysburg Township** to Stony Ridge Rd in **Troy Township**. Then north on Stony Ridge Rd to US 20/23. Then jog southeast on US 20/23 to East Broadway St. Then north on East Broadway St to Genoa Rd, adjacent to Lake Township. Then east on Genoa Rd/SR 163 into **Ottawa County, OH**. It joins USBR 30 on the North Coast Inland Trail near the **Village of Genoa**.





### ARE THERE ECONOMIC BENEFITS OF DEVELOPING THIS TRAIL?

Nationwide studies indicate that the value of property adjacent to a trail are up to **32% HIGHER** than those properties located 1,000 feet away from the trail. The development of this trail will increase the local demand for bicycles, hiking boots, skis, etc. Restaurants can expect increased sales as trail use increases. Industries looking to locate to new areas consider the availability of recreational resources. The development of this trail will also increase the potential for the establishment of new businesses such as bed and breakfasts and recreational equipment rentals.

### WHO WILL MANAGE THIS TRAIL?

In accordance with state law and the established purpose of the Sandusky County Park District, the Park District will assume the responsibility for the daily operation of the trail. By working with other agencies such as the Civilian Conservation Corps, Workfare Program and Court Diversion Programs the Park District will be able to efficiently manage the trail. Park Rangers will maintain regular patrol to provide user assistance and enforce rules and regulations. An advisory group consisting of trail users and local officials will assist in the development of a management plan.

### WHEN WILL THE NCIT BE DONE?

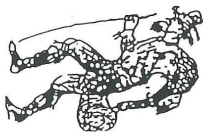
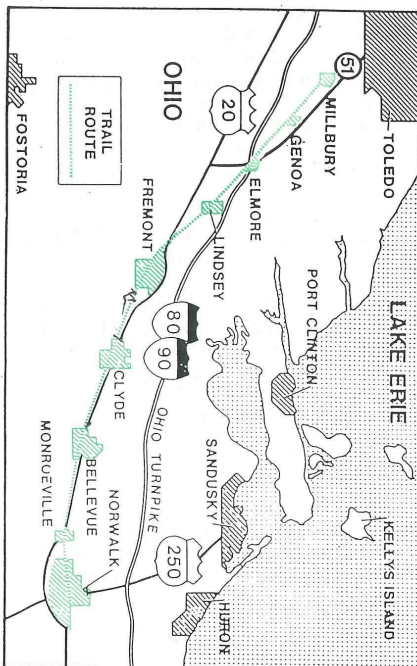
It will take approximately one year for the engineering portion of this project to be completed. Following the completion of engineering, construction of the trail will take an additional two years.

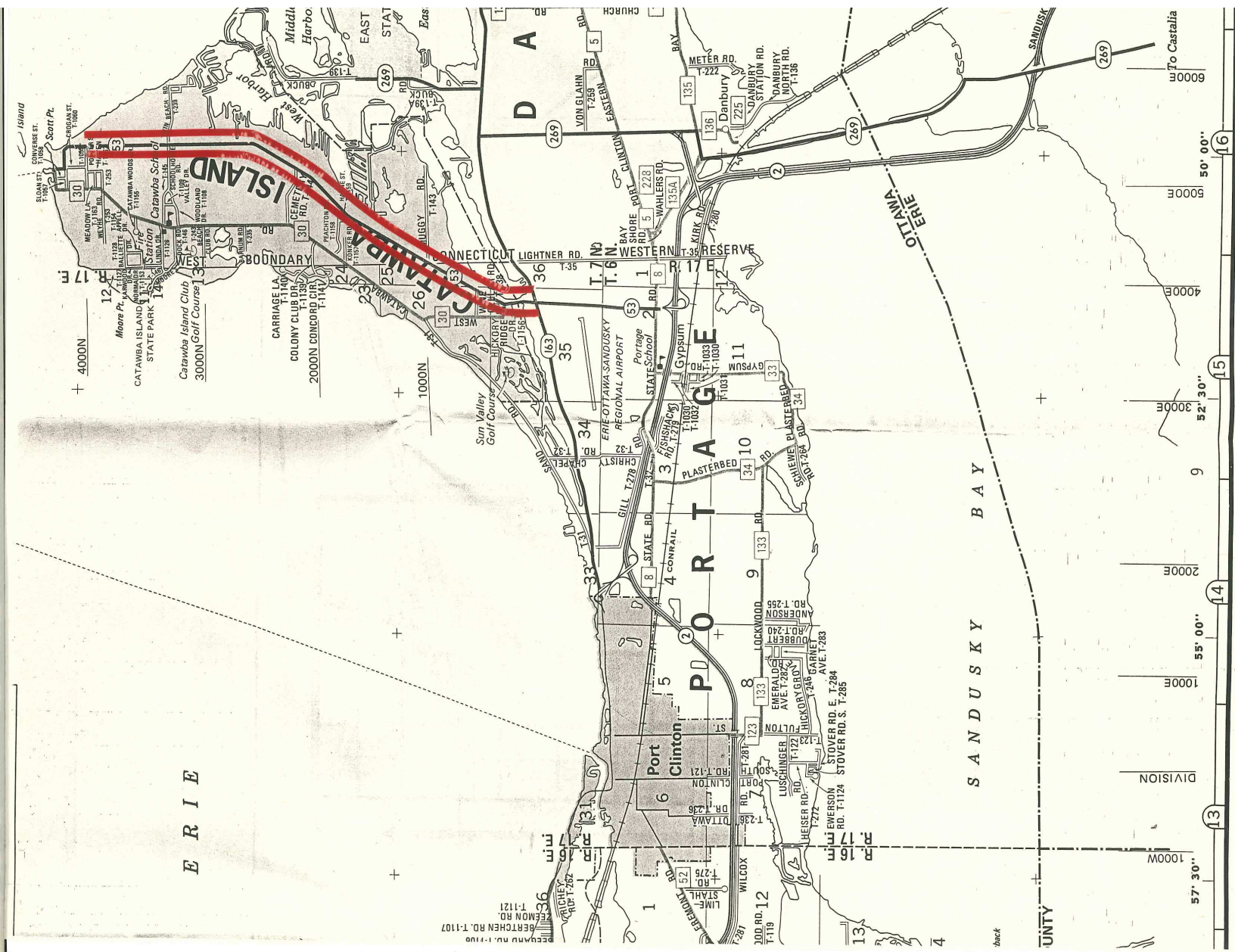
### WHO CAN USE THIS TRAIL?

