



**CATAWBA ISLANDER TRAIL AND GREENWAY MASTER PLAN
PARK DISTRICT OF OTTAWA COUNTY
CATAWBA ISLAND, OHIO**

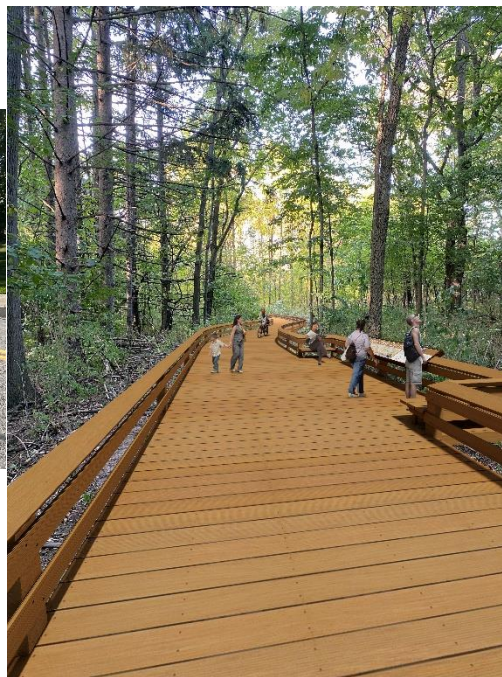
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Catawba Islander Trail & Greenway



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ACRONYMS MENTIONED

ODOT – Ohio Department of Transportation
ODNR – Ohio Department of Natural Resources
OPRA – Ohio Parks and Recreation Association
AASHTO – American Association of Highway and Transportation Officials
LIDAR – Light Detection, and Ranging
GIS – Geospatial Information System
GCAT – GIS Crash Analysis Tool
PDO – Property Damage Only
AADT – Annual Average Daily Traffic
MDG – Multi-Modal Design Guide
ATP – Active Transportation Plan

**CATAWBA ISLANDER TRAIL AND GREENWAY MASTER PLAN
PARK DISTRICT OF OTTAWA COUNTY
CATAWBA ISLAND, OHIO**

1 INTRODUCTION

The Park District of Ottawa County recognized public feedback regarding the desire for a multi-use path within Catawba Island and began considering possible options. The goal for the multi-use path is to run from the north end to the south end of Catawba Island, to be known as the Catawba Islander Trail and Greenway. The envisioned completed path includes approximately six to seven miles of a dedicated multi-use path. With funding, property and right of way availability, public feedback, and overall coordination in mind, it was determined the path would need to occur in phases. The Park District retained the professional services of Kleinfelder (formerly Poggemeyer Design Group), to prepare a Master Plan for the Phase 1 area to determine possible routes for a multi-use path at the north end of Catawba Island.

The overall goal in creating the Catawba Islander Trail and Greenway is to provide a place for people to enjoy the outdoors and outdoor recreation. The Park District aims to provide a clean, safe, scenic, and publicly accessible route for pedestrians. It is envisioned that this path would be a wildlife corridor with the incorporation of green infrastructure landscaping. The trail and greenway will be environmentally friendly in its design and will help to reduce emissions by providing alternative forms of transportation to get around Catawba Island. Where feasible, linear parks will be included with features such as native wildflowers for monarch butterflies and pollinators, bird habitats for resident and migratory bird species, and viewing areas with benches and educational nature and history displays. The area is known for migratory birds. Overlooks and rest areas along the path would allow for bird watching in areas that may not be currently accessible. The path's green infrastructure would embrace native plants, wildlife, history, and attractions.

Design of the path will focus on being accessible and safe for all users including young children, disabled persons, and elderly persons. Currently, there are no continuous pedestrian facilities to connect points of interest on Catawba Island. With only a minority of people feeling safe using the existing bike lanes, an accessible and safer option should be explored. A separate multi-use path, meeting the goal to connect the north end of Catawba Island to the south end, has potential to connect parks, businesses, museums, residents, and visitors. Future sidewalks could branch from the multi-use path to further connect the Catawba Island area. These connections can increase community value. The path will provide the opportunity for outdoor recreational activities to promote a healthy lifestyle and would be family friendly. The goal is to make a pedestrian facility that can be used by any person who desires to enjoy the outdoors or use alternative transportation. Potential uses on the path could include walking, cycling, running, roller blading, strollers, mobility wheelchairs, dog-walking, snowshoeing, and cross-country skiing. Motorized vehicles such as golf carts and snowmobiles will not be allowed on the path. Regulations regarding E-bikes will be in accordance with Ohio Revised Code and will be outlined in the Park District's Rules and Regulations. The Park District plans to outline more details regarding enforcement of motorized vehicles

restrictions in their forthcoming management plan. Most importantly, the Park District hopes to create a feature that will be appreciated by our current residents and visitors as well as future generations.

This Master Plan will be for Phase 1 only. The Phase 1 area studied is shown below.



Figure 1 - Catawba Island Map

This Master Plan will investigate the following:

- Available right-of-way in Phase 1 area
- Bicycle and pedestrian safety issues
- Drainage and utilities in Phase 1 area
- Connections to points of interest in Phase 1 area
- Existing demographics and future projections

Approximately five phases are expected for the Catawba Islander Trail and each phase could take 3-5 years to complete. The Phase 1 timeline is outlined in Appendix B.

The Phase 1 Master Plan will include the following elements regarding Phase 1:

- Review of existing site conditions
- Review of potential route options, including no build option
- Potential trail head locations
- Preliminary cost estimates and conceptual maps for route options
- A listing of potential funding sources

2 STUDY AREA

2.1 RIGHT OF WAY

Existing public right of way was investigated within Catawba Island with a focus on the Phase 1 area. It is preferable to provide a separate alignment for the path. *ODOT Location and Design Manual, Volume 1* states “it is generally preferable to select path alignments in independent rights-of-way”. A separate alignment is preferred for safety, increased comfort level and enjoyment of users, and to conserve a portion of Catawba Island for future generations. The options outlined in this Master Plan utilize private property where it is available based on discussions with property owners willing to have portions of the path within their private property. A route option entirely within public right of way is less preferable because existing right of way widths for local and county roadways in Catawba Island are too narrow to accommodate a multi-use path with a separate alignment.

The two most continuous roads within Catawba Island are Northwest Catawba Road and Northeast Catawba Road (State Route 53). Of these two roads, State Route 53 (SR-53) has significantly more available right of way with most right of way being 80 feet wide. Northwest Catawba Road has an approximate right of way width of 40 feet wide which includes approximately 27 feet wide paved roads leaving no room for a separate multi-use path alignment. Therefore, Northwest Catawba Road is not a preferred option for the Catawba Islander Trail and Greenway. The majority of the path could be in SR-53 existing public right of way while allowing a separate path alignment. The proposed route from the trailhead at the Point Preserve to SR-53 right of way is the primary variable between the route options for Phase 1.

2.2 DRAINAGE

Existing drainage patterns and contours were analyzed utilizing LIDAR data downloaded from the Ohio Geographically Referenced Information Program. Attachment 1 includes a contour map for the Phase 1 area. During field observations, standing water was observed along the southwest area of the SR-53 curve where Sloan Street and Northeast Catawba Road meet. Contours from LIDAR data and the field observation made it evident that any modification southwest of the SR-53 curve within the right of way would require extensive drainage improvements to avoid flooding. The other concern in this area with redirecting drainage would be the amount of surface runoff that would be draining into Lake Erie on the northeast side of SR-53. For this reason, there is not a preferred option for a multi-use path along the northern curve of SR-53. Areas that may have drainage concerns in wooded areas or open greenway areas could utilize boardwalk segments to mitigate impacts to drainage in the area. The boardwalk segments would be determined after the completion of a topographic survey, environmental assessment, and drainage assessment using data from the topographic survey.

2.3 POINTS OF INTEREST & CONNECTIVITY

One of the benefits of multi-use paths is their active transportation option. On Catawba Island during tourist season, traffic along the roadways is at its peak. Local and seasonal residents who normally could

travel the area by vehicle can no longer easily leave their driveways if they live on Northwest Catawba Road or Northeast Catawba Road (SR-53). Access to multi-use paths would provide another form of travel that also contributes to a healthy lifestyle. Pedestrians using the multi-use path would be able to travel to locations of interest while reducing the number of vehicles on the roadways. Many points of interest on Catawba Island are located along SR-53, which makes it an ideal location for a multi-use path. The proposed routes for Phase 1 would connect the Catawba Point Preserve, Miller Ferry parking, Twin Oast Brewery, The Orchard, Rudders, and other businesses along SR-53. One of the options for Phase 1 would also connect to the Catawba Island Historical Society Museum on Porter Street. Toward the south terminus of Phase 1 and along future route phases, there are higher population densities in neighborhoods stemming off of SR-53.

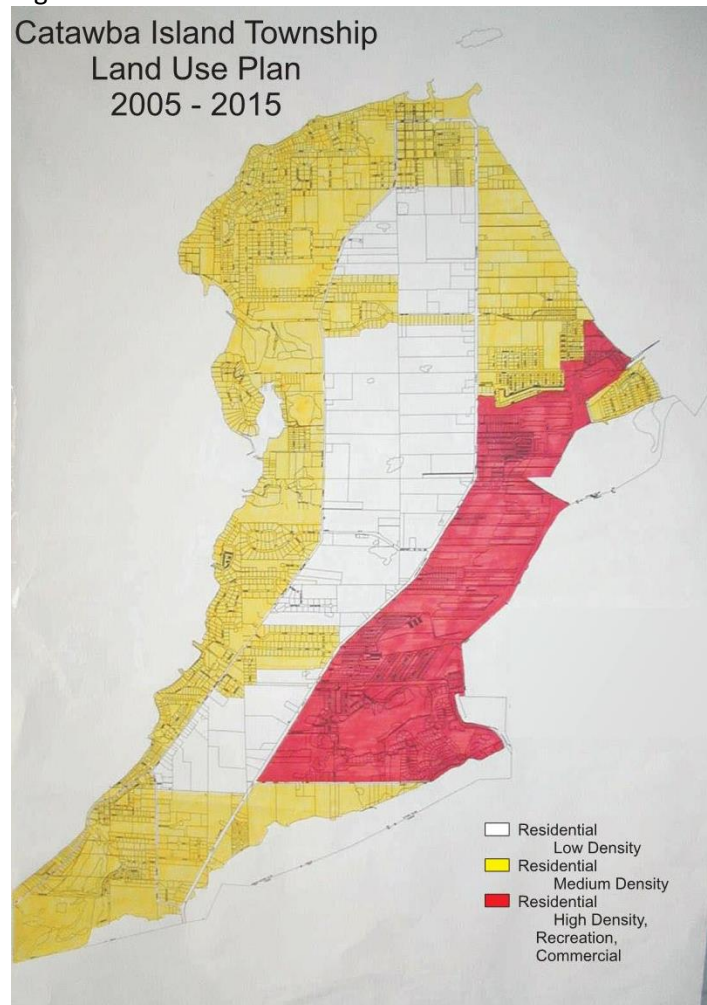


Figure 2 - Catawba Island Township Land Use Plan

A main multi-use path along SR-53 has greater opportunity for branching off into neighborhoods compared to other roads on Catawba Island. As shown in Figure 1 above, there is a higher density of residential population along SR-53. The location along and near SR-53 will have the opportunity to give access to more people. Residents in the medium density areas have calmer streets with lower speed limits. If pedestrians are traveling to a multi-use path without using their vehicles and are without access to

pedestrian facilities, it will be safer for them to travel from the medium density neighborhoods to SR-53 rather than travel from the high density area to Northwest Catawba Road.

Currently, public pedestrian facilities are nearly non-existent on Catawba Island. There is only public sidewalk located along East Moores Dock Road for less than 500 feet. The only marked crosswalks are at the intersection of Sloan Street and Crogan Street, despite the absence of pedestrian facilities on either side. Trails at Catawba Point Preserve and Cedar Meadows Nature Preserve have limited accessibility, therefore, they do not provide the same benefit as a 10-foot-wide multi-use path separated from vehicular traffic.

