



TRAIL FEASIBILITY STUDY

MARBLEHEAD PENINSULA | 2025

ACKNOWLEDGMENTS

2025

Thank you to everyone who shared their vision for the Marblehead Peninsula, especially the steering committee members who contributed their voices to the study. The Marblehead Trail Feasibility Study was formally adopted by the Park District of Ottawa County's Park Board on April 1, 2025.

Steering Committee:

Jannah Wilson, Park District of Ottawa County, Director

Judy Indorf, Park District of Ottawa County, Park Commissioner

Charles Allen, Lakeside Chautauqua, President & CEO

Mark Coppeler, Ottawa Commissioner

Dawn Drew, Lakeside Chautauqua

Emily Dunfee, Shrocks Marina and Hidden Beach Bar, Owner

Sue Hartman, Marblehead Lighthouse Foundation

Dave Hirt, Danbury Township, Trustee

Allison Holzaepfel, Danbury Local Schools, School Nurse

Mike Monnett, ODNR, Park Manager

Chris Redfern, Rocky Point Winery and Redfern Inn, Owner

Brian Shifflet, Shores and Islands Ohio, Visitor Experience Manager

Cynthia Walker, Marblehead Main St. & Heritage Ohio

Jeffery White, Village of Marblehead, Village Administrator

Lance Woodworth, Destination Toledo Director & Marblehead Resident

Prepared for:



Prepared by:



The Marblehead Peninsula Trail Feasibility Study was funded in part by a Shores and Islands Ohio Destination Development grant award.

SHORES&ISLANDSOHIO

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EXECUTIVE SUMMARY

1

BACKGROUND

The Marblehead Peninsula is home to many unique resources, including the Lake Erie coastline, community parks, nature preserves, historic sites, East Harbor State Park, shopping, eateries, and a ferry connection to the popular Lake Erie Islands, with a growing recreational and ecological tourism industry.

Active transportation (*ODOT defines active transportation as human-powered transportation that engages people in healthy physical activity while they travel from place to place.*) and **micromobility** (*referring to small, low-speed vehicles used for personal transit, such as bike share system, e-bikes, and electric scooters*) **are two growing modes of transportation that lack proper infrastructure and connections with the proposed study area.**

The goal is to work with the community, stakeholders, and other vested, interested parties to develop a plan for implementing **an active transportation network that connects all of the peninsula's assets and attractions.** This plan will be **rooted in engagement, safety, and practicality** so residents and visitors can be connected to local points of interest and future regional active transportation facilities.



The Marblehead Lighthouse is a landmark on the peninsula.

WHAT IS ACTIVE TRANSPORTATION?



ACTIVE TRANSPORTATION BENEFITS



ENVIRONMENTAL

Decreased motor vehicle usage

Decreased dependency on nonrenewable resources

Reduction in green house gas emissions and air pollution



HEALTH

Reduced risk of coronary heart disease, stroke, diabetes, and other chronic disease

Lower health care costs

Improved quality of life for people of all ages



ECONOMIC

Increased property and sales tax revenue

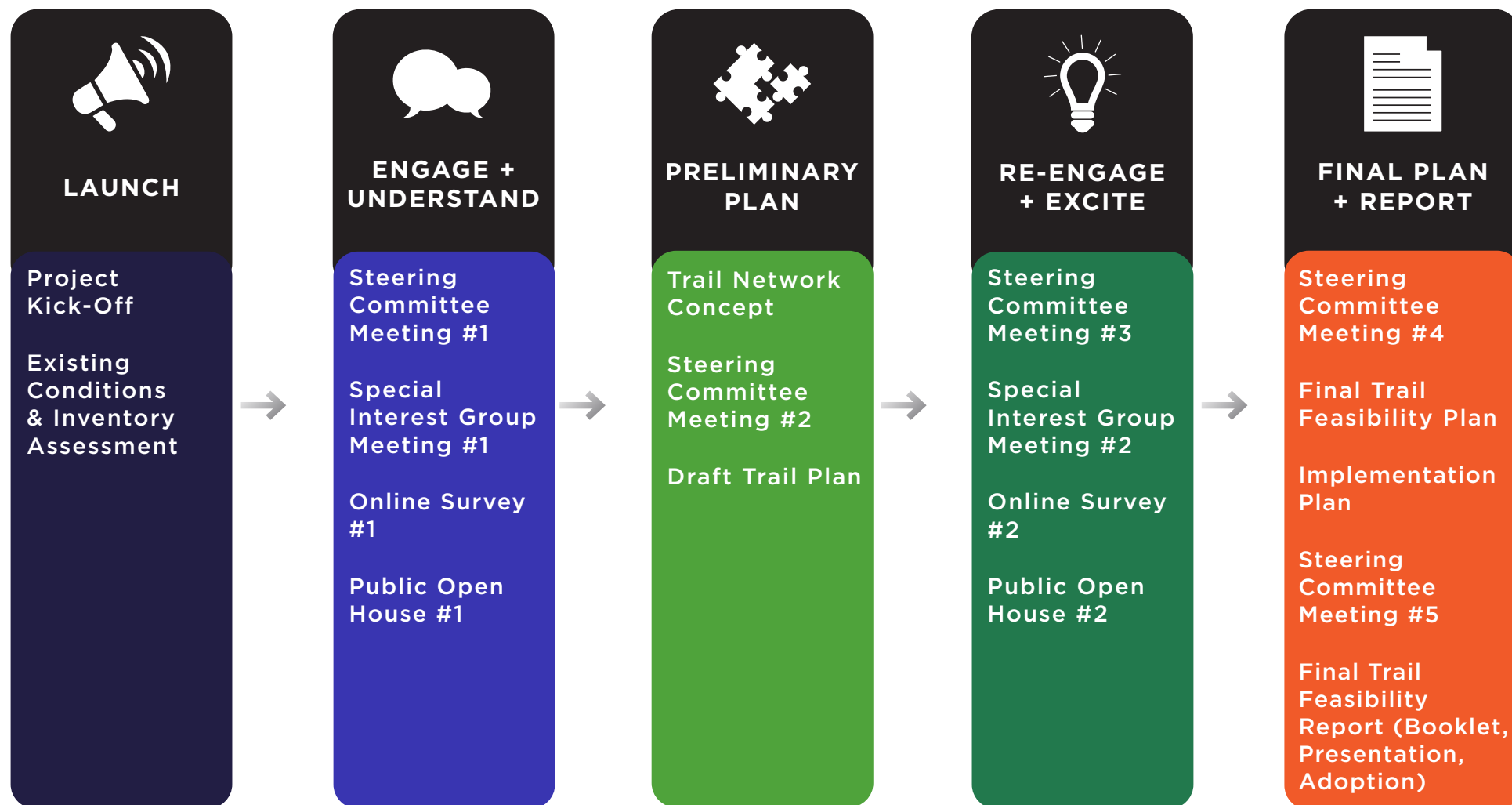
Averted healthcare costs from safer streets, cleaner air, and increased physical activities

More affordable transportation choices

Increased new jobs and businesses and private investment

Increased tourism revenue up to 9x ROI

PROJECT PROCESS



GOALS & OBJECTIVES



Resulting from an extensive community engagement process, the plan is grounded in community values and aspirations.

With the wide range of trail users, safety and efficiency become key to a successful trail network.



The trail network can serve as a distinct wayfinding and branding system for the Marblehead Peninsula.

METHODOLOGY

IDENTIFY POINTS OF
INTEREST & CONNECTION

02



01

EVALUATE EXISTING ACTIVE
TRANSPORTATION PLAN

03

IDENTIFY
DESIRED ACTIVE
TRANSPORTATION
CORRIDORS



EVALUATE CORRIDORS FOR
SHARED USE TRAIL FEASIBILITY

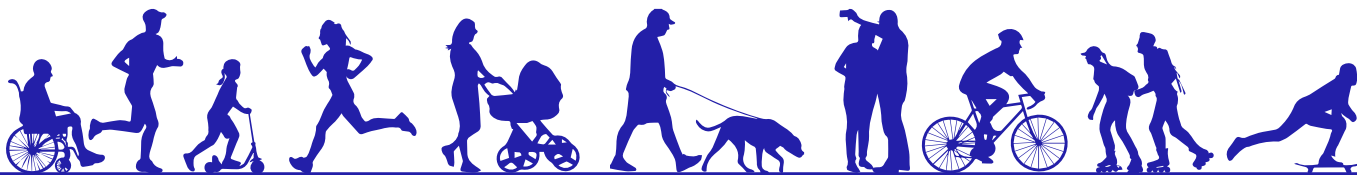
04



05

CREATE PROPOSED ACTIVE
TRANSPORTATION PLAN





ENGAGEMENT

2

PUBLIC ENGAGEMENT OVERVIEW

The public engagement process focused on full-time and seasonal residents, ranging from those who were vested, to unaware, uninterested, or new to the area. Additional audiences included visitors and tourists, municipal departments, business and property owners, institutions, schools, churches, local community groups, potential developers, and residential associations.

CLEAR UNDERSTANDING + TRANSPARENCY

Create clear statements
about the purpose and
intention of this study

Address critical
questions up front in
communications

MULTI-PRONGED APPROACH

Use at least three tools
to market and inform
each engagement
activity

ACTIVE AND CONSISTENT ENGAGEMENT

Consistently update the
target audiences on the
status of the study

UNDERSTANDING OF OUR AUDIENCES

Tailor information to the
audiences for clarity



PHASE 1

LEARN

PHASE 2

EXPLORE

PHASE 3

VERIFY

PHASE 4

FINALIZE

STEERING COMMITTEE MEETING #1

SPECIAL INTEREST GROUPS MEETINGS #1

5 MEETINGS WITH 6 SPECIAL INTEREST GROUPS

ONLINE SURVEY #1

PUBLIC OPEN HOUSE #1

STEERING COMMITTEE MEETING #2

STEERING COMMITTEE MEETING #3

POP UP ENGAGEMENT

ONLINE SURVEY #2

PUBLIC OPEN HOUSE #2

SPECIAL INTEREST GROUPS MEETING #2

3 MEETINGS WITH 5 SPECIAL INTEREST GROUPS

STEERING COMMITTEE MEETING #4

STEERING COMMITTEE MEETING #5

PHASE 1

LEARN

IN THE FIRST ENGAGEMENT PHASE, THE PROJECT TEAM LEARNED ABOUT THE COMMUNITY'S VISION, OPPORTUNITIES, AND ASPIRATIONS TO UNDERSTAND CURRENT CONDITIONS.

THE PHASE INCLUDED:

STEERING COMMITTEE MEETING #1

SPECIAL INTEREST GROUP MEETINGS #1

ONLINE SURVEY #1

PUBLIC OPEN HOUSE #1

GROUP #1 - LAKESIDE CHAUTAUQUA

GROUP #2 - CONCERNED CITIZENS

GROUP #3 - FRIENDS OF OTTAWA COUNTY PARKS

GROUP #4 - MARBLEHEAD LIGHTHOUSE

GROUP #5 - MARBLEHEAD MAIN ST. & HERITAGE OH



STEERING COMMITTEE MEETING #1

JANUARY 18, 2024

The steering committee met for the first time on Thursday, January 18, 2024. Committee members provided local knowledge, verified initial findings, and participated in activities to guide design ideas. Members will continue to be critical advocates of the plan as implementation proceeds.

KEY TAKEAWAYS

- Public / private areas on Quarry property present both a challenge and an opportunity.
- There is an area of safety concern identified between Church Rd./Route 137 and Englebeck Rd./Route 138.
- There is a desire for a loop route connecting existing coastal amenities.
- There is an opportunity to identify where a potential trail will connect to the west.
- There is a desire for improved active transportation amenities with some potential resistance to change.

Marblehead Peninsula
TRAIL FEASIBILITY STUDY
STAKEHOLDER WORKSHEET: USERS & AUDIENCES

Instructions
Understanding how users interact and experience Marblehead is critical to our approach in developing a plan to implement an active transportation network that caters to all of the peninsula's users and activities. To understand this, we want you to identify three user groups, their needs, and their knowledge. Write down three groups in the space under step 1.

1. Individuals who 5-10 minutes to consider the different user groups who come to Marblehead Peninsula. Use your experiences, observations, and personal knowledge. Write down three groups in the space under step 1.

Holcim Co. talk about opportunities on Quarry Johnson's Rd. - Historical Society, HCSA Students

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*Survey
Do you get trails on Marblehead would be a benefit? why yes or no.
What developments are under plg? Can a trail be incorporated?
- e.g. Quarry Rd. re-surface?
- housing*

Marblehead Peninsula
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1. Individuals who 5-10 minutes to consider the different user groups who come to Marblehead Peninsula. Use your experiences, observations, and personal knowledge. Write down three groups in the space under step 1.

*• Congregants and Resort Owners/Operators
• ADA, COAs, etc.
• Public safety (police, emergency, medical, fire) and 911
• Lakeside Charities
• Otis County Historical Society
• Main Street Marblehead*

2. Based on the user groups you listed in step one, please write down questions you would like to ask the community in the future. (Note: if you cannot think of a question, write down what you think.)

If a trail exists someday, how would you preferentially use it? Check all that apply:

*• Bicycling
• Walking / Running
• Roller Skating
• Skateboarding
• Wheelchair / Scooter
• Golf Cart
• Horse
• Other
• Would not use*

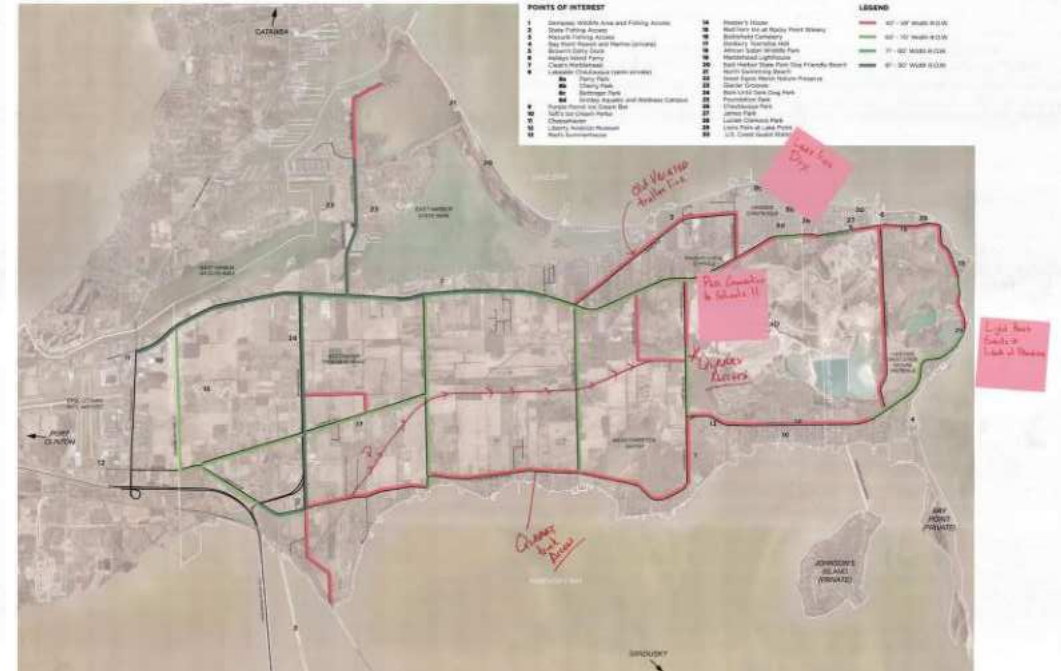
Marblehead Peninsula
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1. Individuals who 5-10 minutes to consider the different user groups who come to Marblehead Peninsula. Use your experiences, observations, and personal knowledge. Write down three groups in the space under step 1.

*Beautiful trail already along waterfront in Lakeside
Cakes are closed from Memorial Day to Labor Day
FREE 90 minute pass to enjoy to use
Sidewalk from school to Lakeside would be helpful*

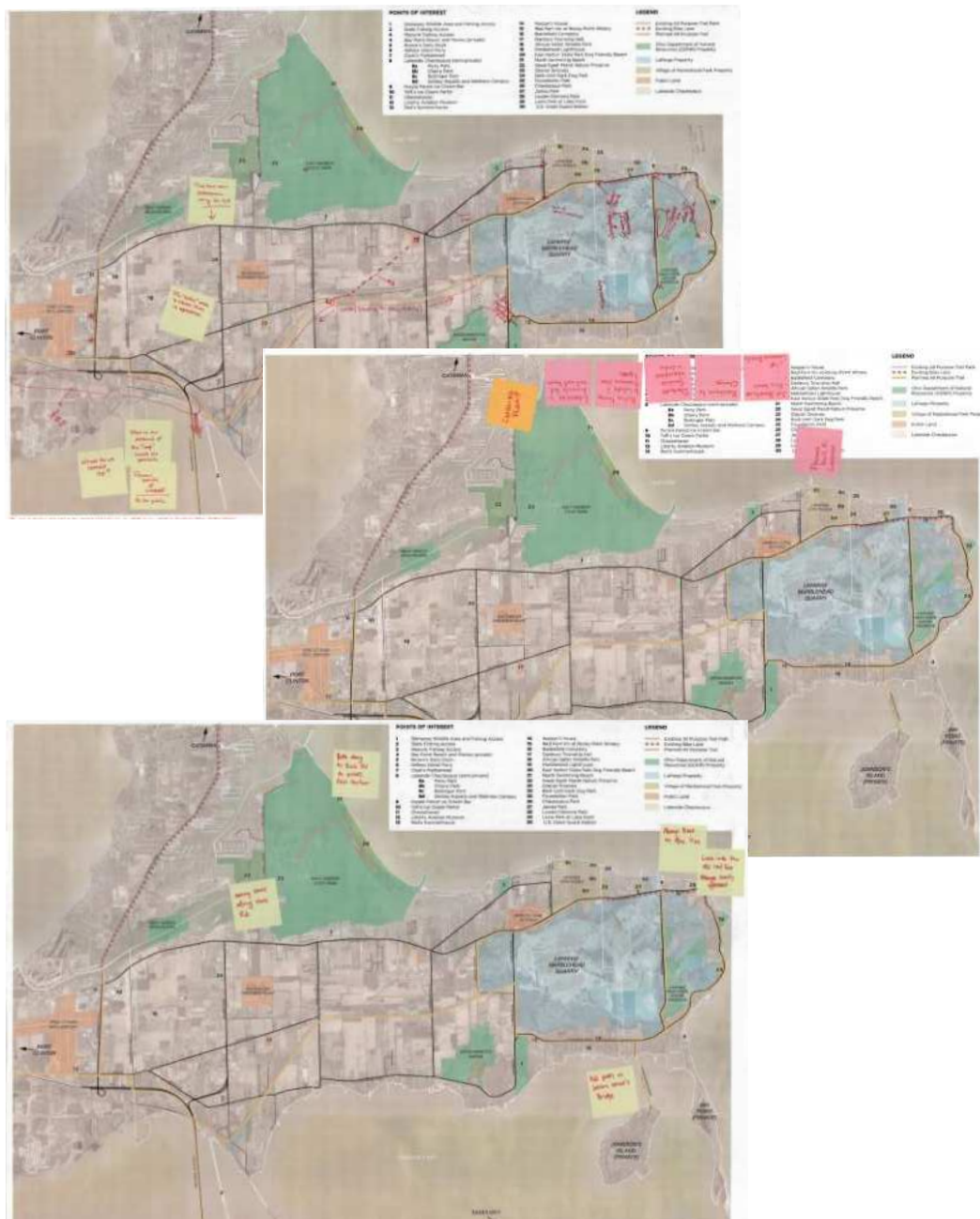
Committee members participated in an activity to identify how users interact and experience the Marblehead Peninsula.