The trail will be open during daylight hours every day of the year. Trail users might include bicyclists, hikers, skaters, skiers, joggers, bird watchers, walkers, skate boarders and environmental education groups. **MOTORIZED VEHICLES WILL BE PROHIBITED!\*** The trail will also be constructed to be accessible to the mobility impaired. \* Motorized vehicles utilized by the mobility impaired will be allowed.

### WHAT ABOUT SECURITY?

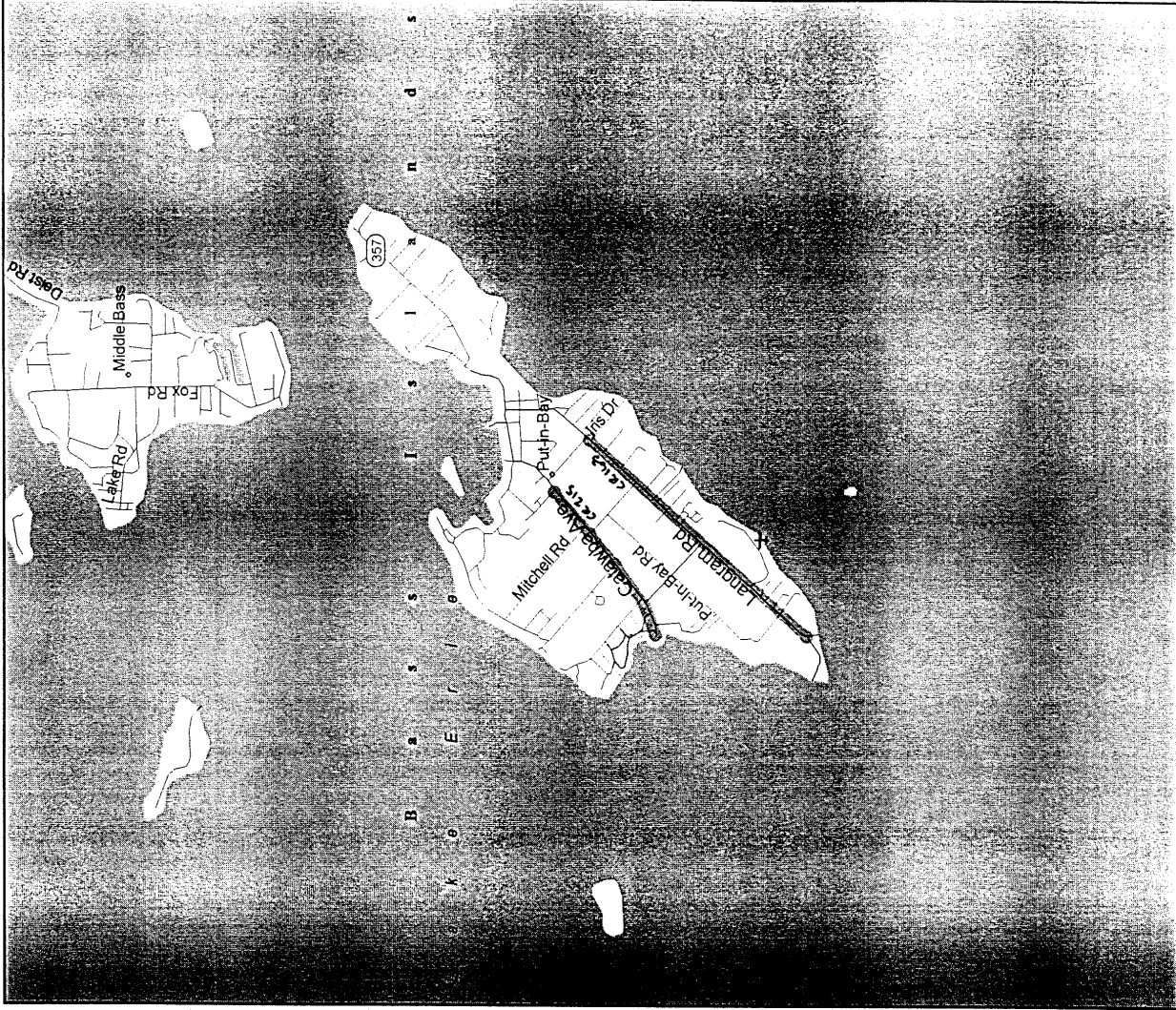
Park Rangers will patrol the trail as part of their daily patrol routine. Studies of trails throughout the United States indicate that problems with crime along abandoned railroad rights-of-way decrease significantly when the trail is developed and opened for public use. Vandalism and litter along these trails are minimal in comparison with the traditional park setting.