2.4 CRASH DATA AND TRAFFIC DATA

2.4.1 Crash Data

Crash data was extracted from the Ohio Department of Transportation (ODOT) software GIS Crash Analysis Tool (GCAT). The information in GCAT is derived from the Ohio Crash Report Form (OH-1). Crash data along SR-53 from the midpoint of the causeway north of SR-163 to Sloan Street was extracted and analyzed. Ending the data extraction at the midpoint of the causeway ensured accidents at the SR-163 intersection were not counted. The area of focus is shown in Figure 3 below.



Figure 3 Crash Area Studied (Crash Points 2019-2022)



Figure 4 Crash Area Studied (Crash Points 2012-2022)

The primary focus of the data is the recent period, 2019 through 2022. Data from 2013 through 2022 was also analyzed to compare overall trends related to growth in traffic and crashes on Catawba Island. For the October 2022 public meeting presentation, crash data from 2012 to 2022 was included to have a full 10 years of data. At the time of this report, the 2022 data has been completed and the 10-year data will reflect the years 2013 through 2022. From 2013 through 2022, there were 137 total crashes within the study area for an average of 13.70 crashes per year with a 25.5% injury rate. From 2019 through 2022, there were 72 total crashes within the study area. This 4-year time period averaged 18 crashes per year. In the past 10 years studied, 53% of crashes occurred in the recent 4-year period. As shown in Figure 4 below, crashes in the recent four years make up over half of all the crashes in the past 10 years studied.

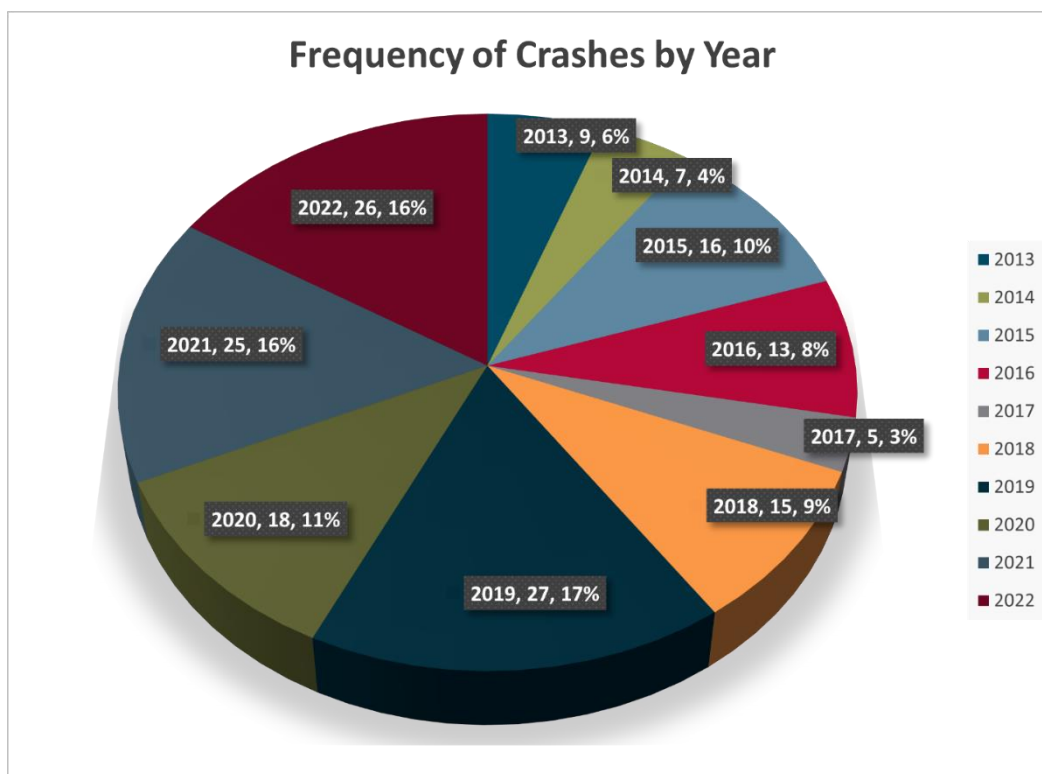


Figure 5 - Annual Crashes 2012-2022

Focusing on the recent crash data from 2019 through 2022, the 72 crashes had an injury rate of 23.6%. Table 1 shows the crash types and injury categories for the crashes studied. There were three pedestrian involved accidents: two out of the three with injuries. For the study area, 4% of the accidents reported were pedestrian accidents. The statewide average pedestrian accident rate for roadways like SR-53 is 0.27%. This data is based on only pedestrian accidents that were reported. The data does not count near misses or unreported accidents. *American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities* states “many incidents involving pedestrians may not be included in state crash databases, such as when a minor injury occurs and medical treatment is not sought”. There likely have been more than three pedestrian accidents in the study area, but they weren’t reported. At the Open House Public Meeting for Phase 1 of the Catawba Islander Trail and Greenway, held on October 26th, 2022 at the Catawba Township Hall, a resident spoke up that they had been hit by a truck mirror while walking their dog along the road, but they said they did not report the incident and were not severely injured.

Table 1 - Total Crash Summary 2019-2022

Crash Severity	Crashes	%
(2) Serious Injury Suspected	3	4.17%
(3) Minor Injury Suspected	9	12.50%
(4) Injury Possible	5	6.94%
(5) PDO/No Injury	55	76.39%
Grand Total	72	100.00%

Analyzing monthly crash data, trends are consistent with expectations of the Catawba Island area. With the increase of traffic from tourists and seasonal residents in summer months, the crashes increased as well. As shown in Table 2, May through September experiences the highest crash rates. Approximately 72% of crashes occurred in the summer months (May through September).

Table 2 - Crashes by Month 2019-2022

Month	Total Crashes
January	5
February	1
March	1
April	2
May	8
June	15
July	12
August	5
September	8
October	2
November	6
December	7
Grand Total	72

Further exploration into daily crash data, shown in Figure 5 below, crash data is consistent with expectations. Increased weekend traffic results in more crashes. Of the data studied, 14 crashes occurred on Fridays, 10 occurred on Saturdays, and 16 occurred on Sundays. The crashes on weekend days are approximately 56% of total crashes.

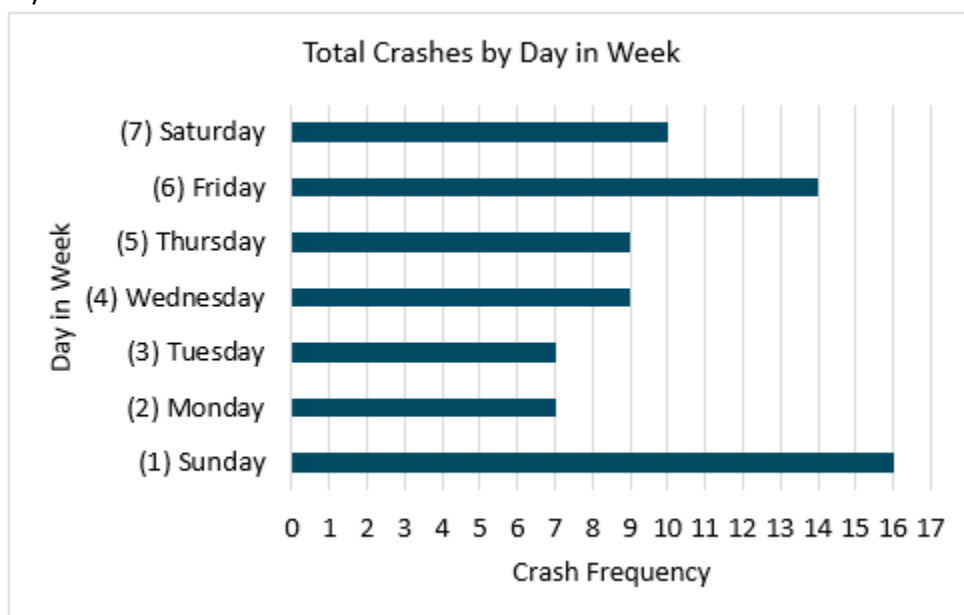


Figure 6 - Crashes by Day 2019-2022

Hourly data for the crashes, shown in Figure 6, indicates peak crash hours. But there is not a multiple hour period with consistently higher crashes. Early in the morning would be the safest time of day for pedestrians to travel alongside vehicular traffic, which is what locals have described as the best time for them to feel safer using the existing SR-53 bike lanes.

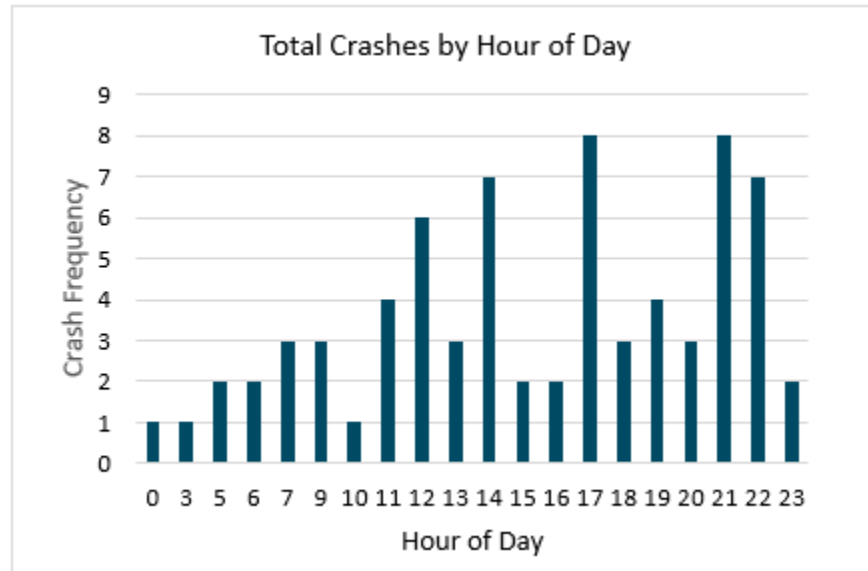


Figure 7 - Crashes by Hour 2019-2022

Porter Street from Crogan Street to SR-53, North Haven Lane from Porter Street to East Weyhe Road, and Sloan Street from Northwest Catawba Road to Crogan Street are roads being considered for bike lanes for the proposed Catawba Islander Trail and Greenway. In comparison to SR-53, these segments of Porter Street and North Haven Lane do not have any reported crashes within the recent 4-year period. The segment of Sloan Street that would have a bike lane has 3 reported crashes in the recent 4-year period: 1 at the intersection of Sloan Street and Crogan Street and the other 2 at the intersection of Northwest Catawba Road and Sloan Street. Of the 3 crashes, none were injury crashes. These streets would be safer than SR-53 if a bike lane adjacent to the roadway is to be used as a bikeway and pedestrian facility.

2.4.2 Traffic Data

Traffic count data is available for May 2009, August 2015, June 2018, and April 2021. Based on the crash data, traffic data from the peak crash months is most relevant. This period coincides with increased tourist traffic, increased seasonal resident traffic, and increased potential for pedestrians and bicyclists. With this focus on May through September, the traffic counts analyzed are focused on the May, August, and June counts recorded. As shown in Figure 7, the average annual daily traffic (AADT) continues to increase. May 2009 to August 2015 had a 51% increase in AADT. August 2015 to June 2018 had a 28% increase in AADT.