EXISTING R.O.W. CONDITIONS

- Alexander Pike should be easy
- Engage with Quarry
- Meadowbrook Marsh has existing trails
- Lakeside is a dry community
- Pedestrian connections to schools
- Light House events create difficulties parking
- Identify population density
- Add speed limits

- Multi-modal to include golf carts?
- Connecting to broader demographics?
- Located: quarry truck access, old vacated trolley line, and abandoned rail line



For enlargements, see pages 212 - 214.

EXISTING ATTRACTIONS & TRAILS

Steering Committee #1 Response

- Path along North Buck Rd. to access East Harbor
- Many users along State Rd.
- Add path on Johnson Island's Bridge
- Always bikes on Alexander Pike
- Look into the old rail line, although heavily opposed
- They have seen pedestrians using Rt. 163
- The "belly" area is where there is opposition
- Where do we connect to?
- What is the distance of the "loop" around the peninsula?
- Review points of interest
- Quarry conversation - important
- Historical markers for Ohio - connecting loop
- Located: supportive areas, areas of concern, potential trail routes, cemetery, quarry overlook, areas open to the public. Catawba plan?
- Private trail at Lakeside?
- Lakeside amenities*
- Resistance to change
- Danbury Township wealthiest in county
- Active transportation to include percent breakdown user types
- Lakeside is amenity but not well known

SPECIAL INTEREST GROUP MEETINGS #1

MARCH 26 & 27, 2024

The special interest groups met for the first time on Tuesday, March 26th and Wednesday, March 27th. Special interest group representatives provided local expertise, expanded on and verified early findings, and participated in activities to guide planning ideas. Representatives will continue to be critical sources of input and feedback as planning proceeds.

GROUP #1 - LAKESIDE CHAUTAUQUA

GROUP #2 - CONCERNED CITIZENS

GROUP #3 - FRIENDS OF OTTAWA COUNTY PARKS

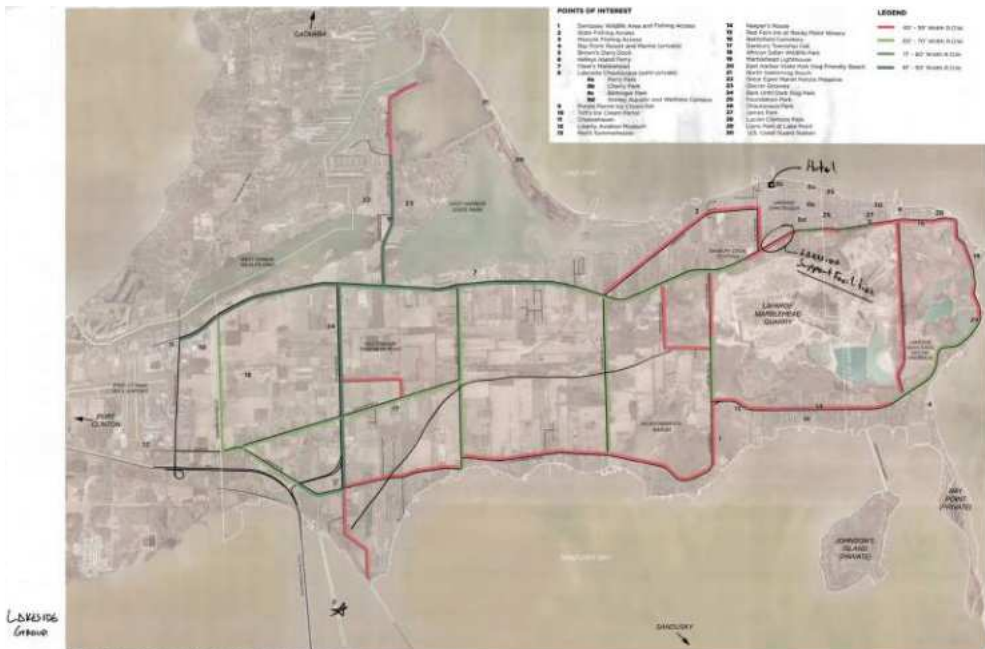
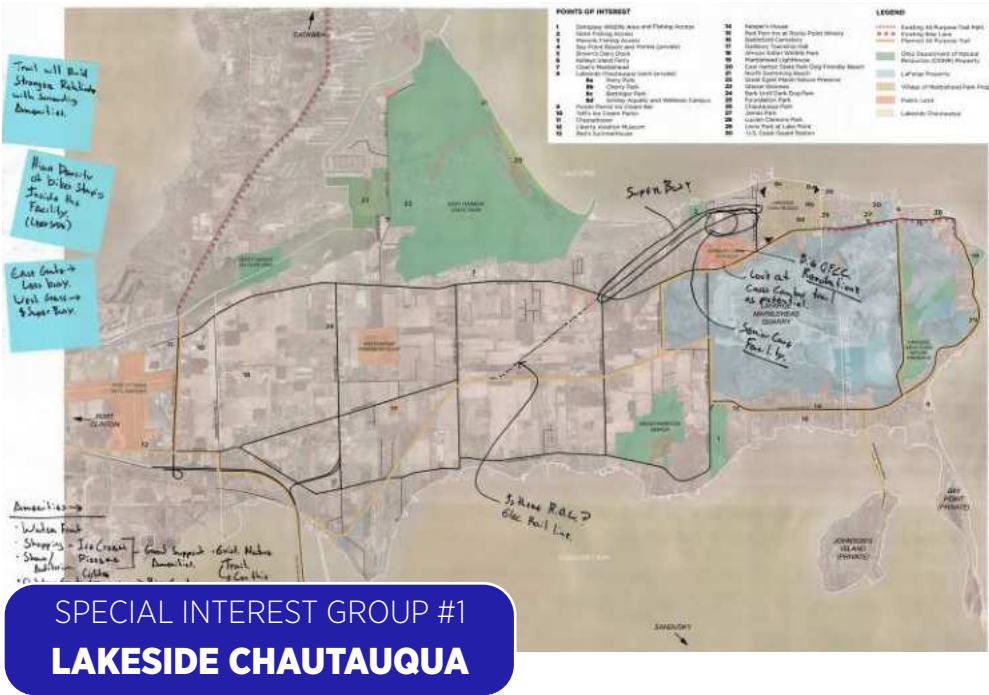
GROUP #4 - MARBLEHEAD LIGHTHOUSE

GROUP #5 - MARBLEHEAD MAIN ST. & HERITAGE OH



Special interest group representatives shared feedback through mapping activities.

RESULTS



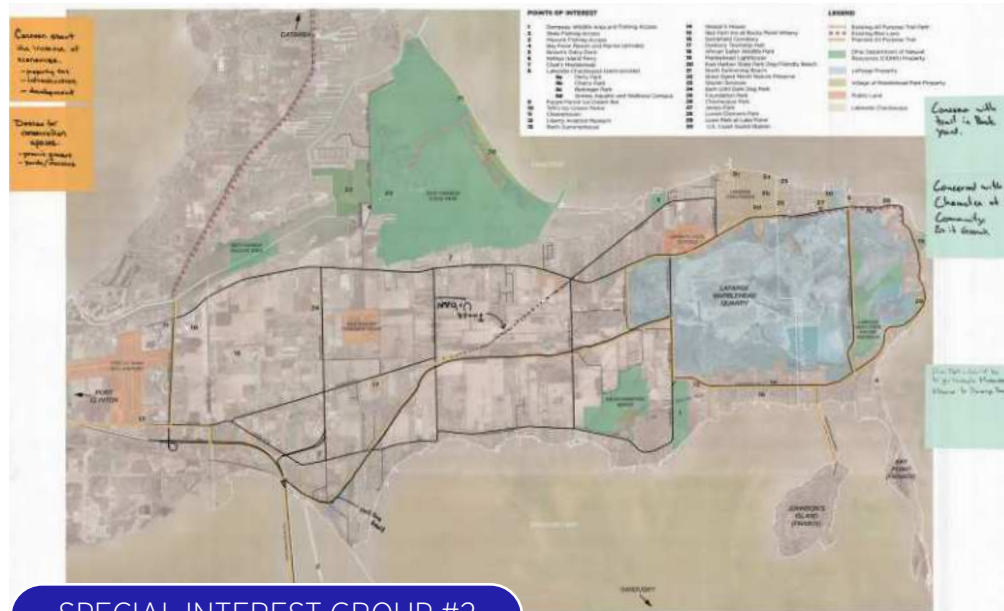
For enlargements, see pages 215 - 216.

EXISTING R.O.W. CONDITIONS AND EXISTING ATTRACTIONS & TRAILS

Special Interest Group Meetings #1 Response

- Lakeside has the highest density of bicyclists on the peninsula
- North Shore Blvd. is one of the busiest roads for pedestrians, bicyclists, and golf carts — currently is not safe because of high speed limit and narrow road pavement
- Lakeside support facilities located along north side of Rte. 163
- Is there a reason why the trail would not want to go through Lakeside? Does it need to traverse through the community?
- If proposed trail enters into Lakeside, how will access be managed? What gates will be utilized?
- 80-feet of grade change from water's edge to Rte. 163, may be difficult for bicyclists to traverse slope along north-south corridors
- Lakeside has a lot of amenities, events, and destinations to offer the larger Marblehead community
- Hope proposed trail can build a stronger relationship between Lakeside community and rest of the Marblehead peninsula

SPECIAL INTEREST GROUP MEETING #1 - RESULTS



SPECIAL INTEREST GROUP #2 CONCERNED CITIZENS

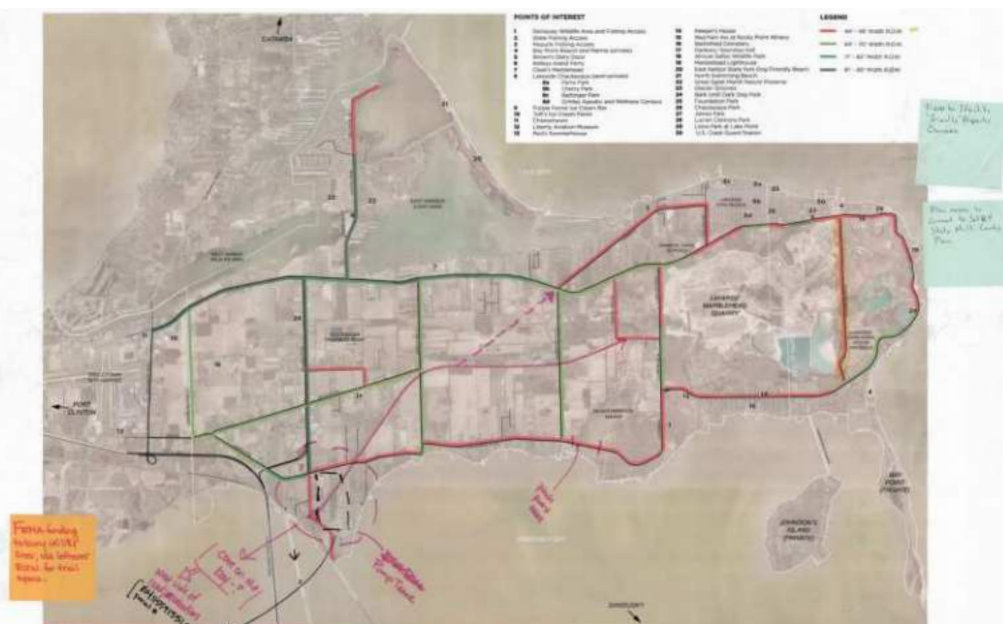
EXISTING R.O.W. CONDITIONS AND EXISTING ATTRACTIONS & TRAILS

Special Interest Group Meetings #1 Response

- Concerned with potential trail alignment running through property owner's land, especially at the former railroad line
- Concerned the village is losing its bucolic nature; character of the community is changing as it grows
- Some citizens do not want their property value to be increased because of any future public active transportation trails
- Area of congestion at Bayshore Rd./Rte. 135 bridge near Meadowbrook Marsh; fishermen tend to collect here and bridge width is narrow

For enlargements, see pages 217 - 218.

- Is there an opportunity to align the trail through Meadowbrook Marsh and connect to Dempsey Access?
- Meadowbrook Marsh already has two parking areas, could double as a trailhead for proposed trail
- Concerned citizens do not want additional economic and housing development — would like to see conservation of existing natural spaces (i.e. prairie grasses, ponds, and marshes)
- Some citizens are not in favor of a potential trail, especially because they would like to maintain existing hunting access
- Concerned citizens feel the most value for a public trail is at the perimeter of the peninsula rather than through the middle



For enlargements, see pages 219 - 220.

SPECIAL INTEREST GROUP #3
FRIENDS OF OTTAWA COUNTY PARKS

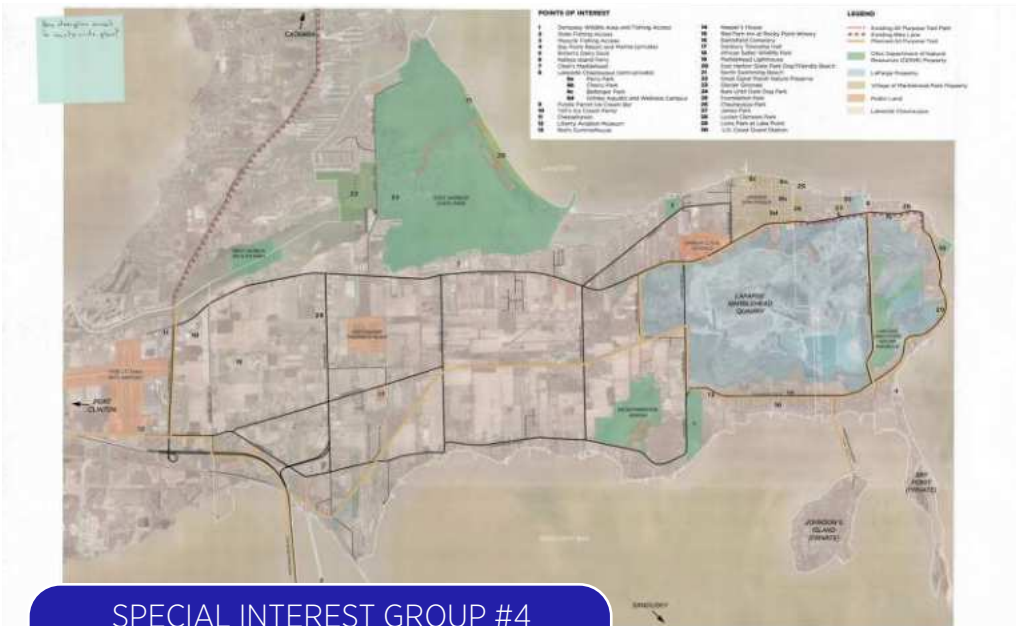
EXISTING R.O.W. CONDITIONS AND EXISTING ATTRACTIONS & TRAILS

Special Interest Group Meetings #1 Response

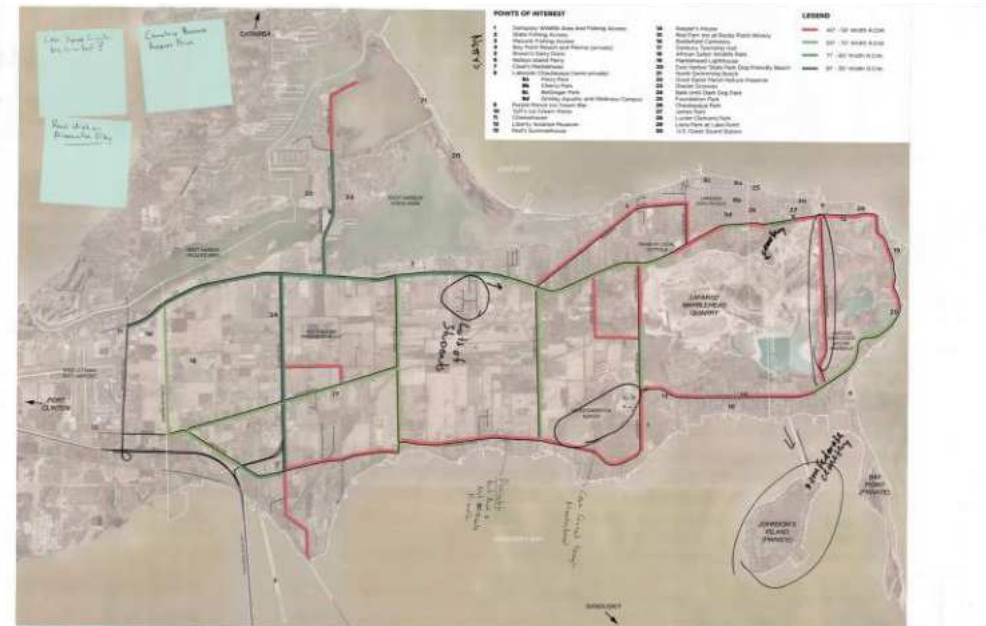
- How can motorized-wheeled modes be limited on the trail to allow safe access for those with special mobility needs? Can speed classifications be applied?
- Best time of year to look at trail needs is during the summer, highest density of people on the peninsula
- A lot of folks running and biking on the roads which leads to unsafe conditions due to high vehicular speed limits (45 - 55+ mph)
- Alexander Pike hosts a lot of bicycle traffic, can this be a route for a potential trail?

- Currently, the safest places to run are Lakeside Chautauqua and Bay Point (which are private communities)
- Many accidents reported in the area, can project team reference crash studies and safety analyses to understand safety and signaling needs?
- Bayshore Rd./Rte. 135 is a highly desired route for a potential trail due to the high density of residents along the Sandusky Bay shoreline
- Can potential trail be phased, if yes, start with right-of-ways that can currently accommodate spatial requirements for a trail
- A lot of support and interest from local residents for Friends of Ottawa Parks organization and potential trail on the peninsula

SPECIAL INTEREST GROUP MEETING #1 - RESULTS



SPECIAL INTEREST GROUP #4 MARBLEHEAD LIGHTHOUSE



For enlargements, see pages 221 - 222.

EXISTING R.O.W. CONDITIONS AND EXISTING ATTRACTIONS & TRAILS

Special Interest Group Meetings #1 Response

- How will key attractions and amenities be tied together?
- Road is currently too narrow to ride bicycles on Bayshore Rd./Rte. 135
- Bayshore Rd./ Rte. 135 needs to be a collector of trail users and lead them to connector trail
- What are the goals of the project and for the potential trail? Create access to connect assets on the peninsula or to experience nature? Other goals?
- North Shore Blvd. could benefit from a trail but it is currently too narrow

- Meadowbrook Marsh trails currently get a lot of use, can the potential trail connect to existing trails here?
- Can a trailhead be created at Dempsey Access (because of the existing parking lot)?
- Potential trail should consider opposing opinions from all residents
- There is so much to see on Marblehead Peninsula, currently requires driving to see it. Would love to be able to access everything via bicycle in a safe way
- Any possibility for ODOT to lower vehicular speed limits?
- Lighthouse representatives excited to see movement toward potential trail implementation

LETTERS OF SUPPORT



Marblehead Lighthouse Historical Society <marbleheadlighthousehs@gmail.com>

Marblehead Trail Feasibility Study

Margaret Greer <gmargaret1953@gmail.com>

Tue, Mar 19, 2024 at 4:58 PM

To: Marblehead Lighthouse Historical Society <marbleheadlighthousehs@gmail.com>

Hi Sue,

Bill and I won't be back in time for the meeting, otherwise I'd be there.