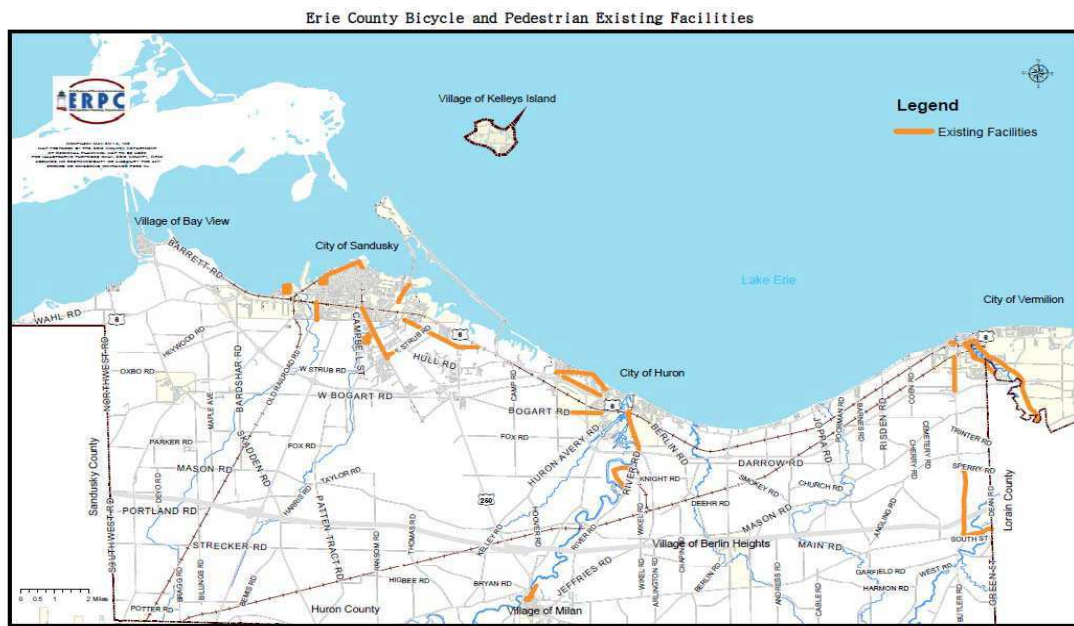
**Ottawa County Engineer**  
1998 Special - South Bass Island Study



**Streets98**

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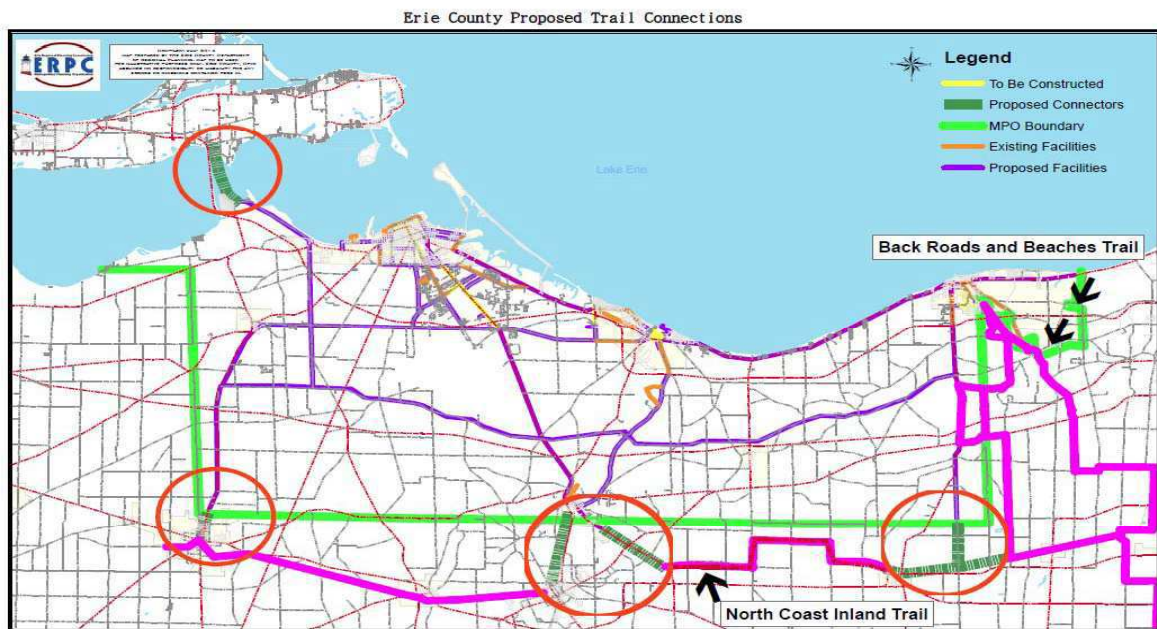