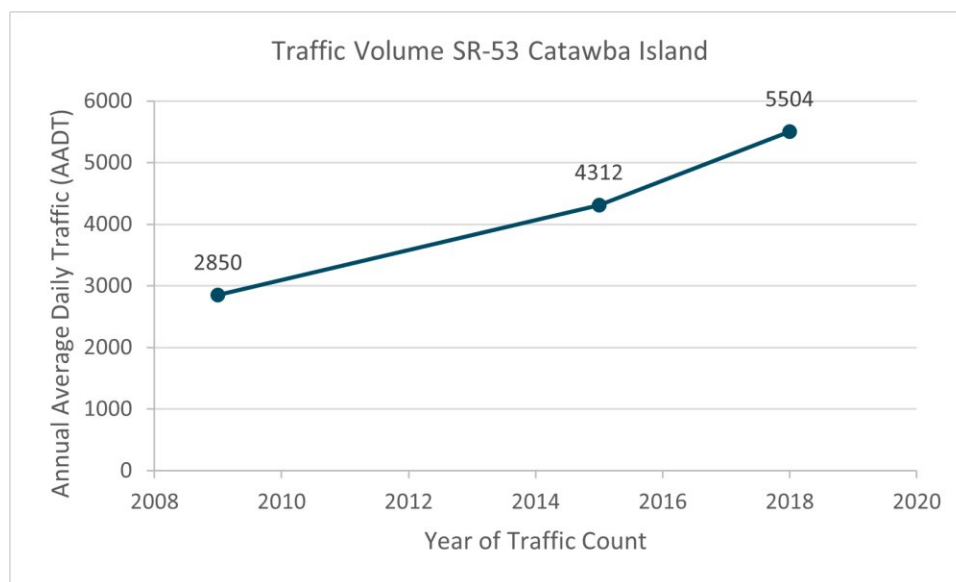


Figure 8 - Traffic Volume (AADT) SR-53

The June 2018 traffic count included speed data over a 24-hour period. The speed data, shown graphically below in Figure 8, found many drivers are traveling over the posted speed limit of 50 miles per hour with an 85th percentile speed of 53 mph. The speed report was conducted on SR-53 south of Porter Street where the posted speed limit is 50 miles per hour. The recorded speeds that have been obtained and analyzed indicate drivers are frequently not following the posted speed limit where the speeds were recorded.

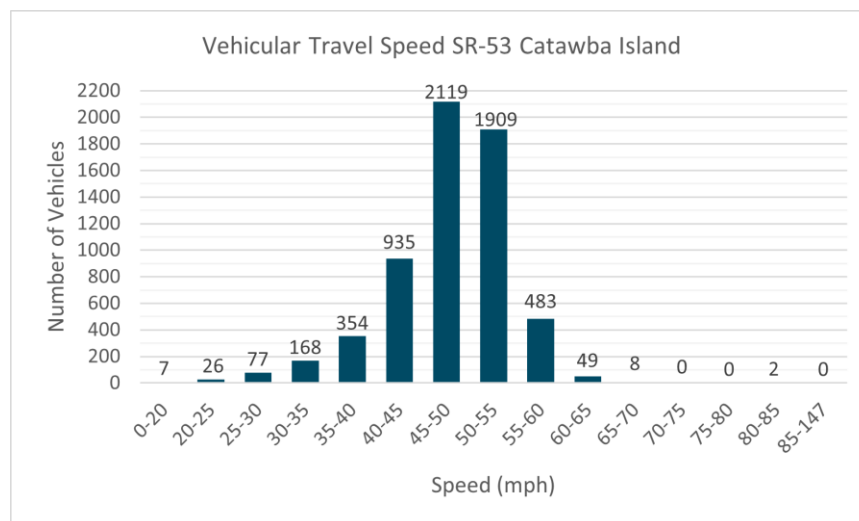


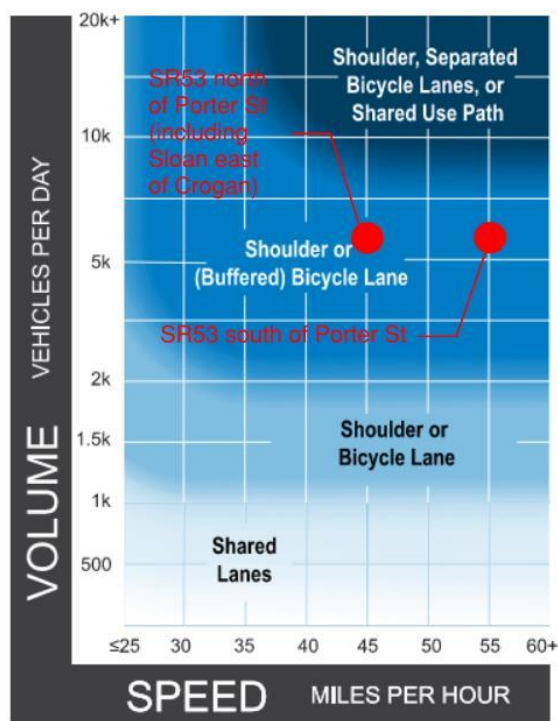
Figure 9 - Vehicular Travel Speed SR-53

SR-53 north of Porter Street is a posted 45 mile per hour speed limit, but there are no speed reports available in the 45 miles per hour zone. Even with an assumption that drivers are following the posted speed limit, there are still safety concerns for pedestrians and bicyclists traveling in proximity to vehicles travelling at speeds of 45 to 50 miles per hour or more.

2.4.3 Summary and Analysis of Traffic

Considering the compiled traffic volume and vehicular speeds, a recommended type of bikeway or pedestrian facility and its recommended characteristics can be determined using ODOT's Multi-Modal Design Guide (MDG). Based on traffic volume and speed, a recommended bikeway type can be determined, but will vary between which bicyclist it is designed for. When analyzing data on the MDG figures shown, 55 miles per hour was used for SR-53 south of Porter Street since the 85th percentile speed in the recorded data was 53 miles per hour and vehicles were frequently observed traveling over the speed limit. Figure 9 below shows where SR-53 would fall on the preferred bikeway type for "highly confident bicyclists" according to the MDG figure. If the bikeway is designed for a highly confident bicyclist, the existing bike lane should have a buffer zone between the vehicular traffic and the pedestrian and bicycle traffic. The buffer zone could range from a 2-foot-wide lane line up to a 6-foot wide buffer area with chevron markings. The bike lane width should be five feet wide preferably or a minimum of four feet wide. These widths do not include room for bicyclists or pedestrians to pass each other, so in order to pass, the bicyclist or pedestrian must enter the buffer zone (if provided width is 4 feet or more) or they will enter the vehicular travel way and be at risk of being struck from behind.

Figure 2-4: Preferred Bikeway for Highly Confident Bicyclists in Rural Contexts



Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 If the percentage of heavy vehicles is greater than 10%, consider providing a wider shoulder or a separated pathway.

Figure 10 - Preferred Bikeway for Highly Confident Bicyclists

The ODOT MDG states in Section 2.5.2.1 that “along rural roads with higher speeds (45 mph or greater) it is preferable to provide a shared use path separated from the road if the road segment: is well used and important bicycle route, is located in an area that attracts larger volumes of bicycling due to scenic views, serves a key bicycle connection between major destinations, serves a population of bicyclists who fit the Interested but Concerned Bicyclist Profile.” The objective characteristics would apply to Catawba Island’s existing bikeway since SR-53 speeds are posted 45 and 50 miles per hour and serves as a connection between major destinations along the island such as businesses, the ferry, parks, etc. The volume of bicyclists is unknown since none were monitored in the traffic count data. The MDG goes on to explain that “the Interested but Concerned Bicyclist profile should typically be used to choose a bikeway design, as this group represents 51 to 56 percent of the general population and is the largest of the bicyclist profiles”. It’s beneficial to design a bikeway or pedestrian facility for the Interested but Concerned Bicyclist user because the facility will also serve other bicyclist profiles like the Somewhat Confident and Highly Confident users. If a bikeway or pedestrian facility is designed for the Highly Confident user, it will not accommodate a Somewhat Confident user or Interested but Concerned user. The user profiles are outlined more in Figure 10. The feedback from some residents confirms that there are a number of people who would use the bikeway facility, but they are concerned due to the width of the lane, lack of space from the vehicular travel way, and the speed of the vehicles passing.

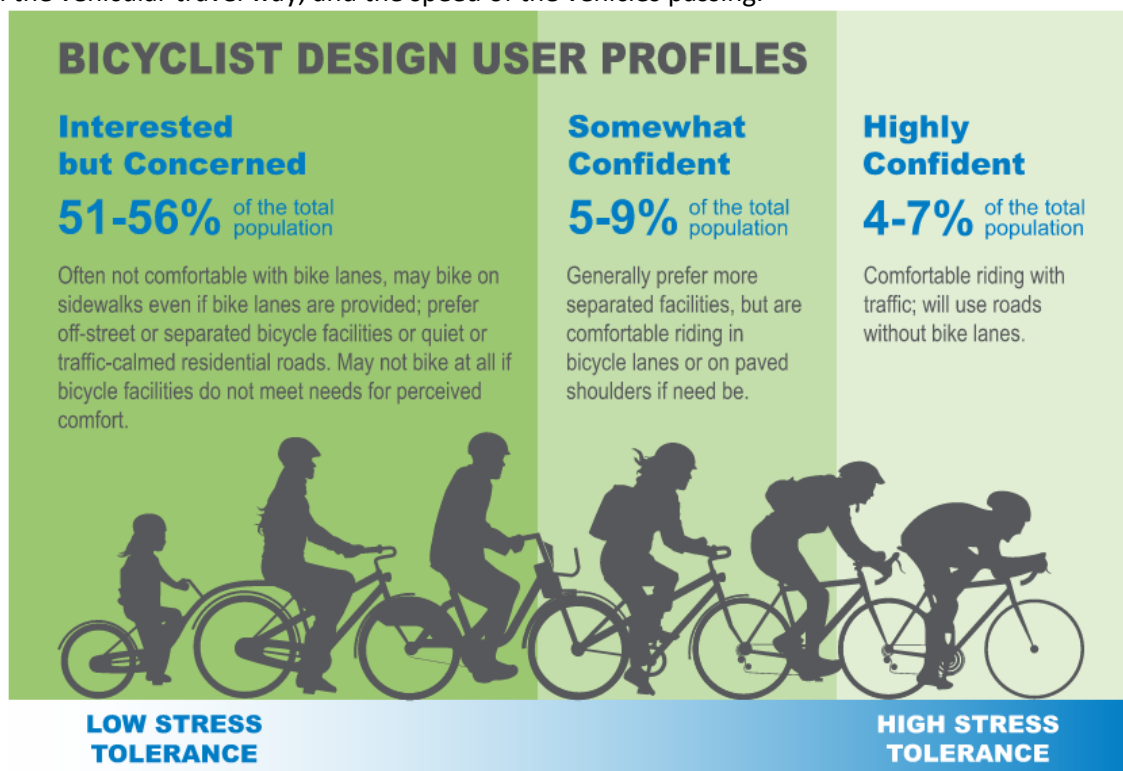
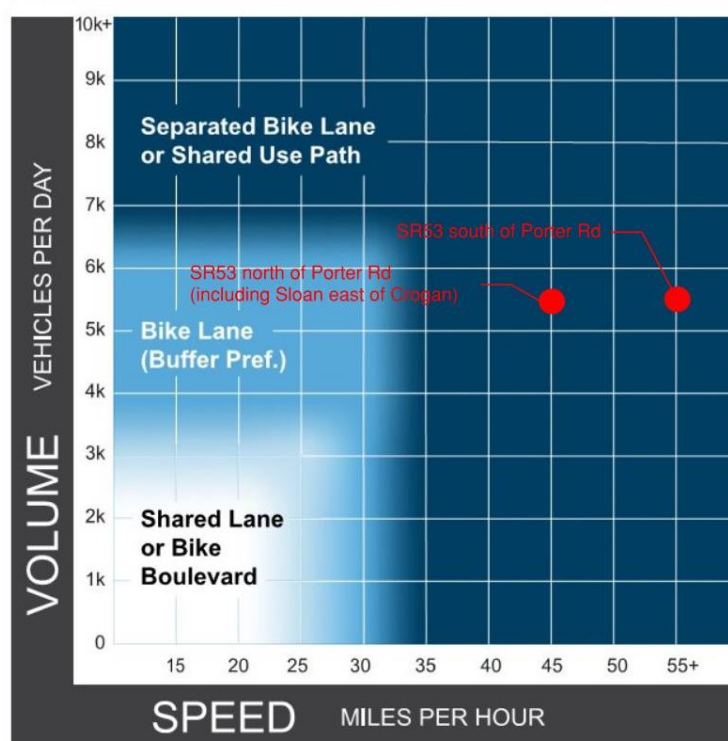


Figure 11 - Bicyclist Design User Profiles

With the focus on designing for the Interested but Concerned bicyclist, Figure 11 would be used to determine the preferred bikeway type along SR-53. The goal of the Park District is to provide a safe and enjoyable facility for all. To achieve this goal, the facility would need to accommodate as many users as possible. Families with young children, elderly persons, or disabled persons would be in the interested but concerned category. The Park District aims to make the Catawba Islander Trail and Greenway a facility for

all, therefore the interested but concerned user must be the focus group for designing the multi-use path. Using this focus group, the preferred bikeway type for SR-53 would be a separated bike lane or multi-use path. We can also estimate from this focus group what bikeway type would be preferred along Porter Street, North Haven Lane, and Sloan Street segments. Traffic counts aren't available for these streets, but their traffic volumes are below the SR-53 volume. Porter Street's posted speed limit is 35 miles per hour. Sloan Street and North Haven Lane have posted speed limits of 25 miles per hour. Based on this, a separate Bike Lane or a Bike Lane with a buffer would be appropriate for Porter Street. A bike lane possibly with a buffer or a shared lane or bike boulevard would be options for Sloan Street and North Haven Lane. With traffic heading to Miller Ferry parking along Sloan Street, a bike lane with a buffer would likely be more accommodating than a shared bike lane.