In my opinion, North Buck Road (after it changes from a state highway to a county road) is extremely in need of a bike/walking path. On your map, it is shown in red. We frequently walk that route to get to the beach or walk around Middle Harbor. We've had many near misses with folks driving at high speeds that fail to move over for pedestrians and bikers. We've seen many near misses involving pedestrians and bikers from East Harbor State Park. In many places along that stretch, there is no ground next to the pavement. It just drops off.

I would appreciate it if you could mention this at the meeting.

Thanks,

Margaret

[Quoted text hidden]



Susan Hartman <hartman.susan4@gmail.com>

Re: Feasibility study for a bike path in the Marblehead-Port Clinton area.

Karen Salzgeber <alkare@aol.com>

Wed, Mar 20, 2024 at 11:53 PM

To: cvdecker1@gmail.com

Cc: Susan Hartman <hartman.susan4@gmail.com>

Thanks for the input, Chris. Good point! I'll pass this along to Susan Hartman (cc her above) to be suggested at the feasibility meeting on the 27th.

Karen

> On Mar 20, 2024, at 9:02 PM, cvdecker1@gmail.com wrote:

>

> Hi Karen - I think it is a great idea. It looks like the path location proposed makes sense. And already they highlighted the narrow road conditions they have to deal with.

>

> Another consideration as they go about it might be to also reduce the speed limit for cars. For example along Bayshore road by your place the cars can be going pretty fast. It seems there would be justification for reducing the speed limit at approximately where the bike trail is proposed to start. Everyone who lives along that stretch would likely have their property values increase by slowing the speed limit on that road.

>

> Chris

>

>> On Mar 19, 2024, at 9:30 PM, Karen Salzgeber <alkare@aol.com> wrote:

>> Hey Chris—

>>

>> Just got this notice in my email from the secretary of MLHS.

>>

>> Can you offer any observations, comments, recommendations on the feasibility of a bike path around the Marblehead peninsula? I immediately thought of you as I consider you to be an avid biker. This sounds like a wonderful prospect for the area and one, I know, you have thought of having such an outlet up here to bike safely, particularly with children.

>>

>> If you have any thoughts, let me know and I'll pass them along before the March 27 meeting to Susan Hartman.

>>

>> I'll send you this and then I'll send you her original email.

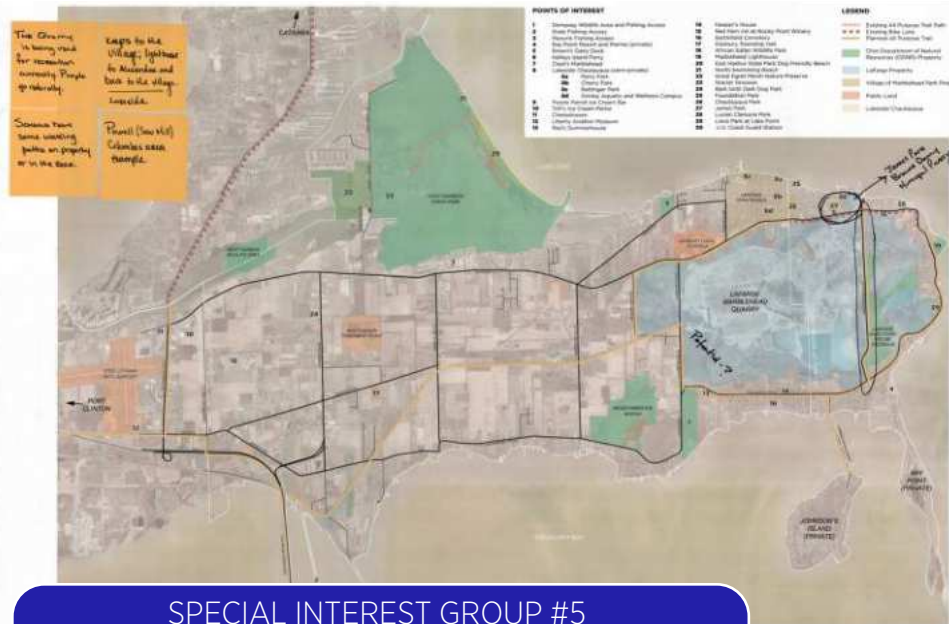
>>

>> Karen

>>

>> <Marblehead Trail Feasibility Study - Project Intro.pdf>

SPECIAL INTEREST GROUP MEETING #1 - RESULTS



SPECIAL INTEREST GROUP #5 MARBLEHEAD MAIN ST. & HERITAGE OH

EXISTING R.O.W. CONDITIONS AND EXISTING ATTRACTIONS & TRAILS

Special Interest Group Meetings #1 Response

- People are currently already bicycling along Alexander Pike for recreational purposes
- There are existing trails behind the Keeper's House in addition to a cemetery
- Limited access to Lakeside Daisey State Nature Preserve but did not used to be limited — what brought about the change? Can public access be restored?
- Downtown Main St. may benefit from transformation and re-purpose of existing gas station; Main St. currently feels disjointed

For enlargements, see pages 223 - 224.

- Perceived safety when walking is highest in Lakeside Chautauqua community
- James Park use is currently limited, would like to see more amenities, especially a paved walking path
- Municipal parking lot along Main St. (owned by Quarry) is currently underutilized and serves events — can this be more of an asset to the community?
- Businesses are currently doing well but merchants seem to be in favor of any trail that safely increases access to their businesses
- Marblehead community and long-term residents need to face the reality of the latest development that is taking place
- Would like to see an ODOT study of area to better understand speed concerns

PUBLIC OPEN HOUSE #1

APRIL 18, 2024

The first public open house was held on Thursday, April 18, 2024 at the Shores and Islands Ohio Visitor Center. Attendees provided input on current uses of existing trail facilities, and valuable insight into local points of interest. Attendees also had the opportunity to voice any concerns about the proposed trail network. In tandem with the first online survey, this open house gave locals an opportunity to contribute to the planning process.

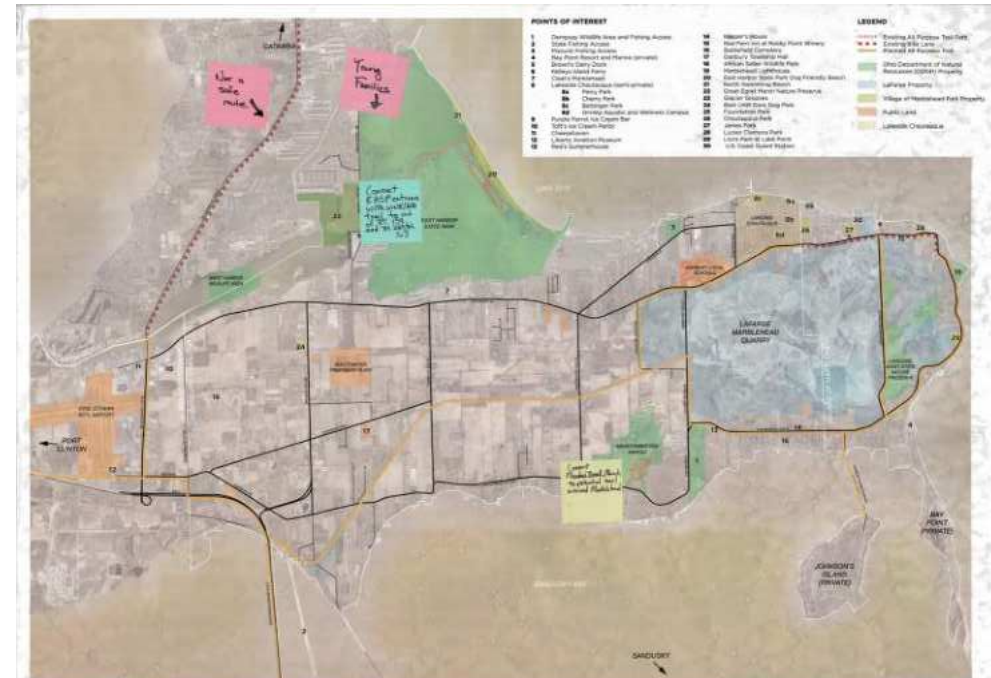
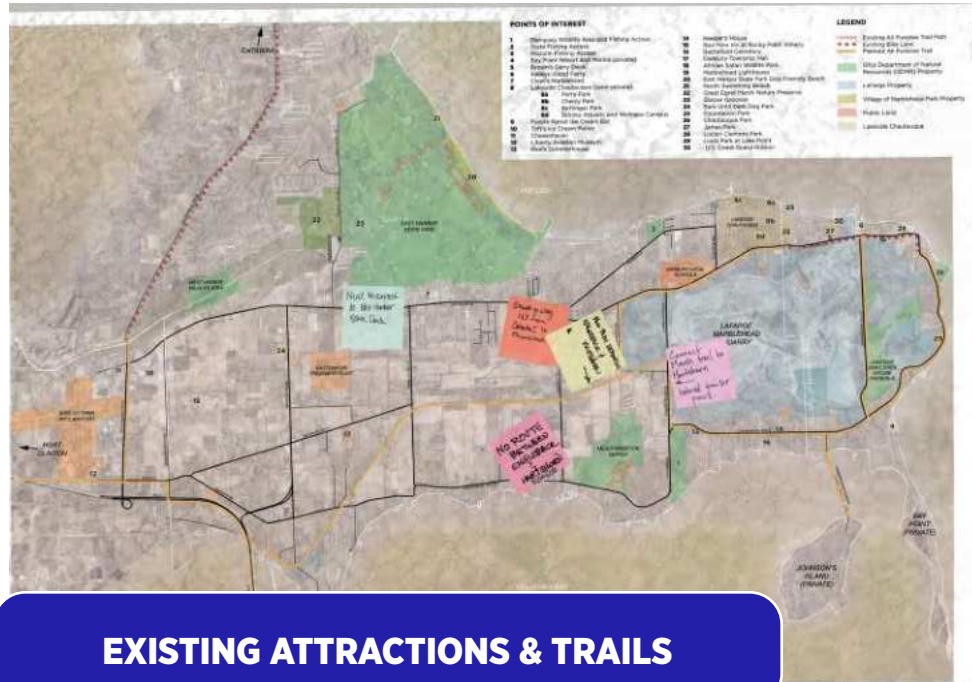
KEY TAKEAWAYS

- The most visited Marblehead Peninsula parks are East Harbor State Park and Meadowbrook Marsh.
- The most visited attraction by far is the Marblehead Lighthouse.
- Generally, attendees intend to use the proposed trail network for exercise and recreation.
- Attendees are most concerned about vehicular speed along the proposed trail route and safety at road crossings.



Open house activities allowed community members to share their experiences of the Marblehead Peninsula.

PUBLIC OPEN HOUSE #1 - RESULTS



For enlargements, see pages 225 - 226.

Public Open House #1 Responses

- Need to connect to East Harbor State Park
- Should go along Rt. 163 from Catawba I to Marblehead
- No path between Englebeck and Hartshorn
- No route between Englebeck and Harshorn Roads
- Connect Marsh trail to Hartshorn behind trailer park
- [Pointing to existing bike lane on Catawba Route 53] Not a safe route.
- [Pointing to area to the northwest of East Harbor State Park] Young families

- Connect EHSP entrance with walk/bike trail to end of N Buck Rd./Rt. 139 and Rt. 269 / Rt. 163
- Connect Meadowbrook Marsh to potential trail around Marblehead.

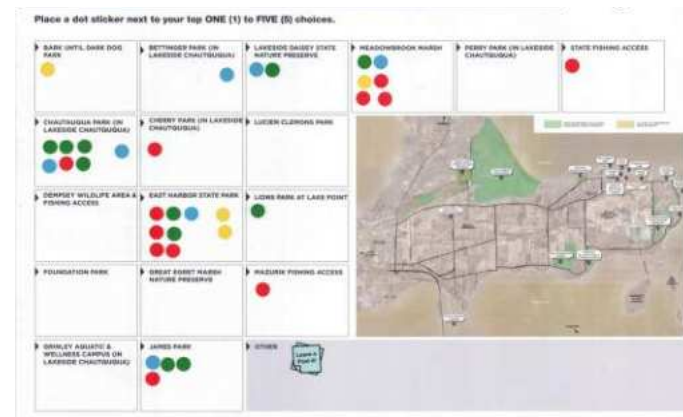
KEY TAKEAWAYS

- There is great desire to connect to East Harbor State Park.
- A trail connection between Englebeck and Hartshorn is unpopular.

WHICH MARBLEHEAD PENINSULA PARKS DO YOU VISIT MOST OFTEN?

Public Open House #1 Response

- The most frequently visited Marblehead Peninsula Park is East Harbor State Park, closely followed by Meadowbrook Marsh.
- The top two most frequented parks are also two of the furthest from residential areas.
- Chautauqua Park and Bettinger Park are the most visited parks in Lakeside Chautauqua.
- The least visited park is Lucien Clemons Park, suggesting lack of knowledge of its existence or lack of amenities to draw in users given its proximity to homes and Marblehead Lighthouse.
- Most frequently used parks are not clustered near each other, suggesting a need for a peninsula-wide trail network.
- Generally, larger state parks and nature preserves are more frequently used than small, neighborhood parks.



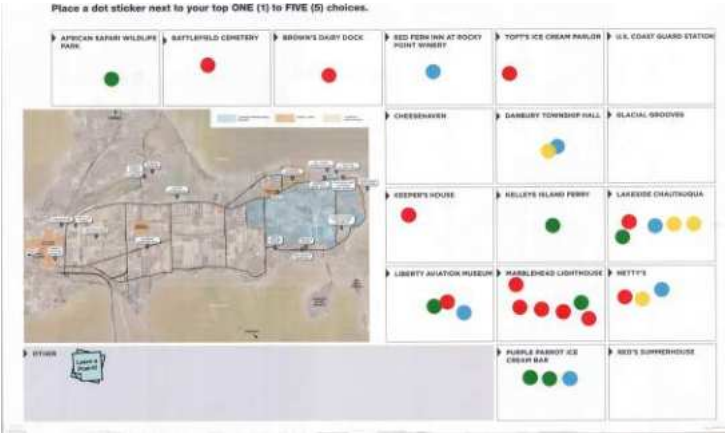
Marblehead Peninsula Parks	Total Votes
East Harbor State Park	27
Meadowbrook Marsh	24
Chautauqua Park (in Lakeside Chautauqua)	14
James Park	10
Lakeside Daisy State Nature Preserve	9
Bettinger Park (in Lakeside Chautauqua)	7
Great Egret Marsh Nature Preserve	7
Mazurik Fishing Access	6
Lions Park at Lake Point	5
State Fishing Access	4
Bark Until Dark Dog Park	3
Perry Park (in Lakeside Chautauqua)	3
Dempsey Access	2
Cherry Park (in Lakeside Chautauqua)	1
Foundation Park	1
Grinley Aquatic & Wellness Campus (in Lakeside Chautauqua)	1
Lucien Clemons Park	0

PUBLIC OPEN HOUSE #1 - RESULTS

WHICH MARBLEHEAD PENINSULA ATTRACTIONS & AMENITIES DO YOU VISIT MOST OFTEN?

Public Open House #1 Response

- Marblehead Lighthouse is by far the most visited attraction in the Marblehead Peninsula.
- The top five most visited attractions are all located on the eastern side of the peninsula (east of Hartshorn Rd/S Quarry Rd/Route 140)
- The Glacial Grooves were the least visited attraction suggesting a lack of knowledge of their existence or difficulty traveling to the site.
- Generally, amenities west of Hartshorn Rd/S Quarry Rd/ Route 140 were less frequently visited than amenities east of Hartshorn Rd/S Quarry Rd/Route 140.



Marblehead Peninsula Attractions & Amenities	Total Votes
Marblehead Lighthouse	24
Brown's Dairy Dock	15
Red's Summerhouse	14
Lakeside Chautauqua	13
Red Fern Inn at Rocky Point Winery	11
Toft's Ice Cream Parlor	9
Kelley's Island Ferry	9
Netty's	9
Purple Parrot Ice Cream Bar	9
Liberty Aviation Museum	6
Danbury Township Hall	5
Battlefield Cemetery	4
Keeper's House	4
African Safari Wildlife Park	3
Cheesheaven	2
U.S. Coast Guard Station	1
Glacial Grooves	1

POTENTIAL USES & CONCERNS

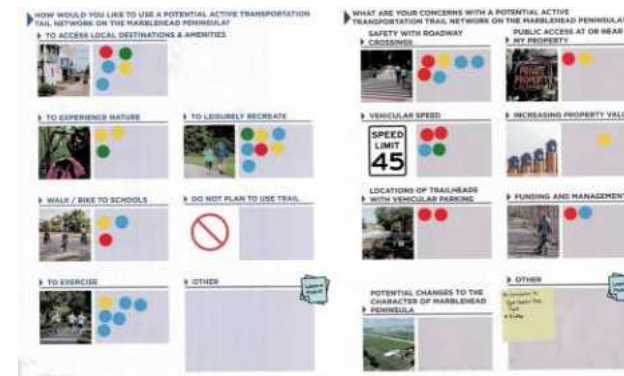
Public Open House #1 Response

- Based on the public meeting feedback, a new trail system would be used primarily for leisurely recreation and exercise.
- Using the trail network to travel to local destinations and attractions was second to using the trail for recreation and exercise.
- Concerns with high vehicular speed and roadway safety were ranked highest among concerns with the new trail network.
- Funding and management as well as locations of trailheads were secondary concerns ahead of public access near private property and increasing property values.
- Write-in comments point out the need for trail access to East Harbor State Park - the most frequently visited park in Marblehead Peninsula.
- Potential changes to the character of Marblehead Peninsula brought about by the proposed trail network were not a concern among public open house attendees.

Other*

Need some of the trail on E. Harbor Rd (Rt. 163). Missed opportunity for East Harbor State Park.

No connection to East Harbor State Park



How would you like to use a potential Active Transportation trail network on the Marblehead Peninsula?	Total Votes
To leisurely recreate	19
To exercise	19
To access local destinations & amenities	15
To experience nature	12
Walk/ Bike to schools	7
Do not plan to use trail	0
Other	0
What are your concerns with a potential Active Transportation trail network on the Marblehead Peninsula?	Total Votes
Vehicular speed	17
Safety with roadway crossings	16
Funding and management	10
Locations of trailheads with vehicular parking	7
Public access at or near my property	3
Increasing property values	2
Other*	2
Potential changes to the character of Marblehead Peninsula	0

ONLINE SURVEY #1

APRIL 9 TO MAY 3, 2024 - 427 RESPONSES

The first online survey was available for just under one month, with the goal of understanding how community members currently move about the Marblehead Peninsula, where they like to go, and how they prefer to travel. The survey also gauged initial feedback on usage and potential concerns over the proposed active transportation trail network. By the close of survey Friday, May 3, **427 people shared their thoughts** on the future of active transportation in the Marblehead Peninsula.