Erie County Bicycle and Pedestrian Proposed Facilities



Map 1E: Recommended Infrastructure Projects



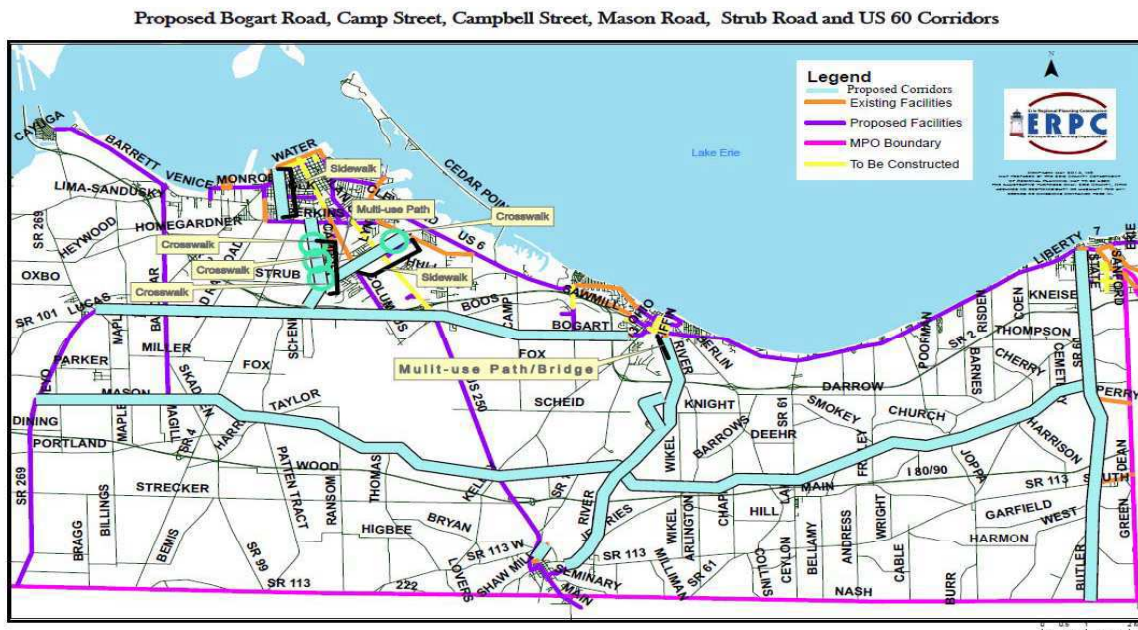
Map 14E: Recommended Connection Point

Proposed US 250 Corridor



Map 5E: Priority Corridor







## APPENDIX H

**Resolutions and Letters of Support**





**Sandusky County Park District  
Board of Park Commissioners  
Resolution 2017-08**

**Support of Sandusky County Development Plan for Active Transportation**

**Whereas,**

1. The Sandusky County Park District owns and maintains bike trail within the county
2. The Park District is committed to improving the parks it maintains for the residents
3. The Park District recognizes the health, wellness, and economic benefit that the North Coast Inland Trail provides its residents
4. The Park District has participated in the development and planning for an expanded bike trail system in Sandusky County, Ohio
5. A series of public meetings have been held to receive input for the Active Transportation Plan

**Now Therefore,** be it resolved by the Sandusky County Park District Board of Commissioners as follows:

1. The Director has worked closely with the partners of the plan and they have received public input.
2. The Director recommends that the Park District Board of Commissioners do hereby APPROVE and ENDORSE the recommendations of the Director and adopt the Sandusky County Development Plan for Active Transportation.
3. That this resolution was proposed and acted upon at an open/public meeting of this Board held on February 22, 2017 in compliance with Ohio Revised Code 121.22.