Figure 2-3: Preferred Bikeway Type for Interested but Concerned Bicyclists in Urban Core, Urban, Suburban and Rural Town Contexts



Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 See Section 2.8.1 for a discussion of alternatives if the preferred bikeway type is not feasible.

Figure 12 - Preferred Bikeway for Interested but Concerned Bicyclists

The existing bike lane along SR-53 isn't designed for even the Highly Confident bicyclist since there is a lack of buffer zone and the width of the bike lane is less than 5 feet. If the SR-53 bike lane were to have a buffer to accommodate Highly Confident bicyclists or have a separated multi-use path for Interested but Concerned bicyclists, the number of users will increase. This will help lessen vehicular travel and encourage environmentally friendly active transportation within Catawba Island along one of its main corridors.

3 REVIEW OF EXISTING CONDITIONS/REPORTS

3.1 EXISTING CONDITIONS

Demographic data was collected about Catawba Island Township as a part of this planning process. The tables below outline this data. The population grew slightly between 2010 and 2020 (3%) but did see a 14% increase in the previous decade.

Table 3 Population/Density/Land Area

Population/Density/Land Area	Numbers
Total Population 2000	3,157/1,422 Households
Total Population 2010	3,599/1,740 Households
Total Population Projected 2022	3,711/1,863 Households
Population Change 2000-2010/2010-2020	442/112
Percentage Change	14%/3%
Population Density (per square mile)	618
Land Area (square miles)	6

The majority of the population (almost 70%) is 45 and older.

Table 4 Population Age

Age	Number	Percent
Children Under 18 years old	493	13.7%
18-24 years old	113	3.1%
25-44 years old	511	14.2%
45-64 years old	1,422	39.5%
65 years and older	1,060	29.5%

Catawba Island Township has 3,707 total housing units with the majority being owner-occupied (almost 87%). It also has almost 89.6% of its vacant housing units classified as vacant for seasonal use.

Table 5 Housing

2010 Census Data	Number	Percent
Total Housing Units	3,707	---
Occupied Housing Units	1,740	46.9%
Owner-Occupied	1,507	86.6%
Renter-Occupied	233	13.4%
Vacant	1,967	53.1%
Vacant for Seasonal Use	1,762/1,967	89.6%

The below table shows the number of parcels in Catawba Island Township and a particular business may own more than one parcel. This data shows a 7% increase in houses and 12% increase in condos over a ten-year period (2012-2022) according to American Community Survey (ACS).

Table 6 Parcel Use

Use	2022 Projected	2017	2012
Residential	2,240 Homes 1,564 Condos	2,161 Homes 1,454 Condos	2,096 Homes 1,396 Condos
Commercial	122	114	128

3.2 EXISTING REPORTS

There are two existing reports that were analyzed as a part of the Catawba Islander Trail & Greenway Master Plan.

3.2.1 Ottawa County Active Transportation Plan (ATP) 2018

This Plan was formally adopted/approved by the Board of Ottawa County Commissioners, the City of Port Clinton, Villages and Townships in Ottawa County, and other public/private organizations in the County. The Ottawa County ATP outlined the need for transportation alternatives through the County, including multi-use paths. The Park District worked with a diverse Steering Committee to identify gaps and barriers in the transportation system and then specific strategies and actions to increase future opportunities for active transportation. The Plan builds on existing facilities, recreation areas, historic and natural preservation sites, and workplace destinations. The Plan worked to develop strategies to promote a healthy lifestyle, enhance connections to significant destinations, and enhance eco-cultural and recreational tourism.

The Plan built consensus on a clear County-wide vision for safe user-oriented bicycle/pedestrian facilities and included strategies to enhance non-motorized transportation connections to significant destinations. At the time of this Plan there were no coordinated system of bicycle and pedestrian paths in the county. Public input showed a desire to connect the municipalities and business districts with a multi-use path. The Plan proposed an existing bike path on Southeast Catawba Road to the north end of Catawba Island to connect commercial and residential centers on the peninsula.

3.2.2 Catawba Island Township Land Use Plan 2005

This Plan was created as a guide to assist trustees with the control of future development. It has a strong historical section and focuses on housing types and density. It also looked to zoning to enforce the plan's recommendations. The vision statement from this planning process was that Catawba Island Township will develop as a community that: provides a safe and welcoming environment for all residents/visitors; recognizes the diverse demands and needs created by the year-round and seasonal populations; enhances the quality of life through the preservation of the township's natural attributes, and by protecting environmentally sensitive areas and encouraging open space; and encourages creative land use solutions. Goals include #1 Preserve land areas that are unique (natural or manmade) that foster/maintain a sense of identity/individually; #2 Maintain the recreational and commercial facilities needed to serve the projected population; #3 Continue to keep like land uses together; and #4 Develop and/or improve transportation facilities to ensure efficient and safe movement within township. Goal #4 was listed as

important to the future of Catawba Island Township and a high priority for local officials. A multi-purpose path could assist by giving residents an alternative form of transportation, helping to minimize the impact that future developments have on the transportation network, which was one of the Land Use Plan Objectives. The Plan specifically states township officials should attempt to create internal pedestrian and bicycle trails to aid the year-round residents, separating pedestrian flow from vehicle flow, and allowing more room for safety service vehicles on the road.

3.3 BEST PRACTICES

Public trails are valuable to existing residents and visitors. These values include:

1. Walkable communities through collaborative and cooperative efforts
2. Health benefits for all users
3. Green infrastructure, connecting people to nature and town centers
4. A positive legacy left for future generations
5. Economic and real estate benefits
6. Preservation of open space and habitat protection

Through this planning process, the Park District of Ottawa County worked to utilize best practices for planning with landowners and residents including:

1. Communicating vision
2. Outlining expectations
3. Listening and understanding values and concerns
4. Addressing concerns with accurate information and integration into trail management
5. Finding mutual values and highlight how project enhances these values
6. Working together to design a trail alignment and features that work for everyone

4 PUBLIC INPUT

The Park District of Ottawa County wanted to reach out to the public, specifically residents of Catawba Island Township, to gauge their interest in a multi-purpose path. This was done through a public survey and a public meeting. Invitations to the public meeting and to take the survey were posted on the Welcome to Catawba and Park District of Ottawa County websites and Facebook pages. The Park District also had the survey on its Catawba Islander Trail webpage. Postcards inviting residents to the public meeting and to take the survey were mailed out to registered voters in the township. There was also a specific press release done for the public meeting and survey in Port Clinton's The Beacon on October 20, 2022.

4.1 THE BEACON PUBLIC MEETING ANNOUNCEMENT

Catawba Islander Trail and Greenway Master Plan informational open house on Oct. 26

BY SHERI TRUSTY

The Park District of Ottawa County invites the public to learn about the Catawba Islander Trail and Greenway Master Plan, ask questions about its development, and share input during an Open House on Wednesday, Oct. 26 from 6-8 p.m. at the Catawba Township Community Hall, 3307 NW Catawba Rd., Port Clinton.

The future multi-use, five-mile-long trail will stretch from the north end to the south end of the Catawba Island Peninsula.

"At the public open house we hope to share the vision for the Catawba Islander Trail and Greenway Phase 1 through photo renderings and preliminary draft maps," said Park District of Ottawa County Executive Director Jannah Wilson. "We also plan to communicate the trail development process as we move through each step, including planning, property right-of-way, grant development and submission, and construction. "We would like to learn more from the attendees regarding needs for trail amenities such as parking, restrooms and trash/recycling receptacles."

The park district has retained Poggemeyer Design Group, Inc. to develop the Catawba Islander Trail and Greenway Master Plan, and representatives from Poggemeyer will attend the open house with maps and renderings of the project. A short presentation will take place from 6:45-7 p.m.

Engineers, planners, park district staff, members of the Park District of Ottawa County Board of Park Commissioners, and members of the park district's Catawba Advisory Council will be available for questions and discussion. Information can also be acquired from the park district at 419-707-4051.

In an effort to better gauge public opinion, the park district is asking Catawba Island residents to fill out paper surveys at the open house or online, 10-minute surveys found at https://www.surveymonkey.com/r/Catawba_Islander.

"The survey is a crucial component of the Master Plan," Wilson said. "The data collected in the survey will be used in each part of the decision-making process and will be utilized for future grant proposals in order to gain project funding. The data will reflect community involvement in the Master Plan and will be a highly beneficial resource."

Wilson said the park district has already received a wide variety of responses to the survey.

"The answers reflect varied viewpoints on the trail project related to trail location, community need for a trail route between various points of interest in the area, and the need for greenspace preservation," Wilson said. "The final survey results aim to capture a well-rounded community perspective on the development of a multi-use trail through Catawba Island."

Ask Wylie

HI WYLIE,

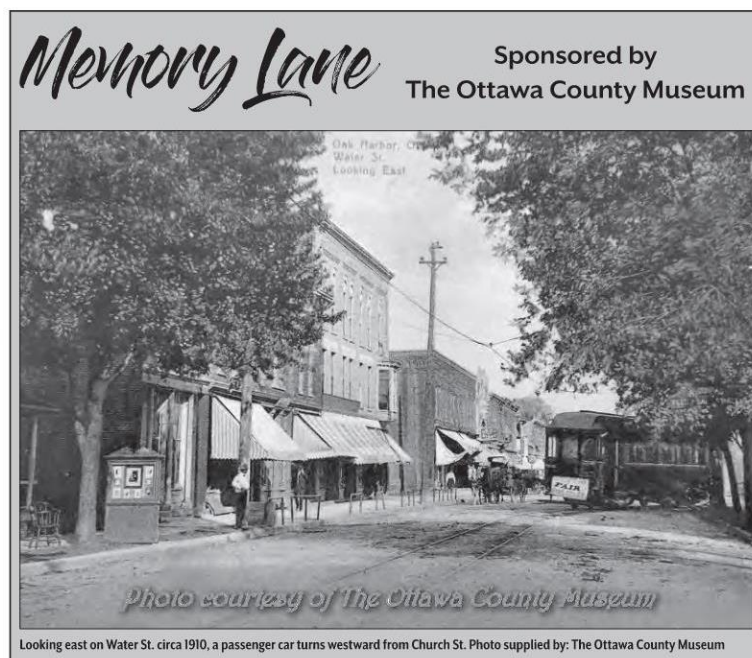
I was wondering how to get my gas card I won by finding you in The Beacon.