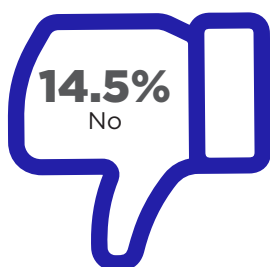
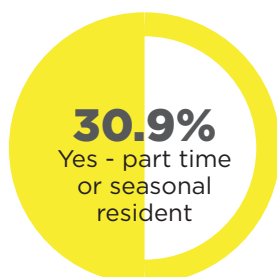
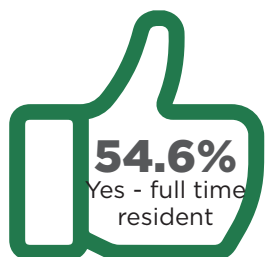
KEY TAKEAWAYS

- Just **over half of survey respondents were residents** of the Marblehead Peninsula, with **most living there for six to fifteen years, followed by over thirty years.**
- **Visitors typically stay monthly**, usually to visit family or friends.
- The primary mode for getting around the Peninsula is personal car or vehicle, but **respondents would prefer to use a bicycle or walking.**
- **The most visited destinations are** East Harbor State Park, Meadowbrook Marsh, Marblehead Lighthouse, and Brown's Dairy Dock.
- Generally, respondents **intend to use the proposed trail network to access local destinations and amenities.**
- Respondents are **most concerned about safety at road crossings and vehicular speed** along the proposed trail routes.

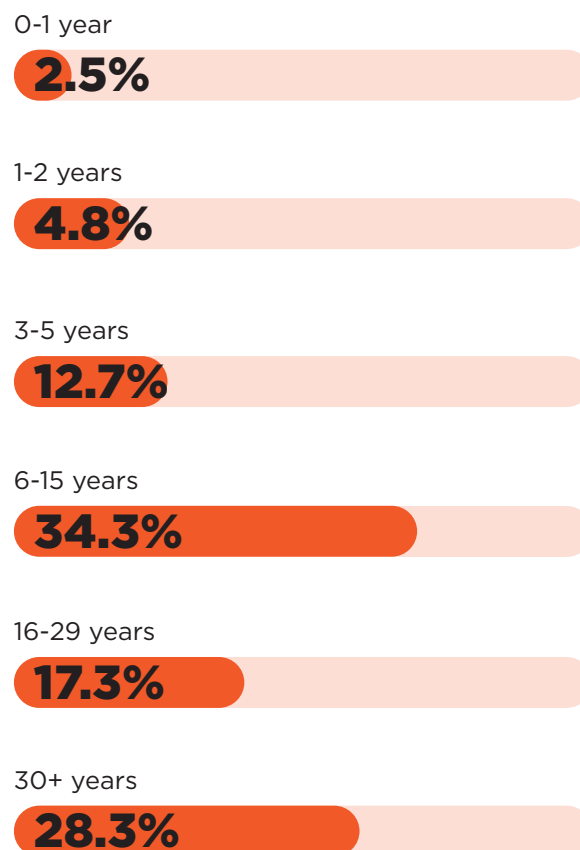


RESULTS

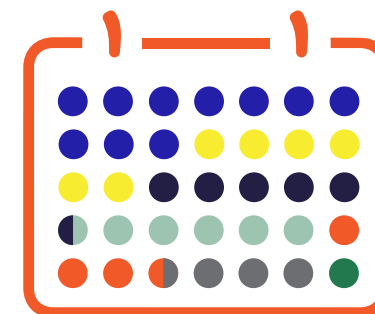
ARE YOU A RESIDENT OF THE MARBLEHEAD PENINSULA?



[FOR THOSE WHO ANSWERED 'YES' TO QUESTION 1] HOW LONG HAVE YOU LIVED ON THE MARBLEHEAD PENINSULA?



[FOR THOSE WHO ANSWERED 'NO' TO QUESTION 1] HOW OFTEN DO YOU TYPICALLY VISIT AND STAY ON THE MARBLEHEAD PENINSULA?



3.8%

Daily

15.4%

Few times a week

9.6%

Weekends

17.3%

Summer holidays

30.8%

Monthly

15.4%

Rarely

7.7%

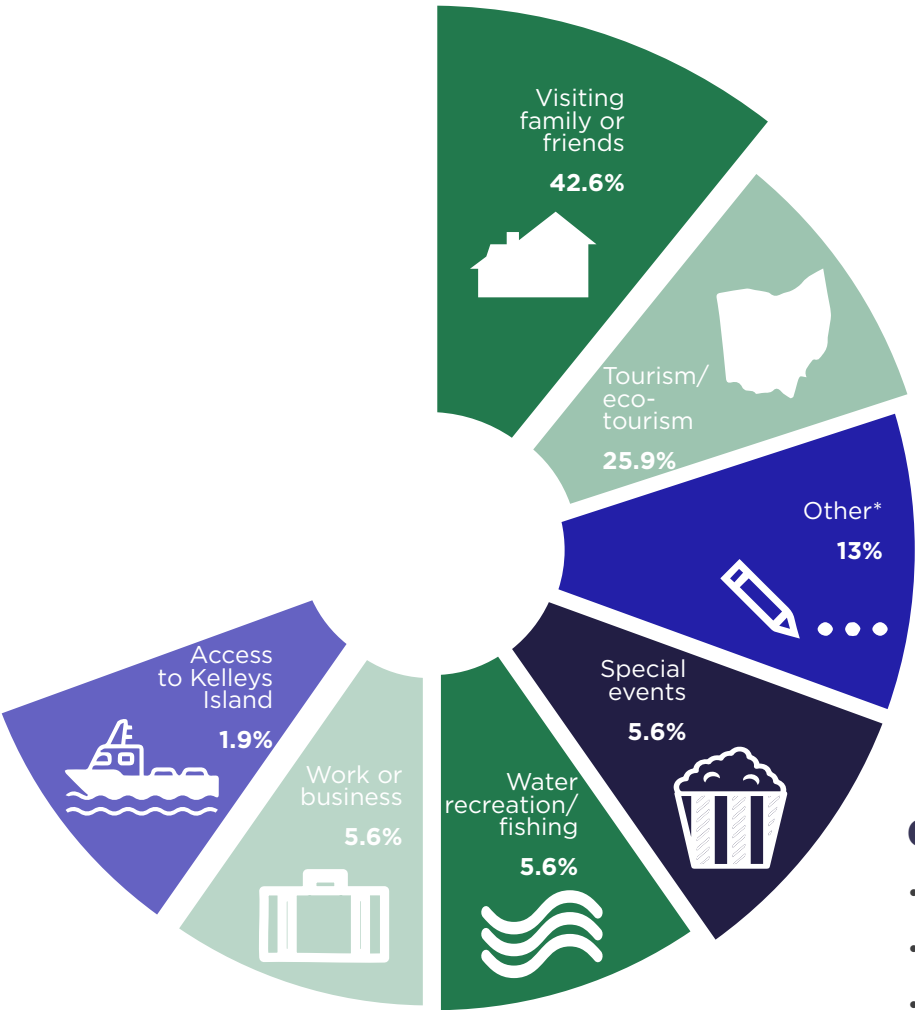
Other*

OTHER*

- Visit typically weekly but don't stay as I reside in PC
- Occasionally when visiting family
- Yearly

ONLINE SURVEY #1 - RESULTS

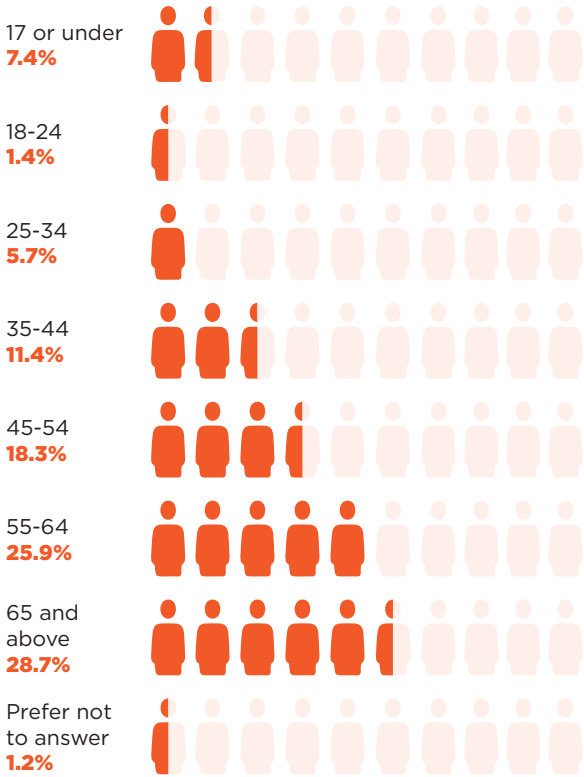
[FOR THOSE WHO ANSWERED ‘NO’ TO QUESTION 1] WHAT IS YOUR REASON FOR VISITING THE MARBLEHEAD PENINSULA?



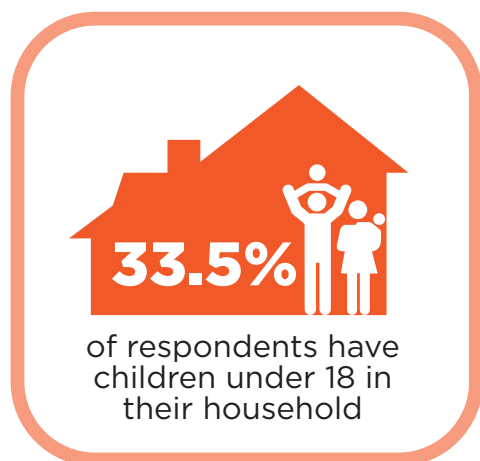
OTHER*

- Painting, socializing, and recreation
- Walking/ hiking
- Picnic, shopping
- Live close and our church is there

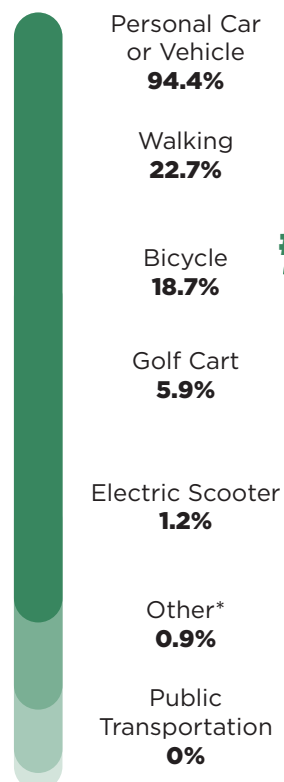
HOW OLD ARE YOU?



DO YOU CURRENTLY HAVE CHILDREN UNDER THE AGE OF 18 LIVING IN YOUR HOUSEHOLD?



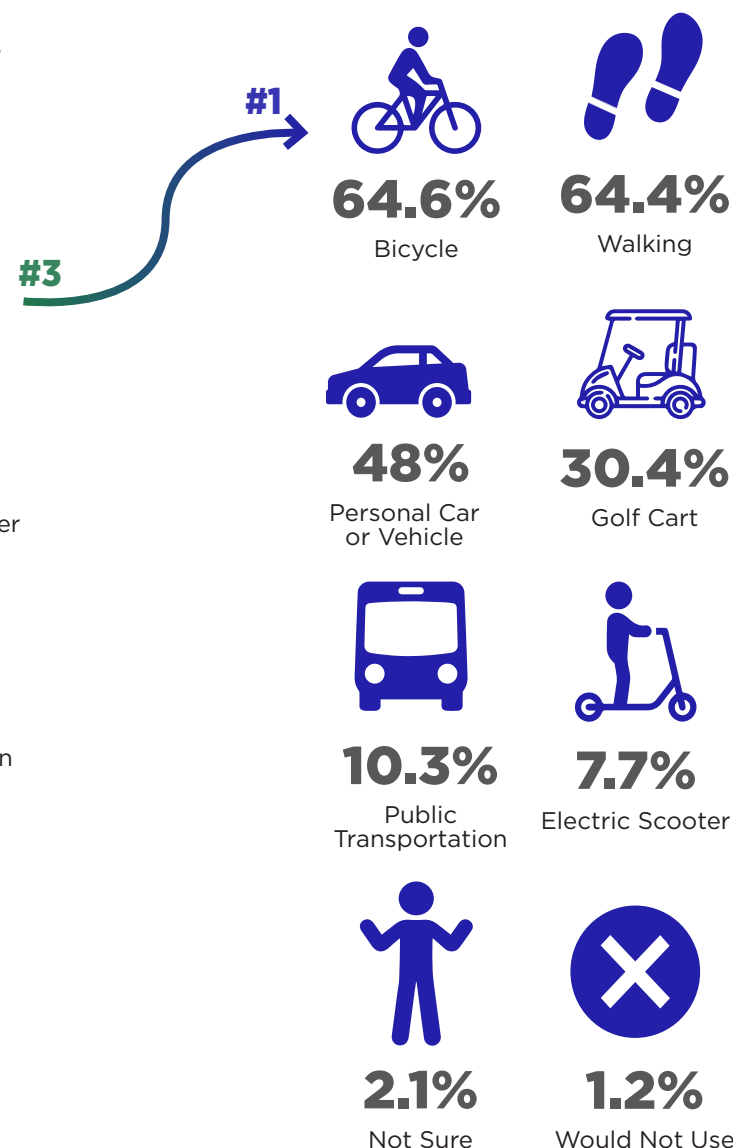
WHAT IS YOUR PRIMARY MODE OF TRANSPORTATION FOR GETTING AROUND THE MARBLEHEAD PENINSULA?



OTHER*

- Boat
- Electric Bike

IF THESE OPTIONS WERE AVAILABLE TO YOU IN YOUR COMMUNITY, SAFELY AND AFFORDABLY, HOW WOULD YOU PREFER TO GET AROUND?



ONLINE SURVEY #1 - RESULTS

WHICH MARBLEHEAD PENINSULA PARKS DO YOU VISIT MOST OFTEN?



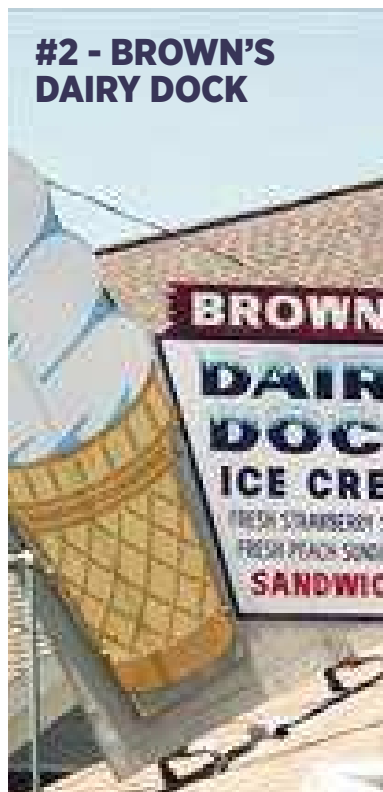
CONTINUED RANKING

6. Bettinger Park
7. Chautauqua Park
8. Dempsey Access
9. Great Egret Marsh Nature Preserve

10. Cherry Park
11. Lions Park at Lake Point
12. Perry Park
13. Bark Until Dark Dog Park
14. Grinley Aquatic and Wellness Campus

15. Lucien Clemons Park
16. State Fishing Access
17. Foundation park
18. Other
 - Lake Point Park
 - Cemetery
 - Do not use parks

WHICH MARBLEHEAD PENINSULA ATTRACTIONS AND AMENITIES DO YOU VISIT MOST OFTEN?



CONTINUED RANKING

6. Red Fern Inn at Rocky Point Winery
7. Red's Summerhouse
8. Toft's Ice Cream Parlor
9. Purple Parrot Ice Cream Bar

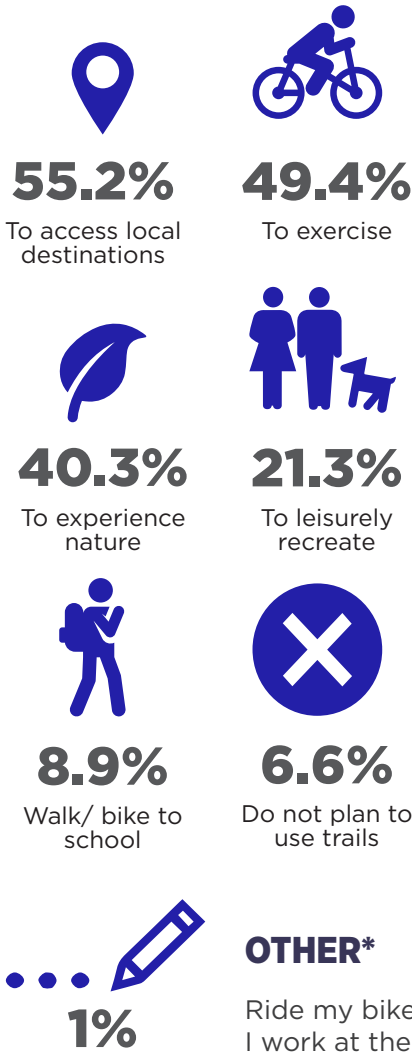
10. Keeper's House
11. Glacial Grooves
12. Danbury Township Hall
13. African Safari Wildlife Park
14. Cheesehaven
15. Liberty Aviation Museum

16. Battlefield Cemetery
17. Other
 - Local Businesses and Restaurants
 - Hotels and Resorts
 - Recreation Facilities
 - Airport
18. U.S. Coast Guard Station

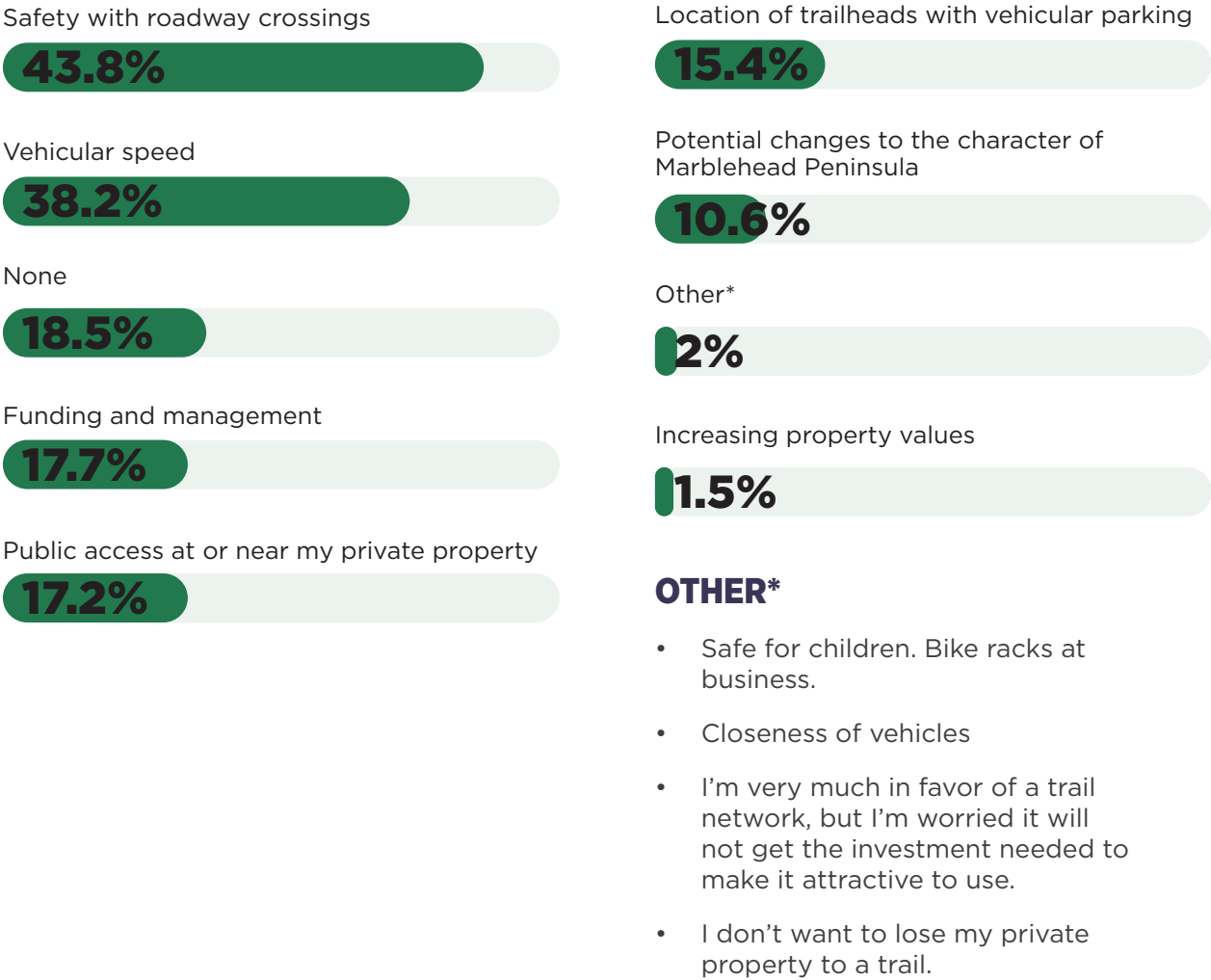
Online Survey #1 Results Summary

ONLINE SURVEY #1 - RESULTS

HOW WOULD YOU LIKE TO USE A POTENTIAL ACTIVE TRANSPORTATION TRAIL NETWORK ON THE MARBLEHEAD PENINSULA?