Commissioner Wilson moved for the approval of this resolution and a second to the motion was made by Commissioner Lawrence.

A vote held on the question of this motion resulted in 3 votes in favor and 0 votes opposed, as indicated below:

James B. Fails      yes  
James B. Fails

Sharon Wilson      yes  
Sharon Wilson

Bradford J. Lawrence      yes  
Bradford J. Lawrence

**Certification:** I, the undersigned, hereby certify, that the foregoing is a true and correct copy of the resolution adopted by the Board of Park Commissioners at an open/public meeting held on the 22nd day of February, 2017, and that I am duly authorized to execute this certificate.

Andrew Brown  
Andrew Brown, Director/Secretary

2/22/17  
Date

## RESOLUTION 2017 - 83

### RESOLUTION ---- ENDORSING THE SANDUSKY COUNTY BIKE TRAIL REPORT AND ITS OBJECTIVES

The Board of County Commissioners, Sandusky County, Ohio, met in regular session on the 28th day of February, 2017 at the offices of the Board with the following members present:

Charles Schwochow

Kay E. Reiter

Scott Miller

Commissioner Reiter moved the adoption of the following resolution:

**Whereas**, the Board of County Commissioners has considered the Reports and maps of the Sandusky County Bike Trail Committee, and,

**Whereas**, the Sandusky County Engineers Office has participated in the development and planning for an expanded bike trail system in Sandusky County, Ohio and has unanimously endorsed the Sandusky County Bike Trail Report and Plan, and,

**Whereas**, the Sandusky County Engineers Office, after review of all reports, attending public meetings and in consultation with county residents and its engineers, has recommended the following actions be taken by the Sandusky County Commissioners regarding the bike trail proposal. The County Commissioners endorse the Sandusky County Bike Trail Report and its objectives.

#### **THEREFORE; Be It Resolved,**

Section1. The Sandusky County Commissioners APPROVES and ENDORSE the recommendations of the Report, Plans and Recommendations of the Sandusky County Bike Trail Committee.

Section 2. The County Commissioners endorse the Sandusky County Bike Trail Report and its objectives.

Section 3. It is found and determined that all formal actions of this Board concerning and relating to the adoption of this resolution were so adopted in an open meeting of this Board, and that all formal actions, were in meetings open to the public, in compliance with all legal requirements.

Commissioner Miller offered a second to the motion for the above resolution and the vote upon its adoption resulted as follows:

Kayle. Rot, yes

C. Schwarlow, yes

Seamus H., yes

Considered and adopted by unanimous vote.

Attest: Theresa Garay  
Clerk to the Board

file: engineers

copies:

I, the undersigned, Clerk of the Board of Commissioners,  
Sandusky County, Ohio, do hereby certify that the foregoing  
is a true and correct copy from the official record of the Board of  
County Commissioners as recorded in the official Journal.

\_\_\_\_\_  
Clerk, Board of County Commissioners  
Sandusky County, Ohio

# Sandusky County Health Department

2000 Countryside Drive, Fremont, OH 43420 419-334-6377



## RESOLUTION 17-02

### RESOLUTION OF SUPPORT FROM THE SANDUSKY COUNTY HEALTH DEPARTMENT SUPPORTING THE SANDUSKY COUNTY PARK DISTRICT'S ADOPTION OF THE DEVELOPMENT PLAN FOR ACTIVE TRANSPORTATION.

**WHEREAS**, the Sandusky County Health Department consider bicycle and pedestrian transportation to be of utmost importance to the county by providing the county with recreation and transportation opportunities as well as the possibilities of achieving health equity and improving the health status of the community; and,

**WHEREAS**, the Sandusky County Health Department collaborated with the Sandusky County Park District to develop and plan strategies, programs and projects that increase opportunities for physical activity, emphasizing walking and bicycling.

**NOW, THEREFORE, BE IT RESOLVED** that the Sandusky County Health Department supports the Sandusky County Park District in adopting the Development Plan for Active Transportation.

#### VOTING THEREON:

Gruner

Chudzinski

Gierhart

Auxter

Mason

Yuhas

Wise

Fought

SIGNED

*Atty Chudzinski*  
PRESIDENT, BOARD OF HEALTH

SIGNED

*Bethany Brown*  
SECRETARY, BOARD OF HEALTH

*Always*  
choose health

[www.alwayschoosehealth.com](http://www.alwayschoosehealth.com)

February 13, 2017

Andrew Brown  
Sandusky County Park District  
1970 Countryside Place  
Fremont, OH 43420

Mr. Brown;

I have reviewed the Sandusky County Active Transportation Plan that your agency has commissioned, and I am pleased to say that I believe the committee has done a fantastic job preparing this document. It clearly builds on the past successes of the Parks District and offers insight into ways that bicycling, walking and other forms of active transport can be encouraged and enabled. Examination of the Sandusky County Comprehensive plan shows that the goals of the District's plan clearly align with the goals of the Comprehensive Plan. The "Quality of Life" chapter of our plan lists specific strategies and recommendations and states:

"completion of the trail system, including "rails to trails" corridors, should be of highest priority, such that the trail extends throughout the county and links, where planned, with trails in adjacent counties, as a part of the North Coast Inland Trail."