THANK YOU,
OLGA EBERT

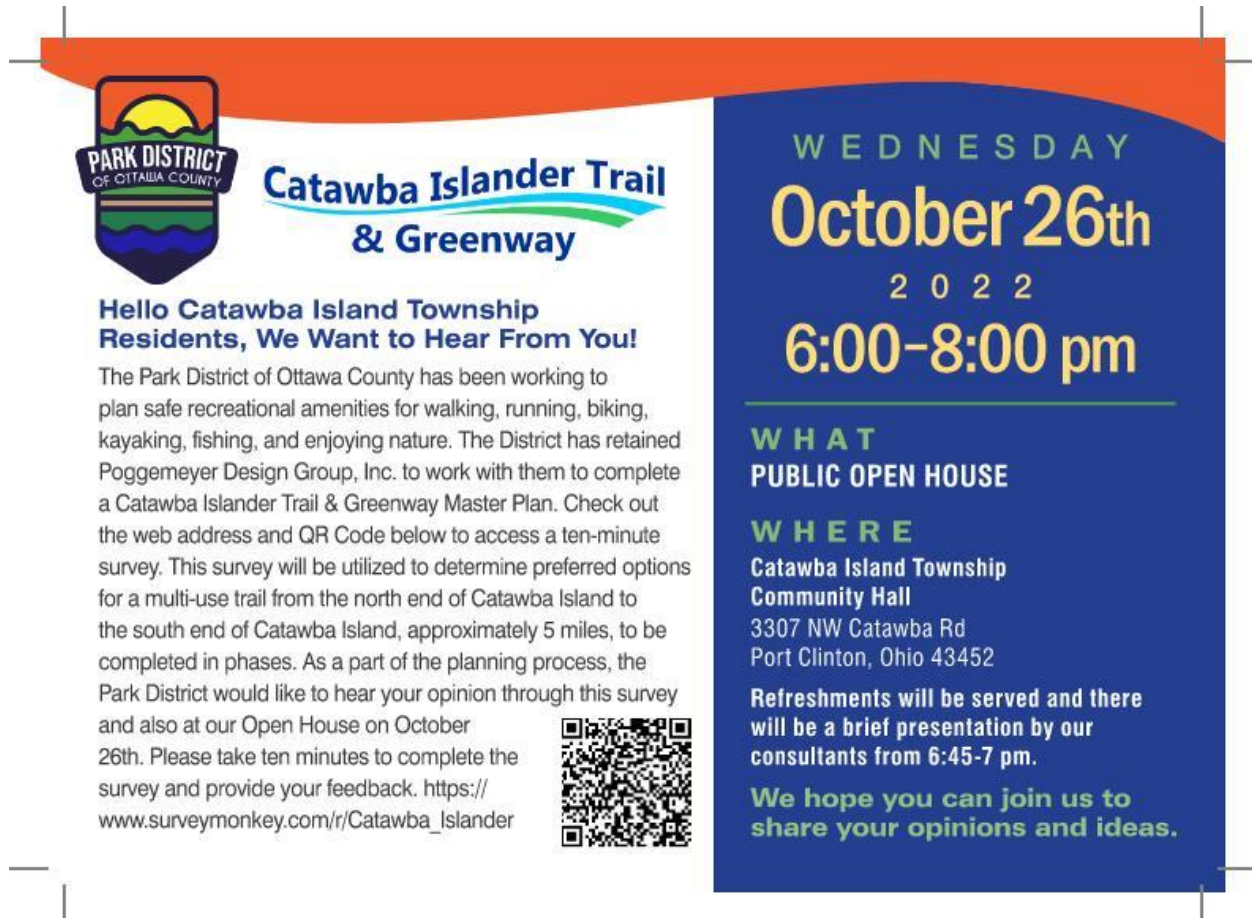
WELLLLL HELLLLLLOO OLGA,

Yes, I can help you with this. They are mailed out to the winner. Please call The Beacon and provide your USPS mailing address and you will receive it shortly. The Beacon's phone number is 419-732-2154.

THANK YOU,
WYLIE THE WALLEYE



4.2 PUBLIC MEETING POST CARD




The postcard features a white background with a blue header bar at the top. On the left, there is a logo for the Park District of Ottawa County, which includes a sun, mountains, and water. To the right of the logo, the title "Catawba Islander Trail & Greenway" is written in a blue, sans-serif font. Below the title, a bold heading reads "Hello Catawba Island Township Residents, We Want to Hear From You!". The main body of text describes the project and the purpose of the public meeting. A QR code is located to the right of the text. On the right side of the postcard, there is a blue vertical panel with white text. This panel contains the date and time of the meeting, the title "WHAT PUBLIC OPEN HOUSE", the location "WHERE", and a closing statement.

**PARK DISTRICT
OF OTTAWA COUNTY**

**Catawba Islander Trail
& Greenway**

**Hello Catawba Island Township
Residents, We Want to Hear From You!**

The Park District of Ottawa County has been working to plan safe recreational amenities for walking, running, biking, kayaking, fishing, and enjoying nature. The District has retained Poggemeyer Design Group, Inc. to work with them to complete a Catawba Islander Trail & Greenway Master Plan. Check out the web address and QR Code below to access a ten-minute survey. This survey will be utilized to determine preferred options for a multi-use trail from the north end of Catawba Island to the south end of Catawba Island, approximately 5 miles, to be completed in phases. As a part of the planning process, the Park District would like to hear your opinion through this survey and also at our Open House on October 26th. Please take ten minutes to complete the survey and provide your feedback. https://www.surveymonkey.com/r/Catawba_Islander



**WEDNESDAY
October 26th
2022
6:00–8:00 pm**

**WHAT
PUBLIC OPEN HOUSE**

WHERE
**Catawba Island Township
Community Hall**
3307 NW Catawba Rd
Port Clinton, Ohio 43452

**Refreshments will be served and there
will be a brief presentation by our
consultants from 6:45-7 pm.**

**We hope you can join us to
share your opinions and ideas.**

4.3 PUBLIC COMMENTS

Approximately 220 people attended the evening public meeting on October 26th, 2022, at the Catawba Island Township Community Hall. Residents had the following concerns/comments related to the proposed trail:

- Tree removal
- Animal waste
- Noise
- Give access to those who want free outdoor activities
- Work together to keep pedestrians safe
- All about community and safe green space
- Connect parks
- Protect agriculture, concern about fruit spraying and pedestrians on trail
- Can use state park
- Trail is a way to protect green space, SR-53 is not safe for pedestrians and bicyclists
- Heard from over 1,000 people that they wanted a safe walking place
- Eminent domain (note: no eminent domain as part of this project)
- People circling house on the trail
- Safety crossing SR-53
- Include seasonal residents' comments
- Local businesses, agriculture, and history are important
- Golf cart patrol, safety patrol, and restrooms
- Include islanders' comments
- Enforcement will be important
- Need parking at both start and end of trail and a way to keep people off the trail once it ends
- Involve Catawba Island Township Parks Board
- Ok with trail as long as not take property and greenspace and trails should be separated on the survey
- Concern with E-bikes using the trail
- Meet with trustees
- Concern taxes will go up if take grants for the project
- Already have greenspace and walking path at Nature Preserve. Do not create bridge to nowhere
- Need trail because existing parks/preserves are only grass, gravel, and they flood

4.4 PUBLIC MEETING PHOTOS









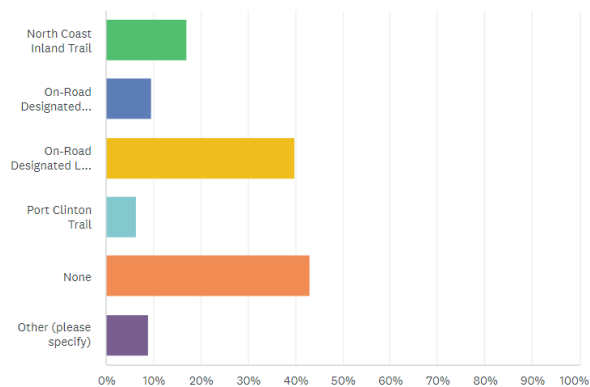


4.5 PUBLIC SURVEY

The public survey was open from September 26th to November 7th, and received 522 survey responses. The majority of respondents (82.5%) were year-round residents of Catawba Island Township with a zip code of 43452 (91%). Approximately 12% were seasonal residents. The majority of respondents were over the age of 55 (almost 75%). The majority of respondents are using all of the community parks with Catawba Island State Park getting the most usage (almost 94% of respondents). Respondents were more split on current trail usage, with almost 40% using on-road designated lane on NE Catawba Road (SR-53) on Catawba Island and 43% not using any trails in Ottawa County. Of those who used the trails, the majority were using them seasonally (19%), a few times a month (almost 17%), and a few times a week (12%). The majority of respondents are using the trail for 30-60 minutes (41%). Almost 85% of respondents have used other trails in Ohio and nation-wide. Approximately 58% of respondents said trails and greenspace were important to their quality of life.

Which of the following Ottawa County trails do you use?

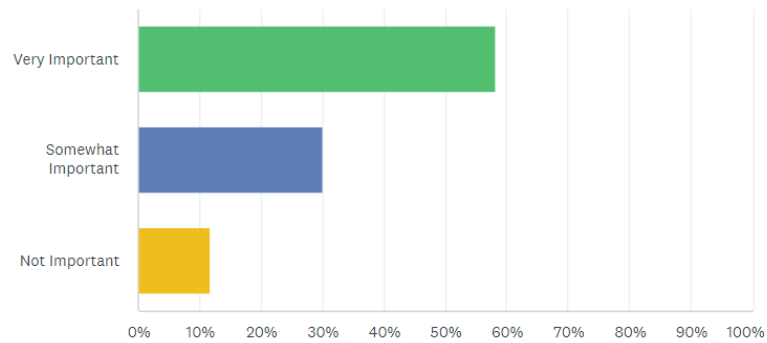
Answered: 514 Skipped: 8



ANSWER CHOICES	RESPONSES	
▼ North Coast Inland Trail	17.12%	88
▼ On-Road Designated Route in Marblehead	9.53%	49
▼ On-Road Designated Lane on Northeast Catawba Road (Rt. 53) on Catawba Island	39.88%	205
▼ Port Clinton Trail	6.42%	33
▼ None	43.00%	221
▼ Other (please specify)	8.95%	46

How important are trails and greenspace to your quality of life?

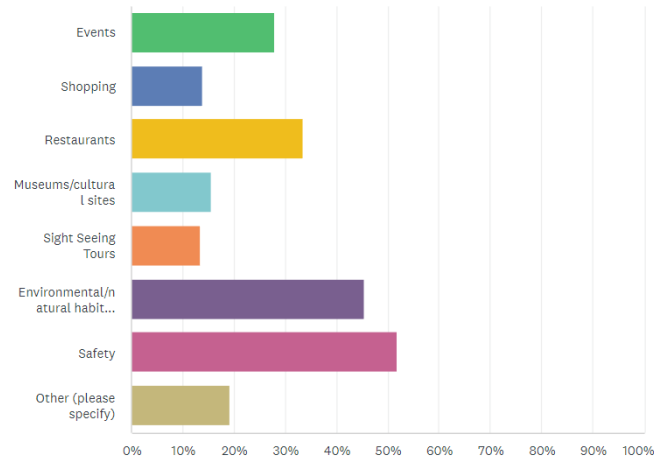
Answered: 519 Skipped: 3



ANSWER CHOICES	RESPONSES	
▼ Very Important	58.19%	302
▼ Somewhat Important	30.06%	156
▼ Not Important	11.75%	61
TOTAL		519

What would encourage you to make longer trips on the trail? Please check all that apply.

Answered: 482 Skipped: 40



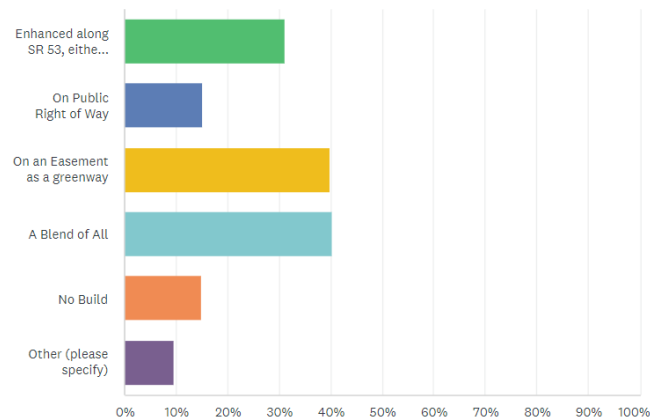
ANSWER CHOICES	RESPONSES	
▼ Events	28.01%	135
▼ Shopping	13.90%	67
▼ Restaurants	33.40%	161
▼ Museums/cultural sites	15.56%	75
▼ Sight Seeing Tours	13.49%	65
▼ Environmental/natural habitat exhibits	45.44%	219
▼ Safety	51.87%	250
▼ Other (please specify)	Responses 19.09%	92

Safety (almost 52%), environmental/natural habitat exhibits (45%), restaurants (33%), and events (28%) received the most votes as additions that would encourage longer trips on the trail. Walking/hiking (79%), biking (almost 53%), nature walks (almost 52%), and pet walking (almost 39%) were the highest ranking activities that respondents enjoyed on the trails. Respondents would like to see restrooms (almost 67%), benches/trash and recycling receptacles (almost 66%), wildlife/scenic observation areas (57%), and drinking fountains/water bottle refill stations (almost 54%) as amenities along the proposed trail.