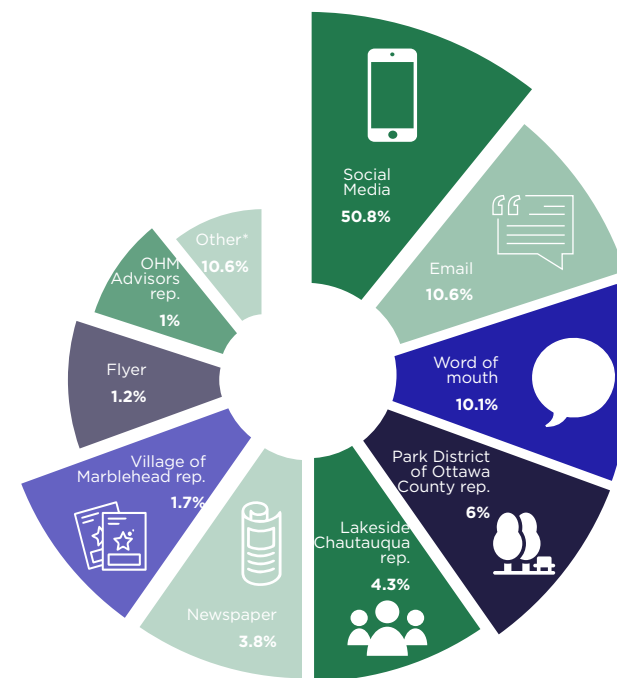
WHAT ARE YOUR CONCERNS WITH A POTENTIAL ACTIVE TRANSPORTATION TRAIL NETWORK ON THE MARBLEHEAD PENINSULA?



DO YOU HAVE ANY OTHER INPUT YOU WOULD LIKE TO CONTRIBUTE TO THE MARBLEHEAD PENINSULA TRAIL FEASIBILITY STUDY?

- It should not run through private property.
- We would LOVE to see a trail system here in Marblehead! Thank you for doing this
- Having the trail going through the middle of private property is not acceptable. Keep it on public land/ roads near established parks.
- Bike/ walk trail would be a wonderful improvement for the community especially if it connects to the Catawba Island Trail.
- Hurry up.. get this done and open!
- A trail system separate from the road is very much needed. I fear for the safety of the many bikers and joggers.
- A bike trail would be very helpful. Right now it's almost impossible to bike on the weekends.
- Safety, security, crime, and emergency response capability on trail. A campus style emergency lamplight may help but invite mischief.
- A trail system is long overdue! Such a beautiful area that is hard to fully enjoy. Let's [do] it! I think building it is a great idea.
- Walkability to downtown and to lighthouse is already great but would like to be able to walk onto a trail instead of driving to it.
- Marblehead is such a wonderful place. Adding a safe way for people to walk and bike would make it even better. May even cut back on some traffic which would never be a bad thing.
- This is a beautiful place that would benefit from a way for community members and guests to safely ride their bikes and other recreational activities
- Thank you for considering this opportunity.
- I fully support safe, multi-use trail development on the peninsula!
- Would be awesome for the kids in the community.
- The dyanmic of the community is changing and would benefit greatly with recreational trails.
- I'd love a safer way to run and bike around the peninsula with my young family.

HOW DID YOU HEAR ABOUT THIS SURVEY?



OTHER*

- 13 ABC news on internet
- CIC Boat Show
- School/ Schoology
- On line news site

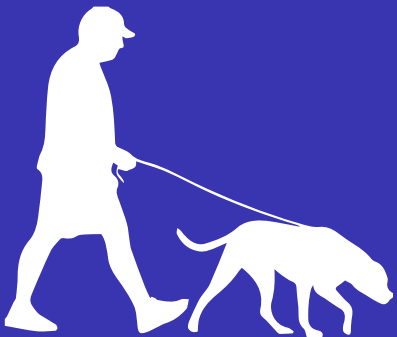
PHASE 2

EXPLORE

IN THE SECOND ENGAGEMENT PHASE, THE PROJECT TEAM EXPLORED TRAIL OPTIONS AND REVIEWED FINDINGS FROM PHASE ONE WITH THE STEERING COMMITTEE.

THE PHASE INCLUDED:

STEERING COMMITTEE MEETING #2



STEERING COMMITTEE MEETING #2

APRIL 12, 2024

The steering committee met for the second time on Friday, April 12, 2024. Committee members reviewed upcoming public materials and prepared to engage using a project facilitator sheet. Following the meeting, members moved into the important role of gathering information about and from community members.

MARBLEHEAD PENINSULA TRAIL FEASIBILITY STUDY PROJECT FACILITATOR SHEET



HOW TO HAVE EFFECTIVE DIALOGUE:

- Adopt an encouraging manner, maintain eye contact with the person talking and help summarise what was said to ensure you've interpreted it correctly and show that their voice has been heard and is valued.
- It is not about converting everyone to your point of view. Your aims for engagement should be around understanding different perspectives, ideas and concerns rather than trying to persuade others to agree with you.
- Empathise with others and look for connections. If you are at the receiving end of a loud or emotional rant, stay calm and focus on the issues. Remember that this person may be feeling powerless or upset by previous events. Try to work towards a mutual understanding or opportunities for change. Consider where your shared interests or perspectives are and use these as a basis for discussion.

- Try to remember: this is not personal. Remember you are not alone in this and while you do not need to represent your whole group or take on its entire burden, you can offer your insights as one individual. You are also not there to be attacked. You can move the conversation on, close an area of discussion or even conclude the activity if you feel uncomfortable.
- You are here to discuss the issues and opportunities surrounding this project, something you are knowledgeable and passionate about. Focus on what you know best and don't be afraid to make people aware when something is outside your expertise.
- **Remember!** Your role is to provide a safe environment where people feel comfortable sharing their personal perspectives without being judged.

QUESTIONS TO ASK STAKEHOLDERS AND THE PUBLIC:

- What are some of the **CHALLENGES** you see with developing a trail network in Marblehead?
 - What are your primary concerns about new trail connections? (e.g. location, design, construction, trail users, cost, etc.)
- What are some of the **OPPORTUNITIES** you see with developing a trail network in Marblehead?
- What is your primary mode of transportation for getting around Marblehead?
- How would you prefer to get around Marblehead?
- Which Village of Marblehead Park(s) do you visit often?
- What **places or destinations** would you like to go to using trails? (e.g. retail stores, grocery, convenience, bank, offices, restaurants, healthcare facilities, parks, waterfront access, etc.)
- What types of **trail amenities** would you use? (e.g. bike racks, repair stations, restrooms, trash/recycling bins, picnic/shelter areas, drinking fountains, water bottle fill stations, restrooms, etc.)
- What trail types are you most comfortable and/or least comfortable using:
 - Paved shared use trails, separated from the road
 - Gravel shared use trails, separated from the road
 - Bridge or Broadway-style shared use trails
 - Protected sidewalks and sidewalk-level bike lanes
 - Sidewalk-level bike lanes with a painted buffer
- General opinion of trail:
 - Maintenance
 - Safety and security
 - Cleanliness

The project facilitator sheet explained how to have effective dialogue and provided questions to ask stakeholders and the public.

PHASE 3

VERIFY

IN THE THIRD ENGAGEMENT PHASE, THE PROJECT TEAM VERIFIED PRELIMINARY TRAIL CONCEPTS WITH THE COMMUNITY TO GATHER FEEDBACK FOR FINAL CONCEPTS .

THE PHASE INCLUDED:

STEERING COMMITTEE MEETING #3

POP UP ENGAGEMENT

ONLINE SURVEY #2

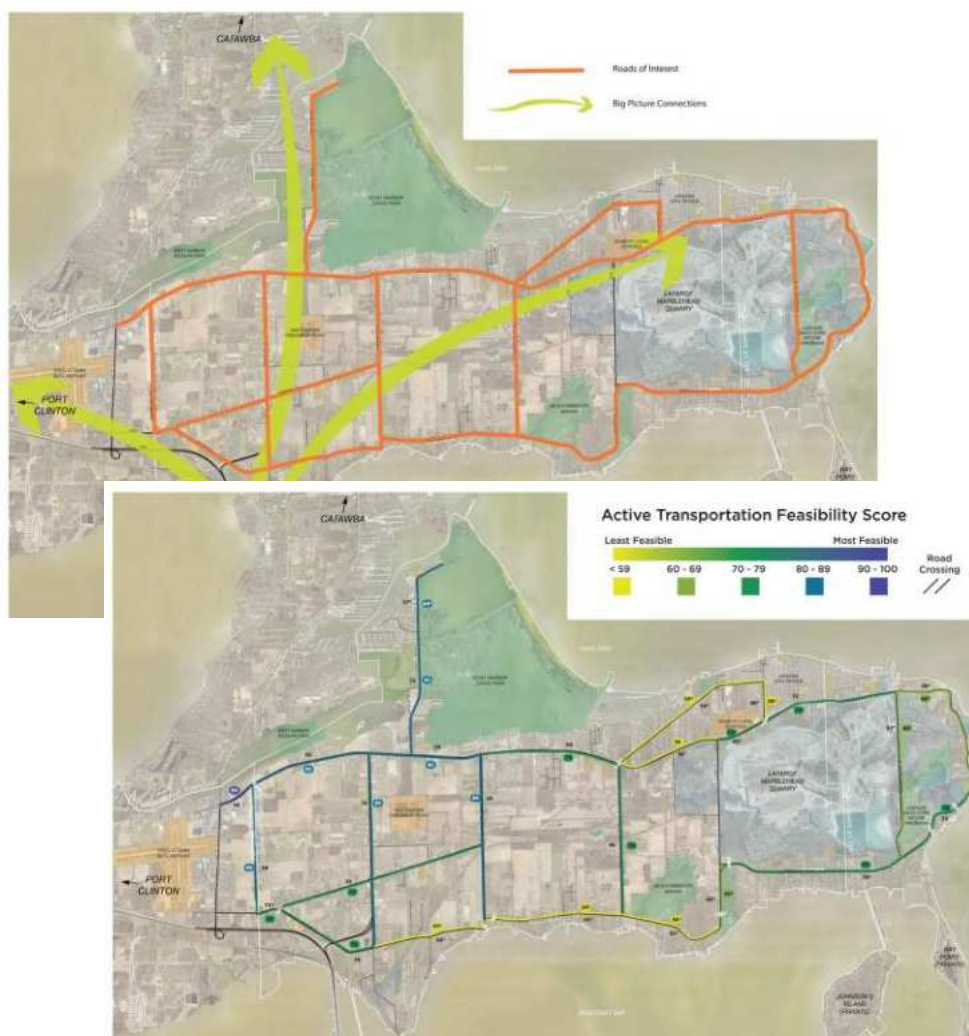
PUBLIC OPEN HOUSE #2



STEERING COMMITTEE MEETING #3

JUNE 25, 2024

The steering committee met for the third time on Tuesday, June 25, 2024. Committee members reviewed early active transportation ideas, including an evaluation of the existing active transportation plan, feasibility ratings for road segments, and a preliminary active transportation plan. Members also received a public engagement summary for the first open house and online survey, which contributed to the draft recommendations.



Committee members reviewed progress maps for active transportation ideas for the Marblehead Peninsula. For larger maps, see pages 73 and 76.

POP-UP ENGAGEMENT

JULY 16, 2024

A pop-up engagement event occurred on Tuesday, July 16, 2024 at Marblehead Lighthouse. Stations included information on project background, potential uses and concerns, and a preliminary active transportation plan.

KEY TAKEAWAYS

- Attendees would like to use the trail network to access local destinations and amenities.
- Attendees were most concerned with vehicular speeds.
- The most important trail segment to attendees is State Route 163 (Erie Beach Road to Cottage Cove Drive), followed by North Buck Road and East Bayshore Road (Lions Park to Dempsey Access).



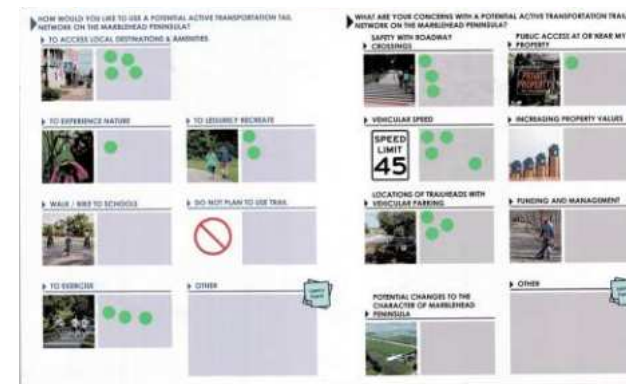
Representatives from the public shared feedback through mapping activities.

RESULTS

POTENTIAL USES & CONCERNS

Pop-Up Engagement Response

- Based on the pop-up engagement feedback, a new trail system would be used primarily to access local destinations and amenities. Compared to the first public open house, this answer could vary to different demographics, such as residents versus visitors.
- Using the trail network to exercise was second.
- Concerns with high vehicular speed ranked highest among concerns with the new trail network, similar to the first public open house.
- Roadway safety as well as locations of trailheads were secondary concerns.



How would you like to use a potential Active Transportation trail network on the Marblehead Peninsula?	Total Votes
To access local destinations & amenities	4
To exercise	3
To leisurely recreate	2
To experience nature	1
Walk / bike to schools	0
Do not plan to use trail	0
Other	0
What are your concerns with a potential Active Transportation trail network on the Marblehead Peninsula?	Total Votes
Vehicular speed	4
Safety with roadway crossings	3
Locations of trailheads with vehicular parking	3
Public access at or near my property	1
Increasing property values	0
Funding and management	0
Potential changes to the character of Marblehead Peninsula	0
Other	0

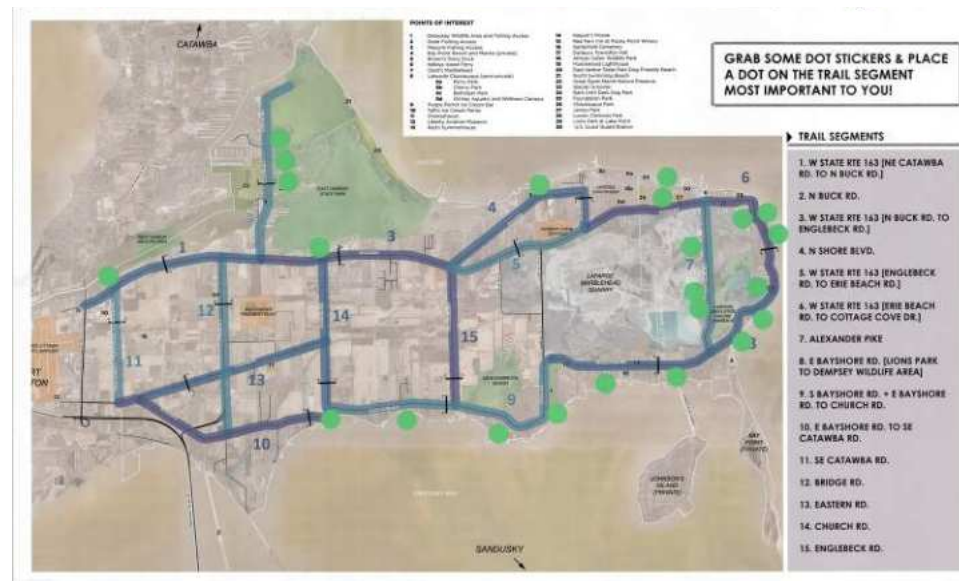
POP-UP ENGAGEMENT - RESULTS

PRELIMINARY TRAIL SEGMENT PLAN

Pop-Up Engagement Response

- Based on the pop-up engagement feedback, the most important trail segment is State Route 163 (Erie Beach Road to Cottage Cove Drive).
- Secondary trail segments are North Buck Road and East Bayshore Road (Lions Park to Dempsey Access).

Trail Segments Most Important to Attendees	Total Votes
West State Route 163 (Erie Beach Rd. to Cottage Cove Dr.)	10
North Buck Rd.	6
East Bayshore Rd. (Lions Park to Dempsey Access)	5
Alexander Pike	4
South Bayshore Rd. and East Bayshore Rd. to Church Rd.	3
North Shore Blvd.	2
West State Route 163 (NE Catawba Rd. to North Buck Rd.)	1
West State Route 163 (North Buck Rd. to Englebeck Rd.)	1
East Bayshore Rd. to Southeast Catawba Rd.	1
West State Route 163 (Englebeck Rd. to Erie Beach Rd.)	0
Southeast Catawba Rd.	0
Bridge Rd.	0
Eastern Rd.	0
Church Rd.	0
Englebeck Rd.	0



Note: The number of trail segments was reduced for public engagement materials for simplification. For a full list of trail segments, see the feasibility scores section.