The Active Transport plan goes beyond these recommendations and implementation will increase the safety and viability of all forms of active transportation throughout the county. It has been a pleasure to work with you, and I look forward to further collaboration.

The Sandusky County Regional Planning Commission, at its meeting on February 13, 2017, voted to endorse the Active Transportation Plan and has directed me to provide this letter of support.

Sincerely,

John Willey  
Executive Director



RESOLUTION NO. 2017- 2006

**A RESOLUTION ENDORSING THE DEVELOPMENT STRATEGY FOR  
THE BICYCLE FACILITY PLAN IN SANDUSKY COUNTY AND  
DECLARING AN EMERGENCY.**

**WHEREAS**, the Sandusky County Park District, in cooperation with several other Sandusky County political sub divisions, Terra State Community College, and interested citizen groups, have developed a plan for the improvement and extensions of the Bicycle Trail System in Sandusky County, and

**WHEREAS**, the City of Fremont has been an active participant in the plan and development process, and

**WHEREAS**, improvements and expansion to the Bicycle Facility Plan would enhance the quality of life for all citizens of the City of Fremont,

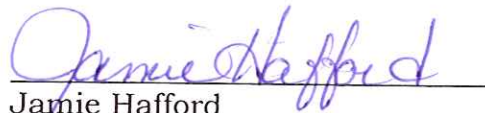
**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF  
FREMONT, STATE OF OHIO,**

**SECTION 1.** Fremont City Council hereby endorses the Development Strategy for the Bicycle Facility Plan in Sandusky County.

**SECTION 2.** It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this resolution were adopted in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Revised Code of Ohio.

**SECTION 3.** The immediate operation of the provisions of this resolution is necessary for the immediate preservation of the public peace, health, safety and welfare of the citizens of the City of Fremont. Said emergency being the need to timely submit this plan with federal and state grant applications.

This resolution, provided it receives a two-thirds yea or nay vote of all the members elected to the Fremont City Council, is hereby declared to be an emergency measure and this resolution shall be in full force and effect from and after its passage by the Council of the City of Fremont, approval by the Mayor, and publication and posting as required by law.

  
\_\_\_\_\_  
Jamie Hafford  
President of Council

PASSED: 3-2-17

Effective date: 3-2-17

YEAS: 6 NAYS: 0

Stephanie L. Martin  
Stephanie L. Martin, City Council Clerk

[Signature]  
Daniel R. Sanchez, Mayor

RES499

Approved as to form:

[Signature]  
James F. Melle, Director of Law  
City of Fremont, Ohio



March 10, 2017

To Whom It May Concern:


This letter is to express support of the Sandusky County Development Plan for Active Transportation. Terra State Community College seeks a safer manner to provide for active transportation to the College campus. Our employees have been studying the possible uses of the property that will enhance the quality of life for Terra State Community College students and guests, and community members.

The Terra State Community College leadership team has participated in the development and planning for an expanded trail system in Sandusky County, Ohio, and has endorsed the Sandusky County Development Plan for Active Transportation. The College administration, after review of all reports, attending public meetings, and in consultation with members of the Sandusky County Trail Committee, has recommended the following actions be taken regarding the College's participation and the trail proposal:

- The College endorses the Sandusky County Development Plan for Active Transportation and its objectives;
- The College agrees to facilitate use of College land for use in the county active transportation system;
- The College agrees to provide resources to assist, consistent with the published reports and recommendations and in agreement with the County of Sandusky, in trail-side maintenance of College trails; and
- Terra State will support and assist in the maintenance and supervision of the College portion of the trail system, in cooperation with neighbors such as the City of Fremont, and County of Sandusky, including utilization of College properties to support trail activities.

As President of Terra State Community College, I approve and endorse the Report, Plans and Recommendations of the Sandusky County Development Plan for Active Transportation.

Sincerely,



Jerome E. Webster, Ph.D.  
President



## Hayes Presidential Library & Museums

### Resolution in Support of Sandusky County Bike Trail

At its meeting on the 10th day of February 2017, the board of the Hayes Presidential Library & Museums having considered the reports and maps of the Sandusky County Bike Trail Committee, adopt and approve the following Resolution:

WHEREAS, Hayes Presidential Library & Museums Executive Director Christie Weininger is a member of the Sandusky County Bike Trail Committee; and

WHEREAS, the Sandusky County Bike Trail Committee has been developing a plan for active transportation in Sandusky County that will enhance the quality of life for county residents and increase tourism to our region; and

WHEREAS, the Hayes Presidential Library & Museums at Spiegel Grove will be connected to the Bike Trail as part of the plan;

NOW, THEREFORE be it RESOLVED that the Hayes Presidential Library & Museums APPROVES and ENDORSES the Report, Plans and Recommendations of the Sandusky County Bike Trail Committee; and

BE IT FURTHER RESOLVED that

- The Hayes Presidential Library & Museums endorses the Development Plan for Active Transportation and its objectives as prepared by the Sandusky County Bike Trail Committee; and
- Will support and assist the Sandusky County Bike Trail Committee to promote the existence of the bike trail and encourage its use; and
- Will make the committee aware of applicable grant opportunities and other financial resources and support the committee's efforts to apply for grant funding as necessary to implement the plan.