Respondents were asked where they would like to see a trail/greenway to connect Catawba Island built, the top vote getter (over 40%) was as a blend of all the choices (enhanced along SR-53, either within or outside the right of way, on public right of way, on an easement as a greenway). A trail/greenway on an easement as a greenway received almost 40% of responses and a trail/greenway enhanced along SR-53, either within or outside the right of way received almost 31% of the responses. Only about 15% stated that there should not be a trail/greenway built.

The Park District of Ottawa County is working to preserve land and natural habitats for safe connections for pedestrians and cyclists through the county, including greenway trails. What type of trail/greenway would you like to see to connect Catawba Island? Please check all that apply.

Answered: 497 Skipped: 25



ANSWER CHOICES	RESPONSES	
Enhanced along SR 53, either within or outside the right of way	31.19%	155
On Public Right of Way	15.09%	75
On an Easement as a greenway	39.84%	198
A Blend of All	40.24%	200
No Build	14.89%	74
Other (please specify)	Responses 9.66%	48
Total Respondents: 497		

When specifically asked where additional trails should be built, the following was recorded:

- Anywhere can get land, wherever able (many)
- West Harbor waterfront connector to Buck Road/East Harbor/Great Egret Marsh Nature Preserve Water Street (multiple), West Catawba Road through Sand Road (multiple)
- On Catawba Island connecting the Miller Ferry to John Braun Park, through Cedar Meadows, Nehls Preserve and on to Port Clinton (multiple)
- From Catawba Island to Elmore, Sand Road to the point on NW Catawba Island (multiple)
- W, E, M Harbors (multiple)
- Loop around Catawba Island and connect to East Harbor State Park (multiple)
- On public owned land, right of way and reduce existing road speed (multiple)
- Marblehead Peninsula, Marblehead/Danbury (multiple), SR 163 to Marblehead or along Lightner Road, Danbury abandoned railway
- Through Fairway Village and Estates
- East/west bike trail across Ottawa County
- Connect to Port Clinton lake front
- Middle/center of Catawba (multiple)
- Catawba perimeter (multiple)
- John Braun Park

DRAFT April 11, 2023

- Not close to residents' homes (multiple)
- Purchase land so it can't be developed further
- Not in Catawba Township (multiple), anywhere but Catawba (multiple)
- Near the lake shore (multiple)
- Unused areas
- Enhanced along SR-53, add golf cart trail, add guard rails for increased safety, divide from main road (multiple)
- Boardwalk connected to trails
- Longer trails, not wide berm
- Between Twin Oast and cliffs (multiple)
- Less populated areas
- Away from major roads
- Connecting parks
- Erie County
- Miller Ferry to Gideon Owen Winery/Twin Oast (multiple), through Sloan Street next to Miller Ferry Fence
- Along 163 to E. Harbor and around Dempsey Quarry
- Behind the fire station
- Only on unused rail or abandoned area
- NE Catawba Road
- Connecting local amenities, attractions
- Lost lake, between Muggy Road and SR 163
- Catawba causeway to Sand Road through wetlands parallel to SR 163
- West Sister Island
- Conservancy on old golf course with trails (multiple)
- Maintain existing trails
- Magee Marsh (multiple)
- North to south of Catawba
- Connect to existing trails
- Oak Harbor
- Lakeshore, not bar to bar
- Fulton Street (Bay Area), along State Street
- Cedar Meadow Nature Preserve behind Township administrative building and police and fire stations
- Loop trail from Lakeside Daisy State Nature Preserve and Lake Point Park
- Catawba West 30 and Rt. 53
- Portage River area

5 DESIGN CRITERIA & MANAGEMENT PLAN

5.1 DESIGN CRITERIA RESOURCES

Include, but not limited to:

- ODOT Location & Design Manuals
- ODOT Traffic Engineering Manual
- ODOT MultiModal Design Guide
- Ohio Manual of Uniform Traffic Control Devices (OMUTCD)
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- AASHTO Guide for the Development of Bicycle Facilities

5.2 MANAGEMENT PLAN

A forthcoming management plan will be drafted based on the Park District's rules, regulations, and policies. The management plan will include the following:

- Safety services
- Trail related rules, regulations, and policies
- Monitoring schedule and regular maintenance
- Trail specific management responsibilities
- Hours of operation and potential temporary closures
- Parking Access
- Trail signage
- Emergency access
- Trail safety

5.3 MAINTENANCE

The Park District will develop a specialized plan for maintenance and may include the development of a volunteer maintenance team.

5.4 ENFORCEMENT

The appropriate local authority (Ohio State Highway Patrol, Ottawa County Sheriff's Office, and/or Catawba Township Police) per jurisdiction will be responsible for enforcement of the trail. The Park District of Ottawa County also has the statutory authority to hire or contract law enforcement.

5.5 AMENITIES

The Park District is working on trailhead locations for adequate parking and other amenities. The Phase 1 termini would be at logical endpoints with public parking access including Catawba Point Preserve and Catawba Island Club Boat Storage. The trailhead at Catawba Point Preserve would include bike racks to dismount bikes since bikes are not allowed along the dirt paths within the Point Preserve. The trailheads will be marked with signage and on maps as the designated parking locations for trail access. Future phases will include trailheads with parking as well to ensure smaller parking lots can serve the demand for parking but also minimize the impact to the existing land. Multiple designated parking locations will also give more choices for trail access and deter parking in non-designated areas. The timing of the restrooms at select trailhead locations will depend on the amount of funding available, property access, utility availability, etc.

6 PHASE 1 ROUTE OPTIONS

6.1 PHASE 1 ROUTE OPTIONS

6.1.1 Option Similarities

All Phase 1 route options include a northern terminus at the Catawba Point Preserve and a southern terminus at the Catawba Island Club boat storage. Each option includes crossing under Northwest Catawba Road via tunnel. This tunnel crossing was decided based on feedback from the Ottawa County Engineer's Office regarding crossing Northwest Catawba Road, which is County Road 30. Each option includes a version of a segment on Twin Oast property. This area would be the greenway portion of Phase 1 of the Catawba Islander Trail and Greenway. This segment would traverse through wooded areas. After a topographic survey and environmental assessment, boardwalk segments of trail can be utilized to mitigate impacts to drainage in the area. Overlooks would be an option in these wooded areas, such as the one shown in a conceptual rendering in Attachment 9. For each route option, privacy borders such as privacy fences or evergreen borders will be considered to allow privacy for adjacent properties. Other borders may be considered on an as needed basis to keep users from exiting the path onto private property. All route options would continue along SR-53 within existing right of way from Twin Oast to Catawba Island Club property. Phase 2 of the Catawba Islander Trail and Greenway would continue from the southern terminus of Phase 1.

6.1.2 Route Option Comparisons

Referencing the layouts shown in Attachments 2 through 5, the following has been estimated for each route. Most notably, Route Option 4 is the longest option and is entirely a multi-use path. Route Option 1 would include a buffered bike lane along Porter Street, but otherwise would be a multi-use path trail. Both Route Option 1 and 4 would provide a 5-foot-wide travel lane in each direction for the entire length of the trail.

6.1.3 Route Option 1

A conceptual plan of Route Option 1 is shown in Attachment 2 and can be referenced for more detail. A significant difference in Route Option 1 compared to other options is a buffered bike lane along Porter Street east of Crogan Street. The buffered bike lanes would be used rather than a multi-use path due to right of way constraints. As mentioned in the traffic data section of the report, the buffered bike lane would safely and sufficiently accommodate all users. The bike lanes along Porter Street would also provide a connection to the Catawba Island Historical Society Museum. The path would exit Porter Street to continue off road within Miller Ferry parking property and then enter SR-53 right of way to continue south.

6.1.4 Route Option 2

A conceptual plan of Route Option 2 is shown in Attachment 3 and can be referenced for more detail. Route Option 2 would include a segment of concrete walk from Porter Street to Twin Oast property within an approximately 16.5-foot-wide right of way strip. Due to the approximate width of the right of way, a 10-foot-wide multi-use path would be difficult to construct without disturbing adjacent private property. An 8-foot-wide concrete walk would be more conservative to construct within the approximate right of way corridor. Once the concrete walk reaches the south end of the right of way to connect to Twin Oast property, the 10-foot-wide multi-use path would continue. Concrete walk section rules will be determined in the Park District's rule and regulations.

6.1.5 Route Option 3

A conceptual plan of Route Option 3 is shown in Attachment 4 and can be referenced for more detail. Route Option 3 would include a bike lane along North Haven Lane. As mentioned in the traffic data section of the report, the bike lane would safely and sufficiently accommodate all users. Where North Haven Lane intersects East Weyhe Road, the route would continue off road along a concrete walk within private property owned by a willing property owner. Due to constraints within this private property, the concrete walk would be approximately 6 feet wide. Once the concrete walk reaches the east end of the property to connect to Twin Oast property, the 10-foot-wide multi-use path would continue. Concrete walk section rules will be determined in the Park District's rule and regulations.

6.1.6 Route Option 4

A conceptual plan of Route Option 4 is shown in Attachment 5 and can be referenced for more detail. Route Option 4 differs from the other route options by heading from Northwest Catawba Road through Miller Ferry property to the north to Sloan Street. With available right of way acquisition along Sloan Street within Miller Ferry property, a multi-use path would be possible to run adjacent to Sloan Street with a buffer zone between the vehicular traffic and multi-use path. The multi-use path would be adjacent to Sloan Street west of Crogan Street. East of Crogan Street, the existing right of way along Sloan Street widens and a multi-use path separated from the roadway would continue for the rest of the route. The majority of the route would be within SR-53 right of way including where Sloan Street curves and becomes Northeast Catawba Road. At this curve, the multi-use path could fit within existing right of way but there would be minimal room remaining to keep the multi-use path separated from the roadway, improve drainage in the area, and allow for grading between the existing right of way limits and the multi-use path. The proximity of the multi-use path to the edge of pavement is a safety concern.

6.1.7 No Build Option

There is also the option to not build a new path. This option, while not preferred, shall be considered. The concerns with the existing bike lane are detailed in the traffic and crash data section. The existing facility does not have a buffer zone between the vehicles and pedestrians. This is additionally concerning for this area given that Catawba Island is a boating community with large boats trailered along SR-53. According

to ODOT guidelines, the buffer zone is necessary to accommodate highly confident cyclists. The existing facility doesn't accommodate cyclists. *AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities* states "Narrow sidewalks, or those not separated from moving traffic by space or buffering elements result in poorer perceptions of safety for pedestrians". This is supported by claims made by locals that they don't feel safe using the bike lanes, so they go elsewhere to use bike facilities. An additional concern with the existing facility is the lack of pavement markings for the bike lanes to continue along SR-53 through intersections. The designated route for cyclists and right of way are unclear for both drivers and cyclists without these pavement markings through the intersections. The existing facility lacks wheelchair accessibility, whereas the new route options would provide access in accordance with ADA guidelines. At the north end of SR-53 at Sloan Street, the lanes end with no transition to a shared lane or connection to a continuing route. Overall, the existing bike lanes don't accommodate cyclists or pedestrians, there is no buffer zone to separate from vehicular traffic, there is a lack of pavement markings through intersections, the facility is not accessible to young or elderly pedestrians or people with disabilities, and the facility is not consistent with ODOT or AASHTO guidelines. Without the Catawba Islander Trail and Greenway, the area will continue to lack safe, family friendly, and ADA accessible pedestrian facilities.