ONLINE SURVEY #2

JULY 16 TO AUGUST 18, 2024 - 143 RESPONSES

The second online survey was available for just under one month, with the goals of evaluating and verifying preliminary active transportation options. By the close of survey Sunday, August 11, 2024, 143 people had contributed to the trail recommendations.

KEY TAKEAWAYS

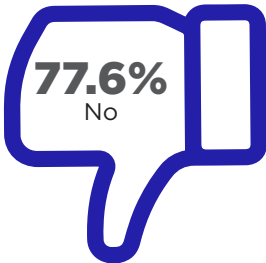
- The trail segments with most interest from the public were:
 - Segment 04 [N Shore Blvd.]
 - Segment 08 [E Bayshore Rd - Lions Park to Dempsey Access]
 - Segment 07 [Alexander Pike]
- Generally, there was less interest in the trail segments west of Church Rd.
- Survey respondents were most concerned with safety at roadway crossings and vehicular speed.



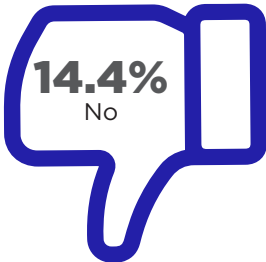
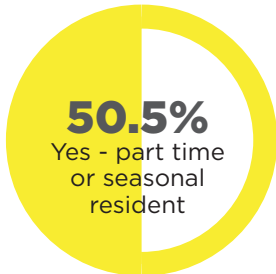
The second online survey was distributed through handouts and social media to verify preliminary trail segments.

ONLINE SURVEY #2 - RESULTS

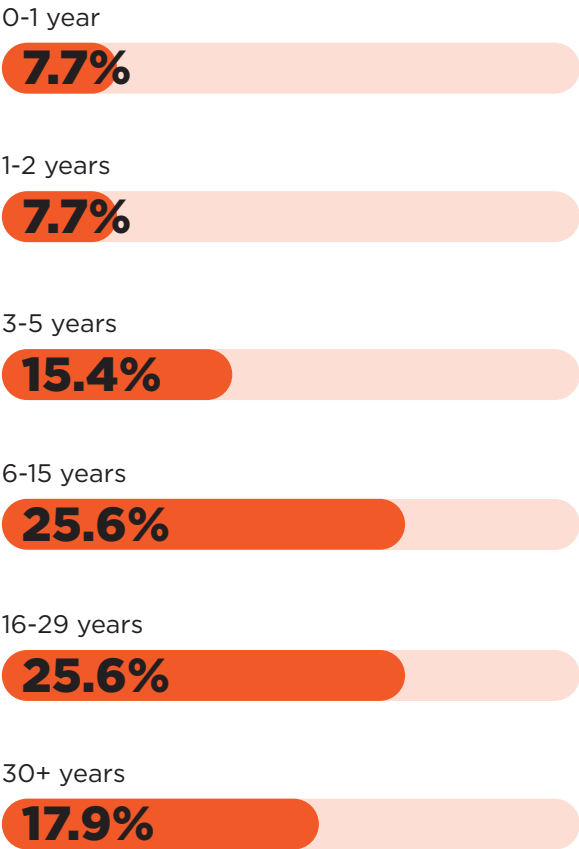
DID YOU TAKE COMMUNITY SURVEY #1?



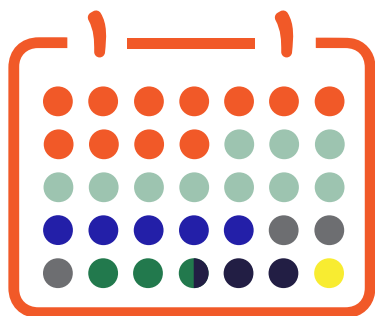
[FOR THOSE WHO ANSWERED 'NO' TO QUESTION 1] ARE YOU A RESIDENT OF THE MARBLEHEAD PENINSULA?



[FOR THOSE WHO ANSWERED 'YES' TO QUESTION 2] HOW LONG HAVE YOU LIVED ON THE MARBLEHEAD PENINSULA?



[FOR THOSE WHO ANSWERED 'NO' TO QUESTION 2] HOW OFTEN DO YOU TYPICALLY VISIT AND STAY ON THE MARBLEHEAD PENINSULA?



5.6%

Daily

32.4%

Weekends

15.5%

Monthly

9.9%

Other

28.2%

Few times a week

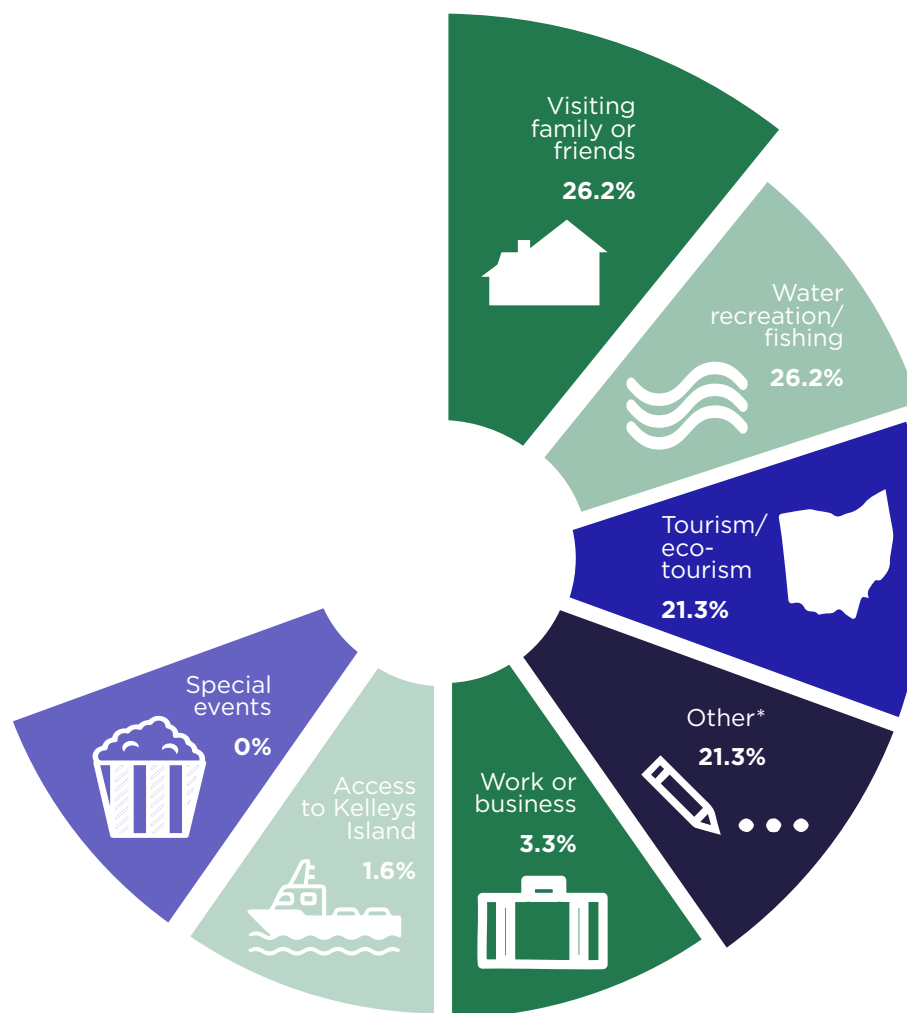
2.8%

Summer holidays

5.6%

Rarely

[FOR THOSE WHO ANSWERED 'NO' TO QUESTION 2] WHAT IS YOUR REASON FOR VISITING THE MARBLEHEAD PENINSULA?

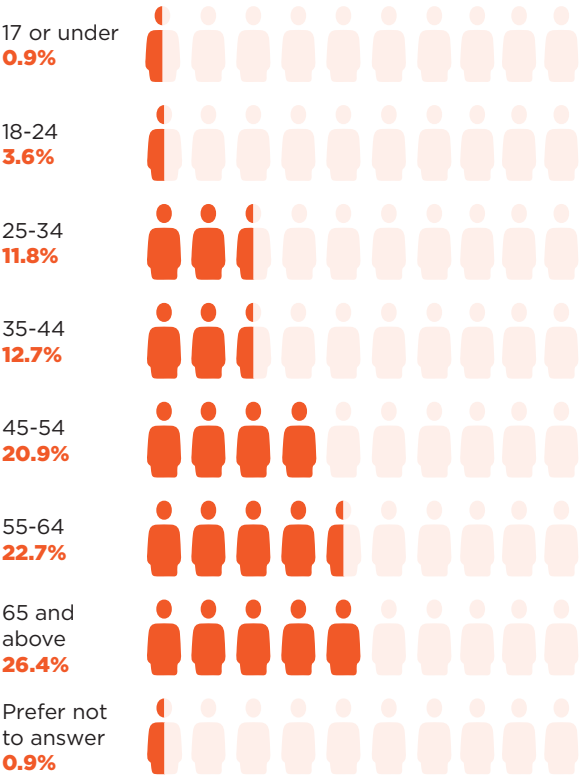


OTHER*

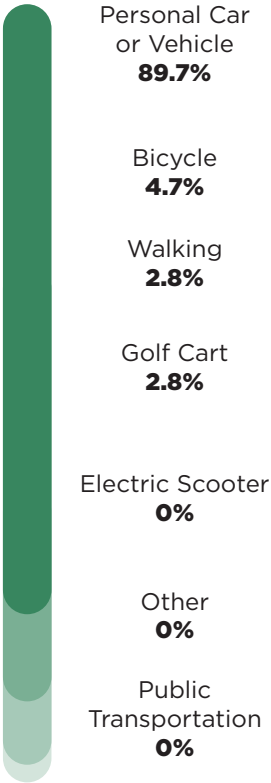
- Summer getaway
- Camping
- Relax, scenery, fish
- Church

ONLINE SURVEY #2 - RESULTS

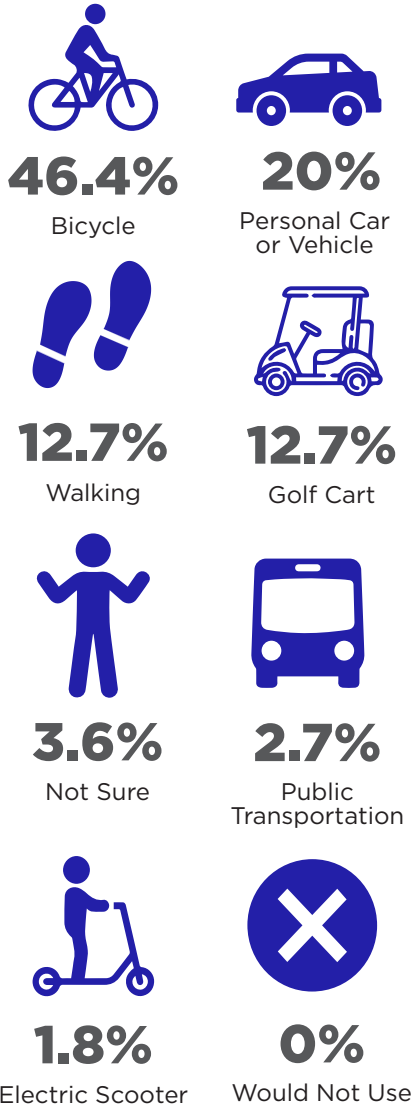
[FOR THOSE WHO ANSWERED 'NO' TO QUESTION 1] HOW OLD ARE YOU?



[FOR THOSE WHO ANSWERED 'NO' TO QUESTION 1] WHAT IS YOUR PRIMARY MODE OF TRANSPORTATION FOR GETTING AROUND THE MARBLEHEAD PENINSULA?



[FOR THOSE WHO ANSWERED 'NO' TO QUESTION 1] IF THESE OPTIONS WERE AVAILABLE TO YOU IN YOUR COMMUNITY, SAFELY AND AFFORDABLY, HOW WOULD YOU PREFER TO GET AROUND?



[FOR THOSE WHO ANSWERED 'NO' TO QUESTION 1] WHICH MARBLEHEAD PENINSULA PARKS DO YOU VISIT MOST OFTEN?



CONTINUED RANKING

- 6. Lakeside Daisy State Nature Preserve
- 7. Perry Park (in Lakeside Chautauqua)
- 8. Chautauqua Park
- 9. Great Egret Marsh Nature Preserve

- 10. Mazurik Fishing Access
- 11. Lions Park at Lake Point
- 12. Cherry Park (in Lakeside Chautauqua)
- 13. Foundation Park
- 14. Grinley Aquatic and Wellness Campus (in Lakeside Chautauqua)

- 15. Bark Until Dark Dog Park
- 16. State Fishing Access
- 17. Lucien Clemons Park

ONLINE SURVEY #2 - RESULTS

[FOR THOSE WHO ANSWERED 'NO' TO QUESTION 1] HOW WOULD YOU LIKE TO USE A POTENTIAL ACTIVE TRANSPORTATION TRAIL NETWORK ON THE MARBLEHEAD PENINSULA?



35.8%

To exercise



28.4%

To access local destinations



12.8%

To leisurely recreate



11%

To experience nature



8.3%

Do not plan to use trails



3.7%

Walk/ bike to school



0%

Other



BASED ON THE ROUTES SHOWN IN THE PRELIMINARY PLAN, DO YOU THINK THERE ARE ANY MISSING TRAIL CONNECTIONS THAT SHOULD BE INCLUDED?

- Yes. Bayshore Rd from Danbury to Marblehead Lighthouse
- Bike and walking path on Buck Road to the end.
- No
- Looks complete
- It would be really nice to offer off road path on Bayshore Road section 13 and 14
- Meadow brook
- It looks great! Please make sure the trail along Northshore is wide enough to be safe from traffic. A quarry road connector trail would be great.
- South Quarry Road
- Edison bridge and use a through street to make a total loop of the trail

**[BASED ON THE PLAN IN THE PREVIOUS QUESTION]
PLEASE SELECT A PRELIMINARY TRAIL SEGMENT TO
PROVIDE FEEDBACK.**

Segment 01 - W State Rte. 163 [NE
Catawba Rd. to N. Buck Rd.]

8.2%

Segment 02 - N. Buck Rd.

8.2%

Segment 03 - W State Rte. 163 [N. Buck
Rd. to Englebeck Rd.]

5.2%

Segment 04 - N. Shore Blvd.

13.4%

Segment 05 - W State Rte. 163 [Englebeck
Rd. to Erie Beach Rd.]

6.2%

Segment 06 - W State Rte. 163 [Erie
Beach Rd. to Cottage Cove Dr.]

9.3%

Segment 07 - Alexander Pike

10.3%

Segment 08 - E. Bayshore Rd. [Lions Park
to Dempsey Access]

12.4%

Segment 09 - S. Bayshore Rd. + E. Bayshore
Rd. to Church Rd.

8.2%

Segment 10 - E. Bayshore Rd. to SE Catawba
Rd.

6.2%

Segment 11 - SE Catawba Rd.

0%

Segment 12 - Bridge Rd.

0%

Segment 13 - Eastern Rd.

0%

Segment 14 - Church Rd.

5.2%

Segment 15 - Englebeck Rd.

7.2%

ONLINE SURVEY #2 - RESULTS

Trail Segment	% of Responses	What are your concerns with a potential shared-use trail in this location?								
		SAFETY WITH ROADWAY CROSSINGS	VEHICULAR SPEED	LOCATION OF TRAILHEADS WITH VEHICULAR PARKING	FUNDING AND MANAGEMENT	PUBLIC ACCESS AT OR NEAR MY PRIVATE PROPERTY	POTENTIAL CHANGES TO THE CHARACTER OF MARBLEHEAD PENINSULA	INCREASING PROPERTY VALUES	NONE	OTHER
Segment 01 - West State Route 163 (NE Catawba Rd. to North Buck Rd.)	8.2% [8 responses]	37.5% [3 responses]	62.5% [5 responses]		12.5% [1 response]				12.5%	
Segment 02 - North Buck Rd.	8.2% [8 responses]	50% [4 responses]	25% [2 responses]				12.5% [1 responses]		37.5%	
Segment 03 - West State Route 163 (North Buck Rd. to Englebeck Rd.)	5.2% [5 responses]	80% [4 responses]	60% [3 responses]						20%	
Segment 04 - North Shore Blvd.	13.4% [13 responses]	30.8% [4 responses]	84.6% [11 responses]		7.7% [1 response]				15.4%	15.4%
Segment 05 - West State Route 163 (Englebeck Rd. to Erie Beach Rd.)	6.2% [6 responses]	33.3% [2 responses]	33.3% [2 responses]		16.7% [1 response]	16.7% [1 response]	16.7% [1 response]			33.3%
Segment 06 - West State Route 163 (Erie Beach Rd. to Cottage Cove Dr.)	9.3% [9 responses]	55.6% [5 responses]	77.8% [7 responses]						11.1%	11.1%
Segment 07 - Alexander Pike	10.3% [10 responses]	20% [2 responses]	60% [6 responses]		10% [1 response]	10% [1 response]		10% [1 response]	20%	
Segment 08 - East Bayshore Rd. (Lions Park to Dempsey Access)	12.4% [12 responses]	25% [3 responses]	50% [6 responses]				8.3% [1 response]		33.3%	8.3%
Segment 09 - South Bayshore Rd. and East Bayshore Rd. to Church Rd.	8.2% [8 responses]	75% [6 responses]	75% [6 responses]	12.5% [1 response]	12.5% [1 response]					12.5%
Segment 10 - East Bayshore Rd. to Southeast Catawba Rd.	6.2% [10 responses]	66.7% [4 responses]	83.3% [5 responses]					16.7% [1 response]		
Segment 11 - Southeast Catawba Rd.	0%									
Segment 12 - Bridge Rd.	0%									
Segment 13 - Eastern Rd.	0%									
Segment 14 - Church Rd.	5.2% [5 responses]	20% [1 response]	40% [2 responses]						60%	
Segment 15 - Englebeck Rd.	7.2% [7 responses]	14.3% [1 response]	28.6% [2 responses]						71.4%	

[FOR SEGMENT 01] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

- Good location and best when set as shown farther from road
- Traffic is already too heavy without the trail
- 163 is a very dangerous road to have visitors that don't know the area to be walking or biking on.

[FOR SEGMENT 04] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

- Long past due
- Would prefer a separate bike trail not right on the road, but something needs to be done on this road for safety purposes.
- A bike lane would be much safer than what we have now
- I think it is really needed in this location. So many people bike, jog, etc. along this road and there is NO berm

[FOR SEGMENT 02] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

- This is definitely needed here. Very dangerous area to walk or bike.
- It would be awesome to have a safe trail from 163 to East Harbor (especially if there is a trail along 163 that could be accessed from Marblehead and Northshore). Thank you!

[FOR SEGMENT 05] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

- I think it's wonderful to allow students a safe way to access the school
- Would love to be able to ride bikes... from Forest RV park to Kelley's ferry
- Traffic speed is 55 mph at this location and would certainly have safety concerns
- I don't believe trails down this particular stretch of highway will be safe for drivers or walkers/ bike riders.

[FOR SEGMENT 03] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

- Add a third turn lane!