Signed and approved this 10th day of February 2017.



Thomas M. Hoffert, Secretary, Board of Trustees  
Hayes Presidential Library & Museums

## **Downtown Fremont, Inc.**



### **Resolution In Support of Sandusky County Bike Trail**

At the Downtown Fremont, Inc. Board of Trustees Meeting on February 7<sup>th</sup> 2017, the Board of Trustees, having considered the reports and maps of the Sandusky County Bike Trail Committee, adopt and approve the following Resolution:

WHEREAS, the Downtown Fremont, Inc. Board of Trustees and appointed representation has been studying and collaborating on the possible connections of the Sandusky County Bike trail that will enhance the quality of life for residents of Sandusky County by connecting the historical district of Downtown Fremont to Terra State Community College, the Hayes Presidential Library & Museums and all of the bike trail hubs in the city, county and beyond;

WHEREAS, the Downtown Fremont, Inc. Board of Trustees and appointed representation have participated in the development and planning for an expanded bike trail system in Sandusky County, Ohio and has unanimously endorsed the Sandusky County Bike Trail Report and Plan;

WHEREAS, the Downtown Fremont, Inc. Board of Trustees and appointed representation have endorsed & supported the Poggemeyer Engineering group as well as the efforts of the City of Fremont, Sandusky County Parks District, Terra State Community College, the Sandusky County Health Department and other collaborating partners to assist in the development of the Sandusky County Bike Trail and having consented to directing those funds & efforts to the the Bike Trail Committee;

WHEREAS, the Downtown Fremont, Inc. Board of Trustees and appointed representation after review of reports, attending public meetings and in consultation with city & county residents has recommended the following actions be taken by Downtown Fremont, Inc. regarding the bike trail proposal:

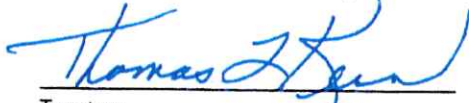
- The Downtown Fremont, Inc. Board of Trustees endorse the Sandusky County Bike Trail Report and its objectives;
- The Downtown Fremont, Inc. Board of Trustees authorize appointed staff to participate & facilitate plans for the creation, promotion, continuance, and completion of the county bike trail system;
- The Downtown Fremont, Inc. Board of Trustees approve use of Downtown Fremont, Inc. resources to assist, consistent with the published reports and recommendations;
- The Downtown Fremont, Inc. Board of Trustees will work in cooperation with the City of Fremont, Sandusky County Parks District, Terra State Community College, Sandusky

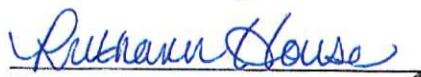
County Health Department, and the Hayes Presidential Library & Museums as well as other collaborating partners to utilize and support bike trail activities;

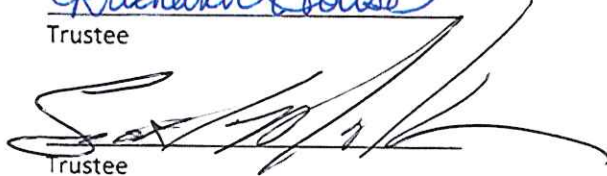
NOW, THEREFORE be it RESOLVED that the Downtown Fremont, Inc. Board of Trustees APPROVES and ENDORSE the recommendations of the Sandusky County Bike Trail Committee and corresponding Reports, Plans and Recommendations of the Sandusky County Bike Trail Committee.

Signed and approved

In Public meeting this 7<sup>th</sup> day of February 2017.

  
Trustee

  
Trustee

  
Trustee

## BALLVILLE TOWNSHIP TRUSTEES

RESOLUTION 2017-10

### Support of Sandusky County Development Plan for Active Transportation

At its meeting on the 21st day of February, 2017, the Ballville Township Trustees, having considered the Sandusky County Development Plan for Active Transportation, adopt and approve the following resolution:

WHEREAS, the Ballville Township Trustees and Park Board recognize the health, wellness and economic benefit that the North Coast Inland Trail provides its residents;

WHEREAS, the Township Park Board has participated the development and planning for an expanded bike trail system in Sandusky County, Ohio and has unanimously endorsed the Sandusky County development Plan for Active Transportation;

WHEREAS, the Park Board, after review of the plan and maps, has recommended that the Township Trustees endorse the Sandusky County Development Plan for Active Transportation and its objectives;

NOW, THEREFORE be it RESOLVED that the Ballville Township Trustees APPROVES and ENDORSE the recommendations of the Township Park Board and adopt the Sandusky County Development Plan for Active Transportation.