7 DETERMINATION OF PREFERRED PHASE 1 ROUTE

This Master Plan will not define a preferred route. The route options described herein are conceptual plans subject to change after completion of topographic surveys, boundary surveys, environmental reviews, and available private property or public right of way. A preferred route will be determined by the Park District's Board of Park Commissioners after the Master Plan is approved by said board. The approval of the Master Plan will only occur after public and local officials input on the draft version of the Master Plan have been received and reviewed.

The route options are similar except for their connection from Porter Street to the Twin Oast property and the route along Sloan Street shown in Route Option 4. Route options were narrowed down to these four options based on available right of way, discussions with the County Engineer's Office and ODOT, safety considerations, connection points, and private property owners willing to negotiate with the Park District.

Route Option 3, shown in Attachment 4, would have an on-road portion, which is not preferred, but would provide sufficient travel lane widths. Right of way constraints would require bike lanes along North Haven Lane. Based on traffic and crash data discussed earlier in the report, the on-road portion, while not separated from traffic as generally preferred, would still accommodate all users. Route Option 3 also would have a 6-foot-wide concrete walk connection from North Haven Lane to the Twin Oast property. The 6-foot width, while sufficient for accessibility in one direction, would be a drastic change from the 10-foot width of the multi-use paths which have 5-foot-wide lanes. Users on the concrete walk wouldn't have sufficient room for bikes, scooters, or strollers passing in opposite directions. Based on the County Auditor's parcel information, the property corners in the area of the concrete walk accessing the Twin Oast property are a concern for constructing the 6-foot-wide path with grading on either side and clearing the area without disturbing property of adjacent private property owners. A boundary and topographic survey would allow further analysis of this area and property lines. In summary, Route Option 3 would have the longest on-road portion and a narrow concrete walkway with property boundary concerns.

Route Option 2, shown in Attachment 3, would avoid any on-road facilities, which is preferred for the Catawba Island Trail and Greenway. The route would directly involve 2 willing property owners who have worked with the Park District. This route would utilize an existing right of way corridor running from Porter Street to Twin Oast property. To allow for construction and grading to be contained within the narrow 16.5-foot right of way corridor, the design would likely be limited to an 8-foot-wide concrete walk rather than a 10-foot-wide multi-use path. A topographic survey would help determine how much grading would be required for a multi-use path or concrete walk, and the limits of construction within this corridor. The concern with this route is similar to the concern with Route Option 3. The 8-foot-wide walkway would be narrower for pedestrians passing in opposite directions perhaps on bicycles or with strollers. The Park District aims to provide privacy for property owners adjacent to the trail where the trail is not along a roadway. They have considered added privacy borders such as evergreens or privacy fences. Any privacy borders planted or constructed along this corridor would need to allow for emergency access to be maintained.

Route Option 4, shown in Attachment 5, would avoid any on-road bike lanes. The multi-use path of this option along Sloan Street west of Crogan Street would be adjacent to the roadway with a one to two foot buffer zone with a horizontal and possibly vertical buffer. Flexible delineators could also add safety and visibility to the buffer zone. The remainder of this option continuing to the south terminus would be separated from the roadway which is preferred. The main concern with this option is the proximity of the multi-use path at the SR-53 curve where Northeast Catawba Road meets Sloan Street. Construction of a path within the right of way would require extensive and costly drainage improvements. There currently is a drainage swale at the curve where the path would be constructed, the property to the southwest drains to this swale. The drainage improvements in the area will need to address that change and provide sufficient drainage. A resident in this area has reported to the Park District in their meetings that this area floods very often. There is a concern that maintaining the path limits within the existing right of way at the curve would result in a 4-foot buffer zone between the roadway and the path. While this is technically a sufficient buffer zone width, there are safety concerns for pedestrians in the area due to the speed of vehicles and necessary stopping sight distances for vehicles traveling from the west to the south. These vehicles would be the inner lane of the curve. People traveling to and from the ferry are known to trailer campers, and residents and visitors trailer their boats. There is a safety concern that vehicles or trailers could exit the roadway and strike pedestrians at this curve. The previously mentioned resident stated sometimes the waves from Lake Erie wash up large rocks onto SR-53. This would add to the safety concerns in this area. If a rock is blocking vehicular traffic and drivers try maneuvering around, drivers could travel only a few feet outside the roadway and onto the path, risking safety of pedestrians and bicyclists. There is also a safety concern that pedestrians will see the beach access on the other side of the curve and jaywalk to the beach from the path. The stopping sight distance based on posted speed limits would not be sufficed for vehicles to avoid striking a jaywalking pedestrian at the curve. If the route could be located farther from the roadway outside the right of way and a type of fence or evergreen border placed between the path and roadway, this would be an ideal route. But based on maintaining the location of the path within existing right of way, this is not a feasible route.

Route Option 1, shown in Attachment 2, would have a segment of bike lanes but otherwise would be a separated multi-use path. The bike lane along Porter Street is not ideal since a separate multi-use path is preferred. But given the data discussed in the traffic and crash data sections, the bike lanes along Porter Street would accommodate all users. This route option would provide a consistent 5-foot lane width in each direction for the entire route. The consistent width would allow for pedestrians to use the multi-use path to its full potential within the rules and regulations of the Catawba Islander Trail and Greenway. The route would connect to the Catawba Island Historical Society Museum to add another key location along the Phase 1 route. The route locations and route width would allow for timely emergency services access when needed. This route option would provide the most safety and accessibility.

7.1.1 Routes Comparison Summary

To better summarize the route characteristics, concerns, and costs, a summary table is shown below. Based on the route option locations, lengths, bikeway types, and other anticipated characteristics, the preliminary construction costs shown in the table below have been estimated for each route option. Note these costs are preliminary and only for construction. The costs do not include costs for acquisition, design, survey, permitting, or other possible project costs.

Table 7 Route Comparison Summary

Path Characteristic	Route Option 1	Route Option 2	Route Option 3	Route Option 4
Total Length (miles)	1.8	1.4	1.4	1.9
Multi-Use Path Length (miles)	1.7	1.3	1.2	1.9
Bike Lane (miles)	0.12	-	0.13	-
Concrete Walk (miles)	-	0.13	0.03	-
Concrete Walk Width (feet)	-	8	6	-
Property Owners Directly Involved	3	2	3	2
Preliminary Construction Cost Estimate	\$1,749,000	\$1,536,000	\$1,547,000	\$1,951,000
Other Characteristics	-Travel lanes of 5-feet wide in each direction would be maintained. -Would provide connection to Catawba Island Historical Society Museum. -On-road bike lanes not preferred, but Porter Street is low speed, low crash rate, and low traffic volume. -More privacy borders may be needed due to proximity to adjacent back yards.	-Concrete walk section would result in narrow travel lanes, which may be difficult for bicyclists or wheelchair users. -More privacy control would likely be needed along the concrete walk section due to adjacent back yards. -Current right-of-way corridor is the only access point to the parcel to the south. Without this access corridor, that parcel would be landlocked. Likely, in the future, this access corridor will need to remain accessible for this parcel.	-Narrow width of concrete walk would restrict two-way traffic when bicyclists or wheelchair users are using this section. -Concern about limited available private property for the concrete section from North Haven Lane to Twin Oast property. -On-road bike lanes not preferred, but North Haven Lane is low speed, low crash rate, and low traffic volume.	-Travel lanes of 5-feet wide in each direction would be maintained. - Drainage/flooding concerns near Lake Erie. Reports of rocks washed onto roadway at SR-53 curve. -Path close to road at SR-53 curve, increased risk of vehicles hitting pedestrians. -Pedestrians may cross SR-53 to access Pebble Beach. Drivers do not have sufficient visibility at the curve to stop in time.

8 CONCEPTUAL ROUTES

8.1 PHASES

Below is an estimate of the approximate lengths of future phases based on preliminary phase termini. Once all phases are complete, a trail will connect from SR-163 to the north end of Catawba Island. Each phase will include pursuing grant funding. Potential funding sources are outlined in Chapter 9.

Table 8 - Future Phases

Future Phases	Approximate Phase Length (miles)
Phase 2	1.3 to 1.7
Phase 3	1.0 to 1.1
Phase 4	1.5 to 1.6
Phase 5 (crossing causeway)	0.5 to 0.6

8.2 DEVELOPMENT

The Park District aims to continue working on plans for future phases and preliminary route options. The continued development will be dependent on Park District resources, funding, and property availability pertaining to available right of way and willing property owners.

8.3 PRELIMINARY ROUTES & OPTIONS

The Park District will continue researching future route options for Phases 2 through 5. The future routes are preliminary and will be determined at a later time. The goal of the Park District is to provide future phases that will connect to natural areas and marina communities. The Park District aims to focus on making natural experiences and active lifestyles accessible to the public.

8.4 FUTURE COORDINATION

The Park District plans to follow the same process as Phase 1 for future phases. The Park District will coordinate with willing property owners, develop conceptual plans, have input from public entities ranging from local to county to state levels, and have public input and discussions on the preliminary options.

9 POTENTIAL FUNDING SOURCES

9.1 FUNDING OF TRAIL AND GREENWAY

- ODOT Systemic Safety Application (Pedestrian Category)
 - Maximum award \$2,000,000
 - 90% ODOT, 10% Local
 - Covers Construction & possibly Acquisition (new program, definite funding guidelines TBD)
- ODOT Transportation Alternatives Program (TAP)
 - Typically award \$250,000 - \$2,000,000
 - 95% ODOT, 5% Local until FY2027, then return to 80% ODOT, 20% Local
 - Covers Construction (covers acquisition of only abandoned rail corridors)
- ODNR Clean Ohio Trails (COT)
 - Maximum award \$500,000
 - 75% ODNR, 25% Local Match
 - Covers Construction & Acquisition
- OPWC Clean Ohio Green Space Conservation Program
 - Typically \$2,000,000 available per district each year
 - 75% OPWC, 25% Local (or 50% OPWC, 50% Local for higher score)
 - Covers Acquisition only

9.2 FUNDING OF AMENITIES AND TRAILHEADS

- ODNR Recreational Trails
 - Maximum award \$150,000
 - 80% ODNR, 20% Local Match
 - Covers Construction & Acquisition
- ODNR Land and Water Conservation Fund (LWCF)
 - Award \$50,000-\$500,000
 - 50% ODNR, 50% Local Match
 - Covers Construction & Acquisition
- ODNR Natureworks
 - Maximum award \$150,000
 - 75% ODNR, 25% Local Match
 - Covers Construction, need property control
- OPRA/ODOT Metroparks Funding (for parking areas)

Appendix A: FAQs

1. Has the ODOT Crash Data been verified or matched with the Police/Fire/EMS local data?

The Park District met with Police, Fire and EMS officials in order to discuss data as well as emergency response planning. After further review of the crash data contained in this Master Plan, there were no disagreements with the data.

2. Will the Parks Board use eminent domain to acquire property or easements for the Catawba Islander Trail and Greenway project?

No

3. Explain the easement process.

The Park District is working with willing property owners. Once property owners and the Park District are ready to proceed, a boundary survey will be conducted to establish existing property lines. The surveyor, with direction from the Park District and property owner, will draft a legal description and exhibit for the easement. Once approved, the Park District and owner will proceed with recording the easement and their terms for the use of said easement. Kleinfelder does not prepare the actual easement, just the supporting documentation. The Park District's legal representative will prepare the actual easement.

4. How much right-of-way is on SR-53?

Approximately 80', roadway is 34 ft wide. Kleinfelder will develop typical sections for the trail proposed within ODOT right-of-way for State review. Kleinfelder will also note potential drainage issues and utility conflicts for further discussion with ODOT.

5. Who will be responsible for maintenance of proposed trail?

The Park District will coordinate a specialized plan for maintenance and may include the development of a volunteer maintenance team.

6. Who will be responsible for enforcement of proposed trail?

The appropriate authorities per jurisdiction. The Park District of Ottawa County also has the statutory authority to hire or contract law enforcement.