[FOR SEGMENT 06] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

- Roads are tight in that area
- It would be great to ride a bike safely around the whole peninsula, but there are too many areas where the road is very narrow & not safe to do it
- My concern related to the speed of cars between Erie Beach Rd and Village Hardware. How will the trail be safely marked?
- How can vehicle speeds be controlled with added bike traffic? Would like to see significant speed limit reductions in any sharrow scenarios

ONLINE SURVEY #2 - RESULTS

[FOR SEGMENT 07] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

- I prefer trails that are set apart from the road... I don't feel safe riding near cars.
- Would really like to see this shared-use trail separate from the paved road with possible a physical barrier in between
- I think it's a fantastic idea. My husband and I always prefer if there are routes we can walk or bike over driving.

[FOR SEGMENT 10] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

- Please consider connecting [segments] #10, 9, and 8. Thank you.
- Traffic is very heavy on this road and would be very dangerous.

[FOR SEGMENT 08] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

- This is urgently needed for safety
- Bike lane and able to run would be great! More views and I'd be more likely to see local businesses in the area.
- Would love to see this come. Have been waiting to ride bikes for years but never felt safe.

[FOR SEGMENT 11] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

No responses

[FOR SEGMENT 09] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

- This area is an accident waiting to happen... it really worried me now, let alone when we encourage people to use this stretch of road.
- The roads on Marblehead do not seem wide enough to accommodate shared use trails.
- I would not allow my children to ride on this stretch of road.

[FOR SEGMENT 12] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

No responses

[FOR SEGMENT 13] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

No responses

[FOR SEGMENT 14] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

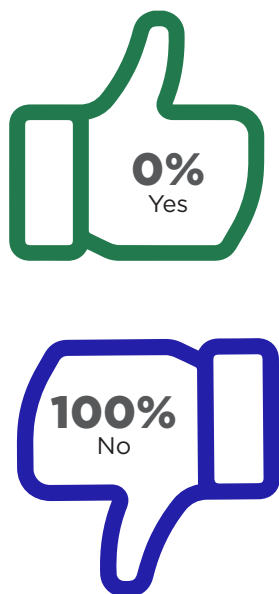
- Can't wait!
- I would absolutely love a trail here. I just want to see it done safely and well thought out.

[FOR SEGMENT 15] DO YOU HAVE ANY ADDITIONAL COMMENTS ON A POTENTIAL SHARED-USE TRAIL IN THIS LOCATION?

- None. It would be great to walk without getting run off the road.
- No concerns, a trail is extremely needed on this road!
- Safety is always my biggest concern. Seeing cyclists or pedestrians on or near roads that do not have designated trails... is a definite concern.

ONLINE SURVEY #2 - RESULTS

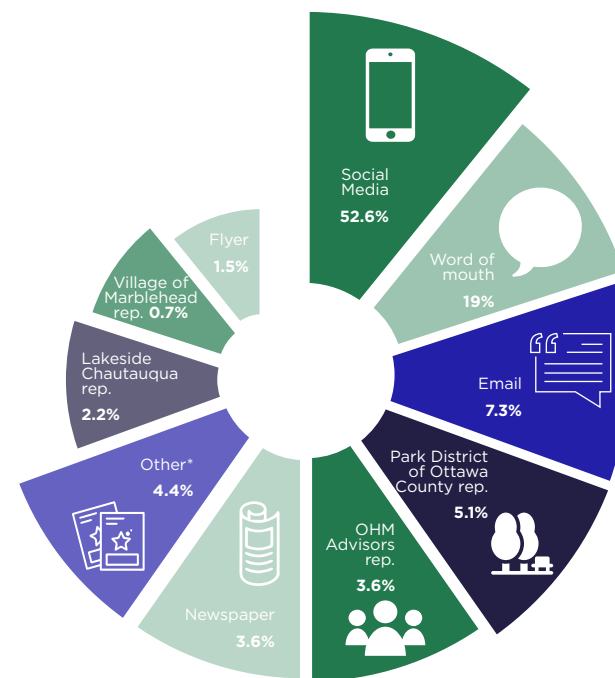
WOULD YOU PREFER TO PROVIDE FEEDBACK ON ANOTHER TRAIL SEGMENT?



DO YOU HAVE ANY OTHER INPUT YOU WOULD LIKE TO CONTRIBUTE TO THE MARBLEHEAD PENINSULA TRAIL FEASIBILITY STUDY?

- The trails will provide [a] safe path for bikes & walkers that we currently don't have.
- A walk/ bike trail would offer tremendous value to the area
- Would be great to have trails where we would not have to be sharing a road with a 55 mph speed limit
- I am glad this study is being done! We can definitely use a trail for bikes and walking!
- I am so happy that this is being seriously considered. To become a premier destination, a safe walking/ bike trail is needed... Thank you so much for giving me hope that this will become a reality.
- There are many people here in vacation land that like to enjoy being outside and recreation. Visitors and permanent residents alike. We need to keep it safe.
- I think any trail would be a plus for safety and enjoyment for residents and a plus for boosting tourism in the area
- If a road is used, it should be widened to accommodate the trail.
- We should start with something, even if it isn't perfect

HOW DID YOU HEAR ABOUT THIS SURVEY?



OTHER*

- Lakeside Chautauqua website
- Marblehead Lighthouse Historical Society website & meetings

PUBLIC OPEN HOUSE #2

AUGUST 12, 2024

The second public open house was held on Monday, August 12, 2024 at the Shores and Islands Ohio Visitor Center in Port Clinton. Attendees reviewed summary graphics outlining the planning process thus far, before providing feedback on the draft active transportation feasibility plan. The plan broke the proposed trail into fifteen segments to make assessment by the public easier during the meeting. In tandem with the second online survey, this open house gave locals an opportunity to further contribute to the planning process.

KEY TAKEAWAYS

- There was a **great desire for off-road facilities connecting to Lakeside Chautauqua.**
- Generally, attendees were **concerned about the potential for the trails to be dominated by golf cart use.**
- Attendees are **most concerned about vehicular speed along the proposed trail route and safety at road crossings.**



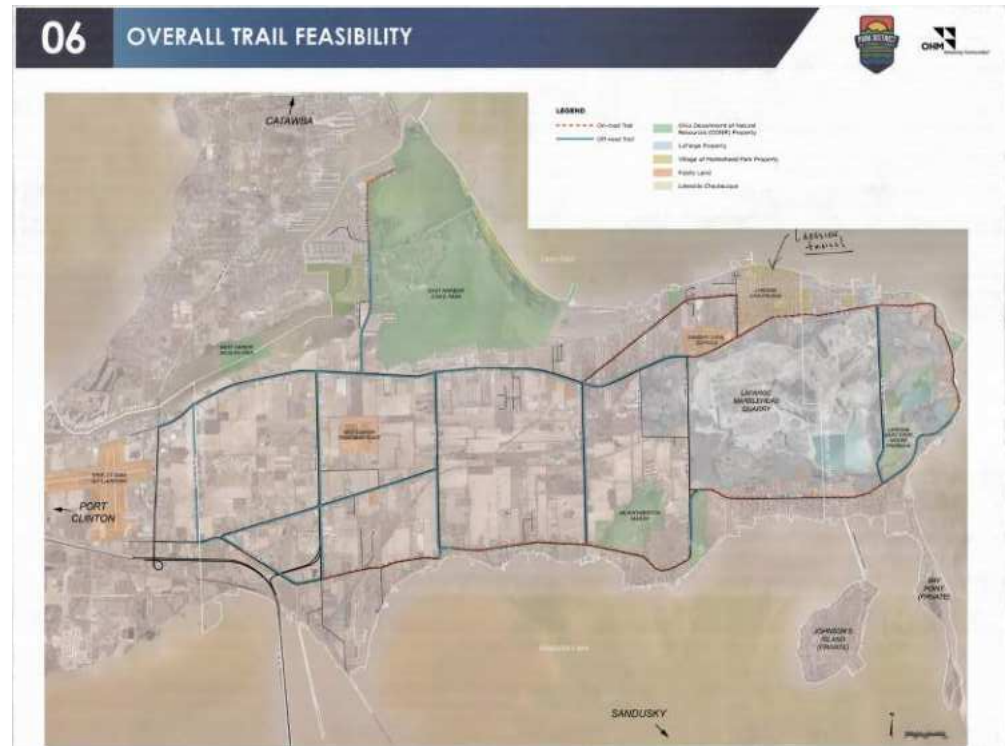
Open house activities allowed community members to share their feedback on the proposed active transportation feasibility plan.

PUBLIC OPEN HOUSE #2 - RESULTS



For Active Transportation Feasibility Score map enlargement, see page 76.

For Trail Feasibility map enlargement, see page 74.



For enlargements, see pages 227 - 228.

COMMENTS:

- Lakeside trails!

05.3 PENINSULA SOUTHEAST PLAN ENLARGEMENT

**COMMENTS:**

- How can we manage golf carts & trail? Especially at Bay Point

05.2 PENINSULA NORTHEAST PLAN ENLARGEMENT



For enlargements, see pages 229 - 230.

COMMENTS:

- Concerned resident - safety pulling out of drive - visual interruptions
- Please do something on Northshore Blvd. There isn't even a berm and it's very heavily used by walkers, bikers, & joggers. People at Otterbein can't use scooters because it's too dangerous. Thanks!
- Why no trail through Chautauqua?

PHASE 4

FINALIZE

IN THE FOURTH ENGAGEMENT PHASE, THE PROJECT TEAM FINALIZED TRAIL CONCEPTS, WORKING WITH THE STEERING COMMITTEE ON PRIORITIZATION AND NEXT STEPS.

THE PHASE INCLUDED:

SPECIAL INTEREST GROUP MEETING #2

STEERING COMMITTEE MEETING #4

STEERING COMMITTEE MEETING #5

GROUP #1 - HERITAGE OH, MAIN ST COMMITTEE,
MARBLEHEAD LIGHTHOUSE HISTORICAL SOCIETY
GROUP #2 - FRIENDS OF OTTAWA COUNTY PARKS
GROUP #3 - LAKESIDE CHAUTAUQUA



SPECIAL INTEREST GROUP MEETING #2

SEPTEMBER 24, 2024

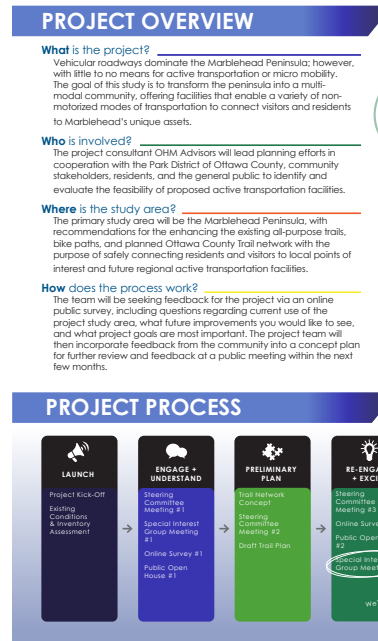
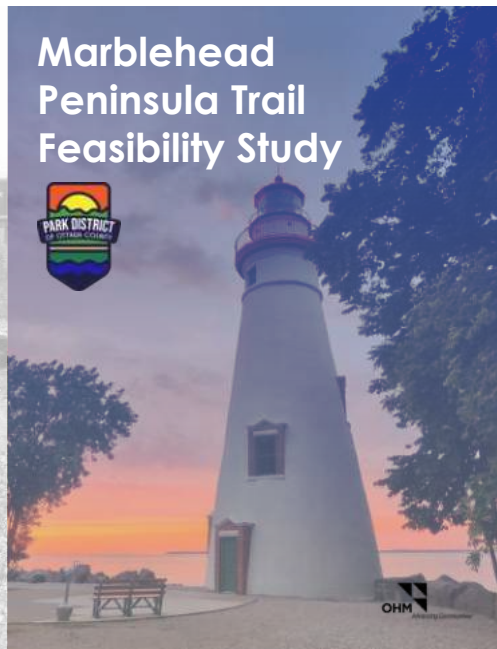
The special interest groups met for the second time on Tuesday, September 24th. The goals of the meetings were to review the planning process, discuss concept plans and top priority segments for trail implementation.

GROUP #1 - HERITAGE OH, MAIN ST COMMITTEE,

MARBLEHEAD LIGHTHOUSE HISTORICAL SOCIETY

GROUP #2 - FRIENDS OF OTTAWA COUNTY PARKS

GROUP #3 - LAKESIDE CHAUTAUQUA



Handout from the Special Interest Group Meeting to understand priorities and garner feedback on areas of concern.

RESULTS

GROUP #1

HERITAGE OH, MAIN ST COMMITTEE, MARBLEHEAD LIGHTHOUSE HISTORICAL SOCIETY

KEY TAKE-AWAYS:

- **Discussion** concerning where to place trailheads and where to locate parking for trail users.
- **Education and awareness** that the trail will be an amenity for all to enjoy, and to continue respect for bicyclists.
- **Current and future landuse:**
 - While the former railroad would be easy to construct, the survey findings show that the community would prefer connection to amenities over experiencing nature.
 - Potential for the Park District to acquire land North of the Lakeside Daisy Nature Preserve.
- **Top priority segments** include connecting the lighthouse to downtown Marblehead, getting safely to Meadowbrook Marsh, and connecting East Harbor State Park to Downtown Marblehead.

GROUP #2

FRIENDS OF OTTAWA COUNTY PARKS

KEY TAKE-AWAYS:

- Park District connect people to place and there should be a **partnership for these projects between the Park District and Township**. Park District should communicate with community.
- **Low-hanging fruit** opportunities include Buck Rd. and Alexander Pike and trailhead at Great Egret Marsh.
- **Top priority segments** include access to East Harbor State Park, then possibly connecting to Great Egret Marsh, ice cream shop, and loop to beach.

GROUP #3

LAKESIDE CHAUTAUQUA

KEY TAKE-AWAYS:

- There is an opportunity and need for a **trailhead between Lakeside Chautauqua and the Village of Marblehead** to service the broader trail network.
- The existing roadways are unsafe and **safety should be the priority**.
- At the north end of Alexander Pike, the **VFW location could be a potential partner in the active transportation plan**.
- **North Shore Blvd is the busiest road for bikes and pedestrians**, but there are no facilities. Sidewalks alone would be a huge improvement.
- **The lighthouse should be a trailhead**.
- On the west side of the peninsula, the **Airport Diner by the museum is a logical trailhead opportunity**.
- **Top priority segments** include connecting Meadowbrook Marsh to East Harbor State Park, as well as connecting Lakeside Chautauqua to the Village of Marblehead, as mentioned above.

STEERING COMMITTEE MEETING #4

NOVEMBER 11, 2024

The steering committee met for the fourth time on Monday, November 11th. Committee members reviewed a summary of previous public engagement, the project methodology to-date, and the preliminary implementation plan which provided direction for how to finalize the proposed implemental plan.

KEY TAKE-AWAYS:

- **Brief discussion** of methodology determining trail segment feasibility scores.
- **Dialogue** about balancing needs along North Shore Blvd. and the concern for vehicular speeds and space limitations.
- **Top priority segments** include connecting the lighthouse to downtown Marblehead, getting safely to Meadowbrook Marsh, and connecting East State Harbor Park to Downtown Marblehead.
- **Segment order** was discussed to prioritize trail segments that are easily constructible while also creating sensible access for users (i.e., Segment 1 at Alexander Pike, connecting to the Lighthouse and Downtown).
- **Understanding** that forthcoming cost estimates will further inform segment phasing.



Steering Committee activities allowed members to share their feedback on the preliminary implementation plan (above).

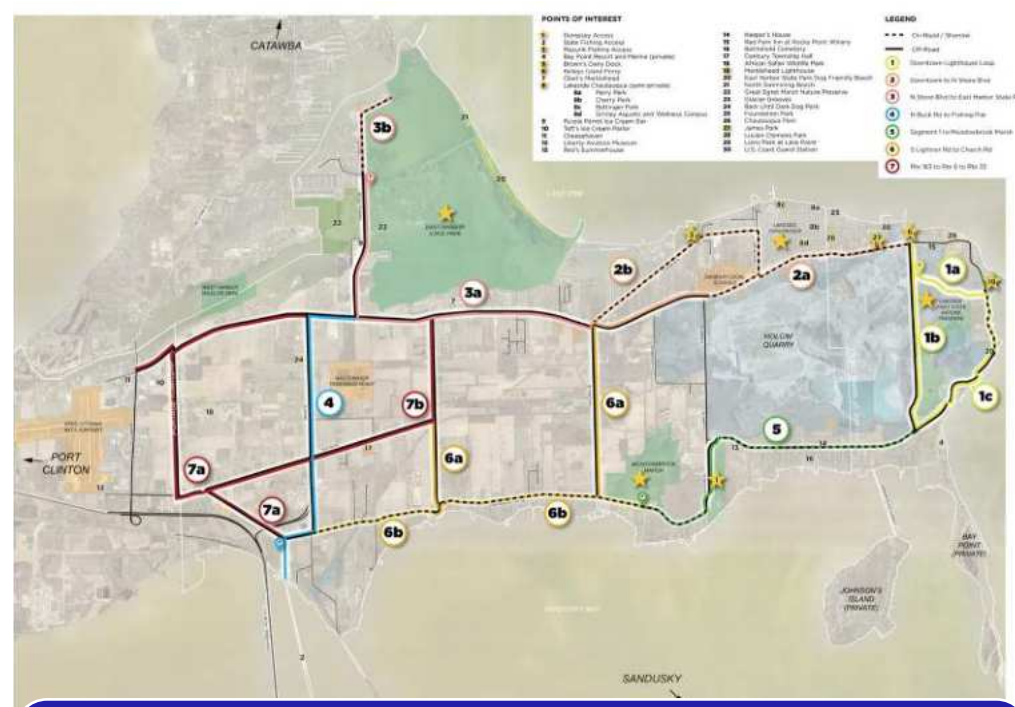
STEERING COMMITTEE MEETING #5

JANUARY 31, 2025

The steering committee met for the fifth and final time on January 31, 2025. Committee members reviewed the latest draft of the project report and the proposed implementation plan.

KEY TAKEAWAYS

- The steering committee agreed with the proposed implementation plan and clarified that the plan should be called “implementation priorities” to ensure it is understood as a **guiding framework rather than a final plan**.
- Generally, attendees pointed out key labels to change on several of the maps for clarification and accuracy.
- Attendees agreed that the timeframe for implementation and next steps (funding, adjacent active transportation studies) should be clearly communicated within the report.



Steering Committee activities allowed members to share their feedback on the draft report and revised implementation plan (above).



RECOMMENDATIONS

3

RECOMMENDATIONS OVERVIEW

The overall project recommendations focus on leveraging existing peninsula attractions coupled with understanding the feasibility of construction on desired corridors and prioritizing best practices for safety. Additional considerations include maintenance needs of the trail, implementation timelines, understanding funding sources, building relationships with project partners, and ensuring public buy-in.

ACCESS

Prioritize access to existing, top points of interest on the peninsula.

FEASIBILITY

Study and consider the construction feasibility of trail segments and corresponding trailheads.

SAFETY

Understand safety needs.

Mitigate conflicts between active transportation and vehicular traffic.

START SMALL

Leverage existing amenities to establish a trail network that is both constructable and desired by the public.