Signed and approved

In Public meeting this 21st day of February, 2017.

  
\_\_\_\_\_

Trustee

  
\_\_\_\_\_

Trustee

  
\_\_\_\_\_

Trustee

# **SANDUSKY TOWNSHIP TRUSTEES**

## **Resolution in Support of Sandusky County Bike Trail**

At its meeting on the 20th day of December 2016, the Sandusky Township Trustees, having considered the Reports and maps of the Sandusky County Bike Trail Committee, adopt and approve the following Resolution:

WHEREAS, the Sandusky Township Trustees have created the Sandusky Township Park Board (Park Board) to consider the best use of approximately 11 acres of property adjacent to the Sandusky Township House;

WHEREAS, the Park Board has been studying the possible uses of the property that will enhance the quality of life for residents of Sandusky Township;

WHEREAS, the Township Park Board has participated in the development and planning for an expanded bike trail system in Sandusky County, Ohio and has unanimously endorsed the Sandusky County Bike Trail Report and Plan;

WHEREAS, the Township Trustees have previously authorized hiring Poggemeyer Engineering to assist in the development of park lands for the Township, and having consented to directing those funds to engagement with the Bike Trail Committee;

WHEREAS, the Park Board after review of all reports, attending public meetings and in consultation with township residents and its engineers, has recommended the following actions be taken by the Sandusky Township Trustees regarding the township park land and the bike trail proposal:

- The Township Trustees endorse the Sandusky County Bike Trail Report and its objectives;
- The Trustees authorize its Park Board to facilitate use of township park land for use in the county bike trail system;
- The Trustees approve use of township resources to assist, consistent with the published reports and recommendations, in trail-side maintenance of township bike trails; and
- Support and assist in the maintenance and supervision of the township part of the trail system, in cooperation with neighbors such as the Christy Farm Nature Preserve, including utilization of township properties to support bike trail activities;

NOW, THEREFORE be it RESOLVED that the Sandusky Township Trustees APPROVES and ENDORSE the recommendations of the Township Park Board and the Report, Plans and Recommendations of the Sandusky County Bike Trail Committee; and

BE IT FURTHER RESOLVED that

- The Township Trustees endorse the Sandusky County Bike Trail Report and its objectives;
- The Trustees authorize its Park Board to facilitate use of township park land for use in the county bike trail system;
- The Trustees approve use of township resources to assist, consistent with the published reports and recommendations, in trail-side maintenance of township bike trails; and
- Support and assist in the maintenance and supervision of the township part of the trail system, in cooperation with neighbors such as the Christy Farm Nature Preserve, including utilization of township properties to support bike trail activities.

Signed and approved  
in Public meeting this 20<sup>th</sup> day of December 2016.

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Trustee

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Trustee

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Trustee





The Fremont Elite Runners' Club was started in 1978 by a group of avid runners of Fremont, Ohio to support and encourage one another as well as other local athletes in their journey to health and wellness. Each year FERC hosts numerous road races of varying distances and assists others with running events in Northwest, Ohio. Members gather for group runs of various distances often taking advantage of the North Coast Inland Trail.

Local runners take to the roads daily as they train for races ranging in distances from 1 mile to full marathons. We run hundreds of miles in preparation for events both locally and throughout the nation. The trail offers a safe alternative to running on country roads and city streets.

The North Coast Inland Trail provides numerous access points throughout Sandusky county with ample parking allowing groups to gather for runs. Our group takes full advantage of these during our North Coast Inland Trail Relay which we hosted this past October. This event was a 4 person relay with the start at the Walter Ory Park trail entrance in Elmore, Ohio and finished at the Gazebo in downtown Clyde, Ohio.

All participants met in Elmore for the start of the race and teams progressed to exchange points at Main St. in Lindsey, Walter Avenue, and Smith Rd. in Fremont where FERC setup with water & snacks for participants. Food and drinks were available at the finish point in Clyde.

FERC has been proud to support the creation of the North Coast Inland Trail in the past with donations of park benches along the trail, two shelters and a Frost Free Water Fountain in Clyde, Ohio. We assist in maintaining a section of the trail near Lindsey, Ohio with routine trail clean up events. Proceeds from our Trail Relay are being donated to the Sandusky County Parks District to be used for the construction of a bridge at Creek Bend Farm.

We appreciate the time and effort of the Sandusky County Park District and all members involved in the development of the updated Active Transportation Plan for the trail and look forward to utilizing and supporting the future expansions.

Fremont Elite Runners Club

John Snodgrass / President  
Glenn Bowen / Treasurer  
Krista Hernandez / Secretary  
Scott Snodgrass / Vice-President