7. Who has been involved in the process to date?

Community members, the Park District of Ottawa County, Kleinfelder, Catawba Island Advisory Group, and Friends of Ottawa County Parks. Local officials have been consulted regarding aspects of the trail concepts.

8. How far off of SR-53 will the trail be?

It depends on the right-of-way in each section as well as utilities within the right-of-way.

9. Will trees be removed? Explain the process.

Tree removal will be kept to a minimum and will occur only when necessary. Topographic surveys will identify the location of trees, roads, right-of-way, utilities, and the proposed trail alignment and an environmental impact study will be conducted for the project area to ensure impact is minimized. There

should not be trees located within the existing State Route 53 right-of-way. If any are identified, ODOT could require them to be removed.

10. Explain trail landscaping and signage.

The trail will be landscaped with plant species native to the region. The landscaping design will also take into consideration habitat transitions, wildlife viewing areas, and existing conditions. Where appropriate, the trail may be landscaped with non-invasive and historically significant fruit bearing vegetation such as grapes and peaches. Interpretive signage will be placed in order to communicate historical and natural features. Wayfinding signage will be placed accordingly. A committee will be developed by the Park District in order to develop a specific landscaping, signage and interpretive plan.

11. Will the trail connect parks?

Phase One will begin at Catawba Nature Preserve. Future phases may connect Phase One to Cedar Meadow Preserve.

12. Explain the phasing of the trail.

The concept for the trail has been divided into five phases. Each phase could take three to five years to complete. Trail routing connecting to Phase One will be developed through future planning initiatives. For Phase One, an environmental assessment will be completed and the Park District will work with willing property owners for right-of-way, followed by application for grant funding. Engineering and geotechnical assessments will be done before applying for grant.

13. Where will people park for the proposed trail?

The Park District is working on trailhead locations for adequate parking and other amenities. The Phase One termini will be at logical endpoints with public parking access including Catawba Nature Preserve and Catawba Island Club Boat Storage. The trailheads will be marked with signage and on maps as the designated parking locations for trail access. Future phases will include trailheads with parking as well to eventually have multiple smaller lots rather than a large parking lot taking away from the natural space. Multiple designated parking locations will also give more choices for trail access and deter parking in non-designated areas.

14. Explain planning meeting process.

The Catawba Advisory Council is a group who provide feedback and ideas to the Park District Board of Park Commissioners. The Catawba Advisory Council meets regularly and provides meeting reports to the Park District. The Park District Board of Park Commissioners meet twice per month. All board meetings are open to the public with time allotted for public comment. The Master Plan process included an Open House and presentation. All information presented at the Open House is available on the Park District website – www.ottawacountyparksoh.org

15. Where will restrooms be?

The timing of restrooms at select trailhead locations will depend on the amount of funding available, property access, utilities availability, etc.

16. How will ODOT be involved in this project?

ODOT has been involved in discussions about the trail and will review the Master Plan once it is complete. Grant funding, which will be pursued, is administered by ODOT and ODNR. The Park District is following

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ODOT guidelines in the preliminary engineering phase with the understanding that both ODOT and ODNR will require the Park District to follow ODOT requirements. Other grant funding opportunities will be considered if available.

Appendix B: Timeline

March 2023 – Draft Master Plan to be reviewed by Park District and ODOT

April – May 2023 – Public and Local Officials to review and provide comments & feedback

Mid-May 2023 – Revised Draft Master Plan to be reviewed for final review

June 2023 – Board to approve final Master Plan

At a later date, the Board will discuss a preferred route for Phase 1. The Board will also have discussions with Catawba Island Township Trustees regarding the preferred route.

Appendix C: Ottawa County Engineer Meeting Notes

Ottawa County Engineer Meeting – Catawba Islander Trail and Greenway Master Plan, Phase 1

December 14th, 2022

Meeting Notes

Attendees:

- Jannah Wilson – Executive Director, Park District of Ottawa County
 - Jack Madison – Board Member, Park District of Ottawa County
 - Ron Lajti – Ottawa County Engineer
 - Craig Miller – Deputy Engineer
 - Tim Bock – Project Manager and Engineer, Kleinfelder
 - Diane Belden – Catawba Township Trustee
-
- Jannah Wilson reviewed the overall components of the project, map, timeline, and the proposed route options for Phase One of the Catawba Islander Trail and Greenway.
 - Jannah Wilson mentioned the Park District has been meeting with ODOT regarding the project and the Rt. 53 sections.
 - Ron Lajti mentioned potential issues related to a cross walk over NW Catawba Rd. The group discussed the viability of constructing a tunnel under NW Catawba Rd in order to get from the Catawba Nature Preserve to the east side of the street.
 - Tim Bock explained when surveying would take place and that it is possible to complete the Master Plan first followed by surveying the route after the preferred route has been selected.
 - Ron Lajti stated additional crossings of the trail should be planned where the vehicular traffic is stopped.
 - Ron Lajti mentioned plans should consider a 4th proposed route following Rt. 53 from the Nature Preserve to the Phase 1 trailhead at the CIC. Jack Madison mentioned he will check into the possibility of running the trail north on NW Catawba Rd and East to Rt. 53. It will depend on right of way through that area.
 - The group discussed the right-of-way on Porter Rd. and North Haven Rd. and how much right-of-way would be needed in order to construct adjoining bike lanes on the township roadways.

Appendix D: Safety Services Summary

Catawba Islander Trail and Greenway Master Plan Phase One Safety Services

Meetings were held with each safety services department within Catawba Island Township in order to discuss ways the trail could be designed to accommodate emergency responses on the trail as well as immediate safety concerns.

Catawba Island Township Fire Department – meeting 1/19/2023

Will Moore, Member of the Volunteer Fire Department

- Trail should have 10 ft. width for emergency vehicles
- There should be sufficient canopy clearance for emergency vehicles
- Mile markers would provide a point of reference on the trail to aid in emergency response
- Turn-around areas and pull off areas should be designed so emergency vehicles do not need to back up
- The fire department has an off-road truck for fire rescue

Port Clinton EMS – meeting 1/26/2023

Kent Johnson, Chief

Captain Brian Gutman

- The trail design should have clear entrance and exit points for emergency vehicles
- A 13 ft clearance height is required for emergency vehicles
- Restrooms and areas to refill water bottles or drinking fountains should be incorporated into the trail design
- If fences are installed there should be periodic 50 ft. openings for emergency access

Catawba Island Township Police Department – meeting 2/17/2023

John Gangway, Chief

- Crosswalks should be at intersections; mid-block crosswalks are problematic. Pedestrians do not always abide by crosswalk regulations and need to determine how this would be addressed.
- Golf carts are a large concern because the path may increase the misuse of golf carts even though they will not be permitted on the trail. The Township currently handles a large volume of complaints and issues related to golf carts not following current regulations. The trail could exacerbate the misuse of golf carts.
- Low speed vehicles and snowmobiles should not be permitted, but how will this be regulated?
- The Park District Rules and Regulations will set opening and closing times for the trail. Entry on the trail outside of opening and closing times will be considered trespassing. How will trespassing violations be enforced?
- E-bike regulations should be addressed in the Park District Rules and Regulations.

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- The trail may encourage pedestrians to walk on roadways that are already heavily congested during the late spring, summer, and fall season (Porter Rd and Sloan St.). This could create additional congestion and safety concerns.
- Enhancing the parking area at the Catawba Point Preserve could create additional enforcement issues. A gate and fencing at the Catawba Point Preserve may alleviate these concerns, however a parking area open during the day for preserve use may be violated by patrons utilizing the lot in order to access ferry transportation. It could be difficult to patrol the lot and enforce daily evening closure with potential misuse of the parking area and vehicles left in the lot after closure.
- Ferry congestion on Rt. 53 from Friday-Sunday during the summer season should be evaluated in order to handle pedestrian safety concerns.
- Emergency entry and exits should be designed.

Attachment 1: Contour Map



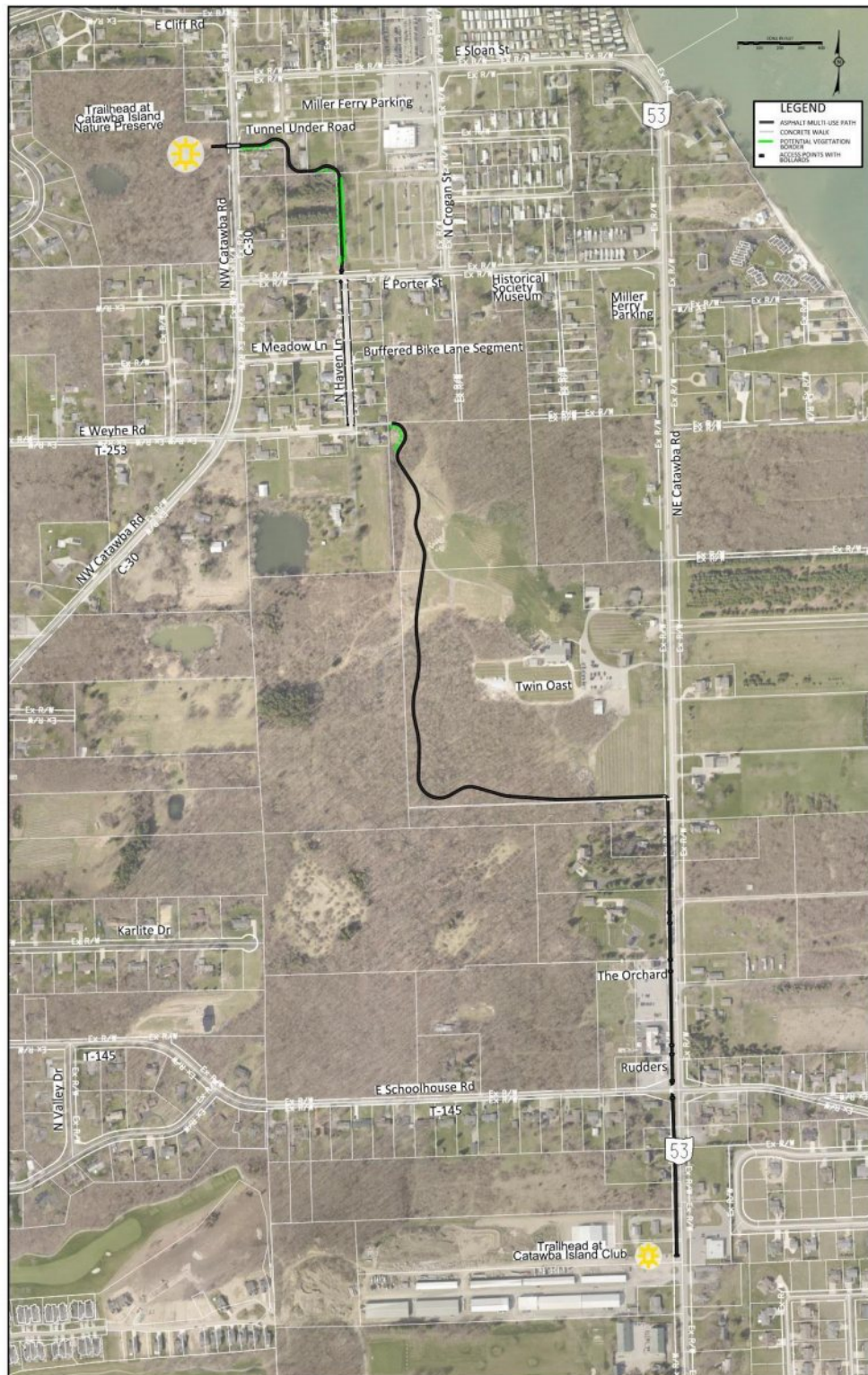
Attachment 2: Phase 1 Route Option 1



Attachment 3: Phase 1 Route Option 2



Attachment 4: Phase 1 Route Option 3



Attachment 5: Phase 1 Route Option 4



Attachment 6: Rudders State Route 53 Rendering



Attachment 7: Porter On-Road Route with Evergreens and Limestone Border



Attachment 8: Porter On-Road Route with Fence and Limestone Border



Attachment 9: Twin Oast Overlook Optional Boardwalk Segment