PUBLIC PRIORITIES

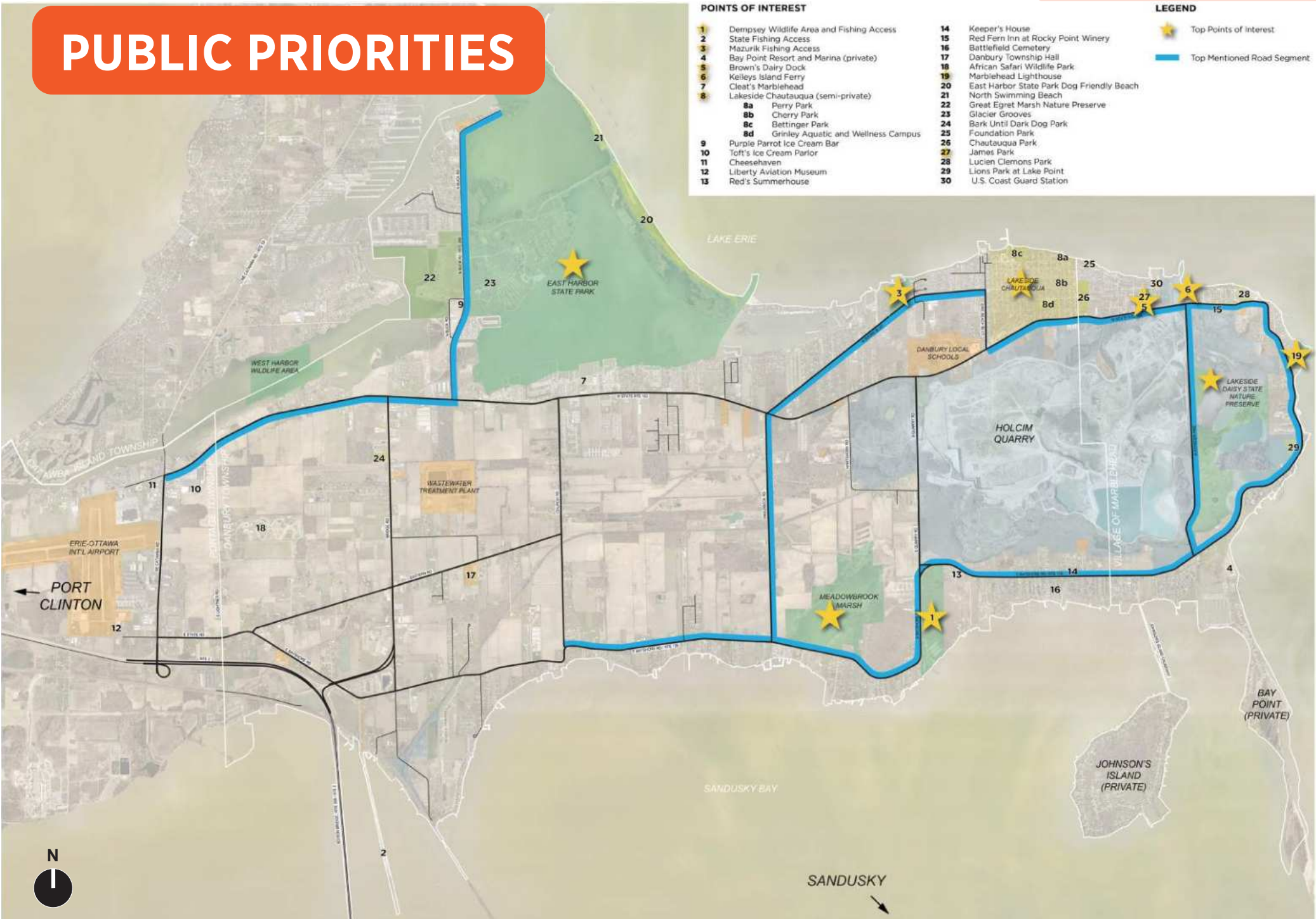
POINTS OF INTEREST

- 1 Dempsey Wildlife Area and Fishing Access
- 2 State Fishing Access
- 3 Mazurik Fishing Access
- 4 Bay Point Resort and Marina (private)
- 5 Brown's Dairy Dock
- 6 Kelleys Island Ferry
- 7 Cleat's Marblehead
- 8 Lakeside Chautauqua (semi-private)
 - 8a Perry Park
 - 8b Cherry Park
 - 8c Bettinger Park
 - 8d Grinley Aquatic and Wellness Campus
- 9 Purple Parrot Ice Cream Bar
- 10 Toft's Ice Cream Parlor
- 11 Cheesehaven
- 12 Liberty Aviation Museum
- 13 Red's Summerhouse

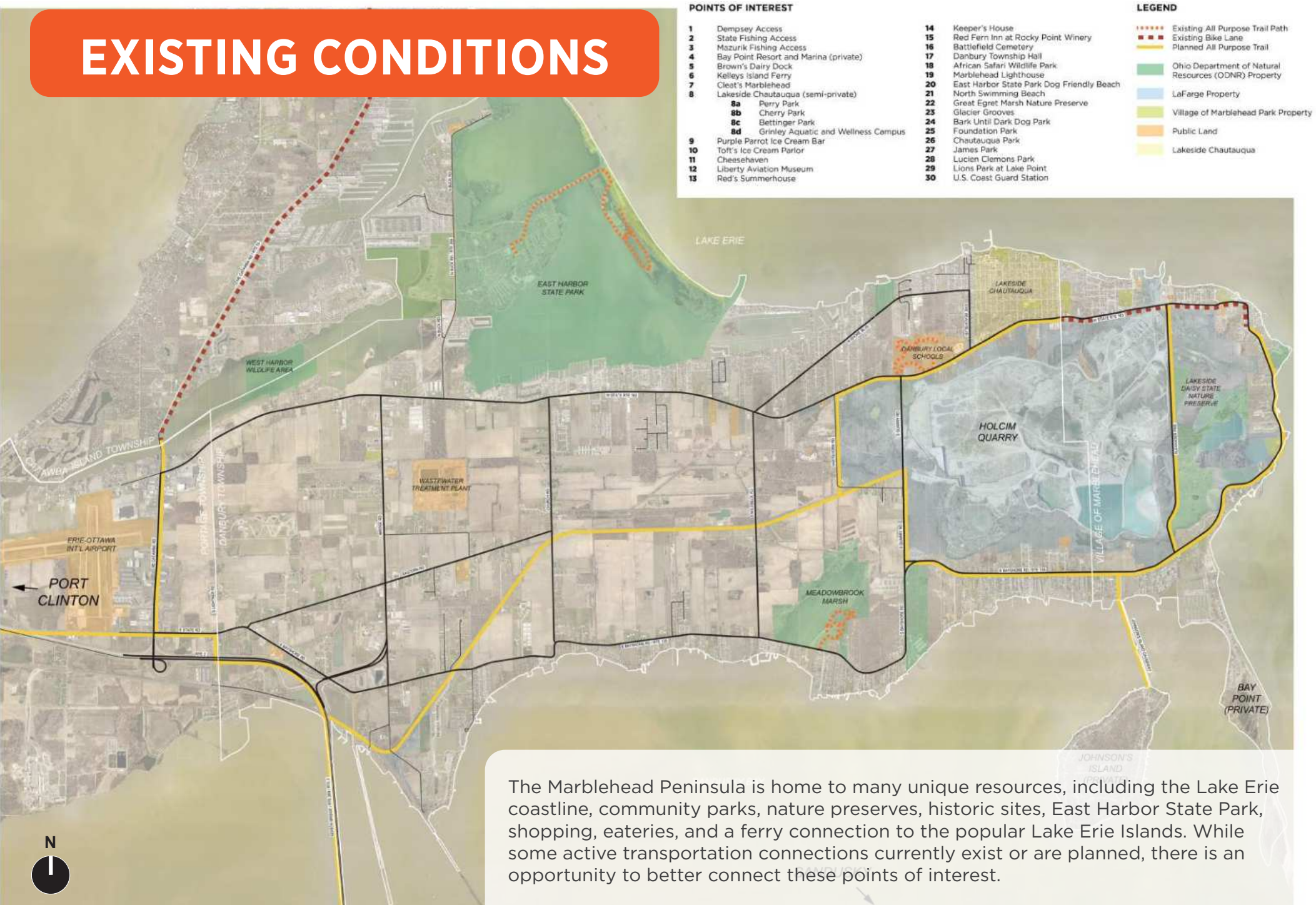
- 14 Keeper's House
- 15 Red Fern Inn at Rocky Point Winery
- 16 Battlefield Cemetery
- 17 Danbury Township Hall
- 18 African Safari Wildlife Park
- 19 Marblehead Lighthouse
- 20 East Harbor State Park Dog Friendly Beach
- 21 North Swimming Beach
- 22 Great Egret Marsh Nature Preserve
- 23 Glacier Grooves
- 24 Bark Until Dark Dog Park
- 25 Foundation Park
- 26 Chautauqua Park
- 27 James Park
- 28 Lucien Clemons Park
- 29 Lions Park at Lake Point
- 30 U.S. Coast Guard Station

LEGEND

-  Top Points of Interest
-  Top Mentioned Road Segment

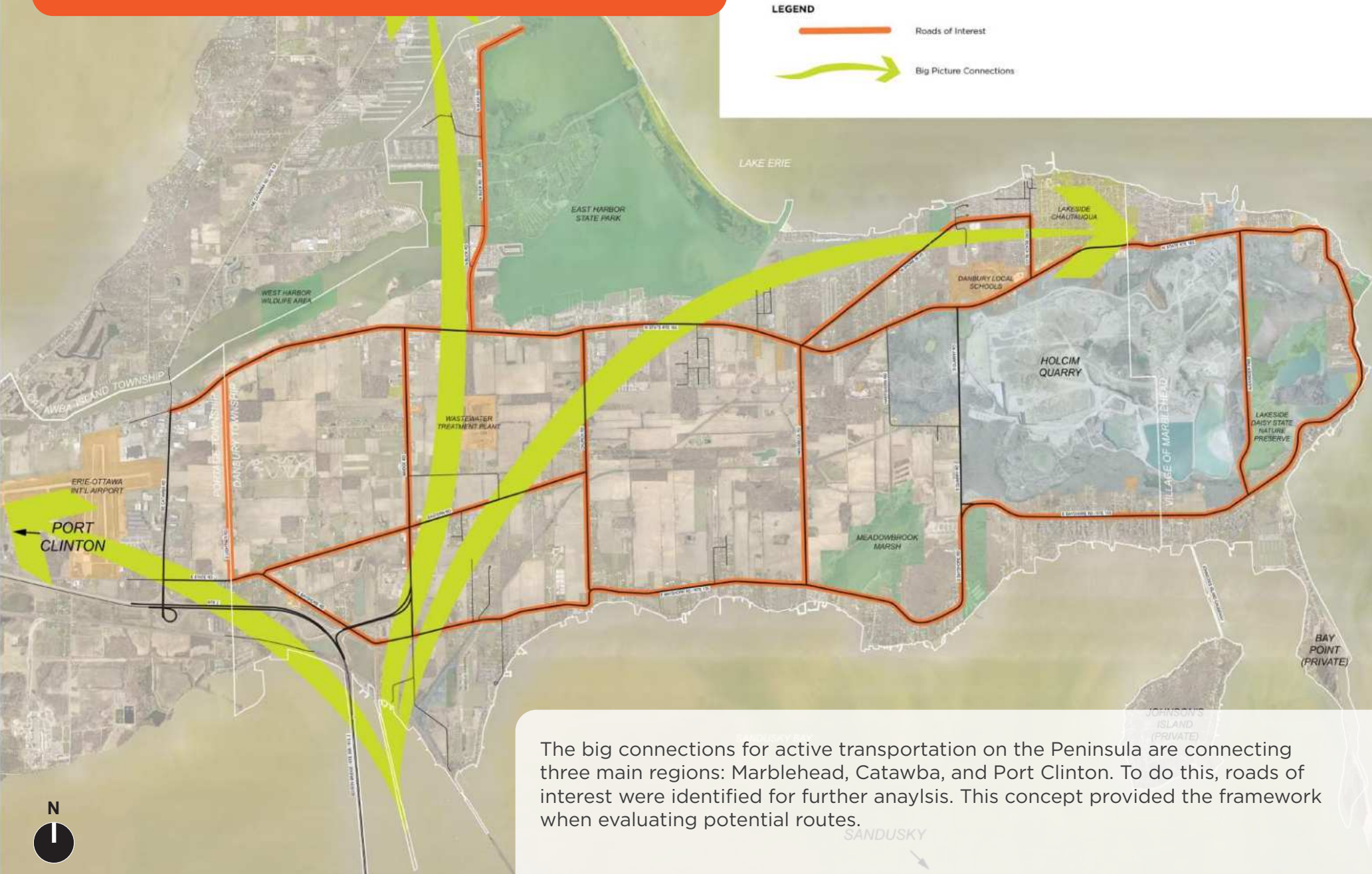


EXISTING CONDITIONS



The Marblehead Peninsula is home to many unique resources, including the Lake Erie coastline, community parks, nature preserves, historic sites, East Harbor State Park, shopping, eateries, and a ferry connection to the popular Lake Erie Islands. While some active transportation connections currently exist or are planned, there is an opportunity to better connect these points of interest.

REGIONAL CONNECTIONS



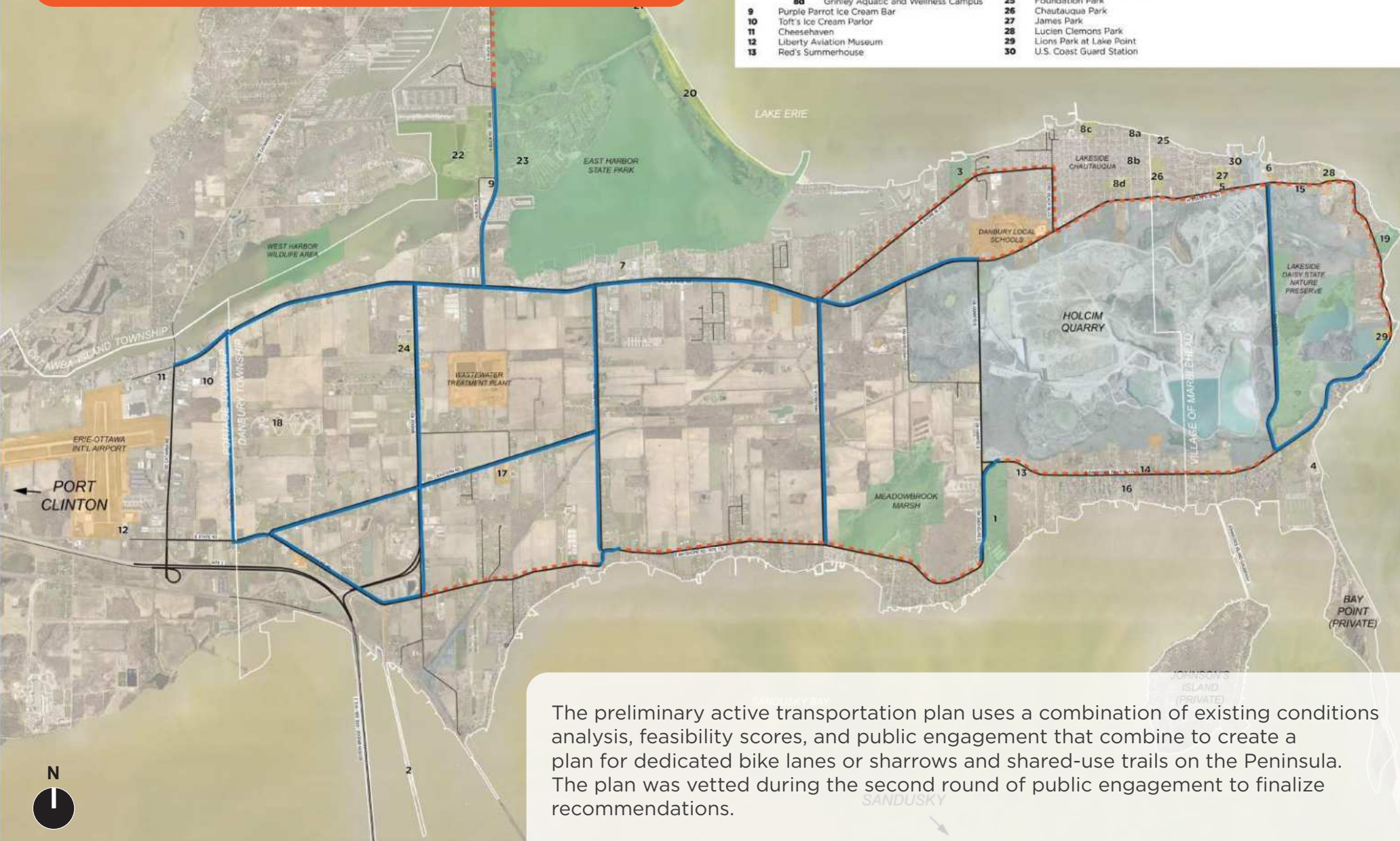
ACTIVE TRANSPORTATION PLAN

POINTS OF INTEREST

- | | | | |
|----|---------------------------------------|----|---|
| 1 | Dempsey Access | 14 | Keeper's House |
| 2 | State Fishing Access | 15 | Red Fern Inn at Rocky Point Winery |
| 3 | Mazurik Fishing Access | 16 | Battlefield Cemetery |
| 4 | Bay Point Resort and Marina (private) | 17 | Danbury Township Hall |
| 5 | Brown's Dairy Dock | 18 | African Safari Wildlife Park |
| 6 | Kelley's Island Ferry | 19 | Marblehead Lighthouse |
| 7 | Cleat's Marblehead | 20 | East Harbor State Park Dog Friendly Beach |
| 8 | Lakeside Chautauqua (semi-private) | 21 | North Swimming Beach |
| 8a | Perry Park | 22 | Great Egret Marsh Nature Preserve |
| 8b | Cherry Park | 23 | Glacier Grooves |
| 8c | Bettinger Park | 24 | Bark Until Dark Dog Park |
| 8d | Grinley Aquatic and Wellness Campus | 25 | Foundation Park |
| 9 | Purple Parrot Ice Cream Bar | 26 | Chautauqua Park |
| 10 | Tott's Ice Cream Parlor | 27 | James Park |
| 11 | Cheshehaven | 28 | Lucien Clemons Park |
| 12 | Liberty Aviation Museum | 29 | Lions Park at Lake Point |
| 13 | Red's Summerhouse | 30 | U.S. Coast Guard Station |

LEGEND

- Dedicated Bike Lane or Sharrows
- Shared-use Trail



The preliminary active transportation plan uses a combination of existing conditions analysis, feasibility scores, and public engagement that combine to create a plan for dedicated bike lanes or sharrows and shared-use trails on the Peninsula. The plan was vetted during the second round of public engagement to finalize recommendations.



SHARROW

A sharrow is a pavement marking that indicates that a lane is shared by both bicycles and cars. The term combines the words “share” and “arrow”.

They remind cars to share the road with cyclists, and show cyclists where to ride to avoid cars.

They are typically used to improve safety on roads that are too narrow for traditional bike lanes.



DEDICATED BIKE LANE

A bikeway within the roadway that has been designated by striping, signing, pavement marking, a buffering strip or some form of physical buffering.

Bike lanes are spaces within the roadway that are dedicated exclusively to bicycles.

They eliminate risks that come with cyclists sharing space with vehicles, improving comfort and safety.

More cost effective than separated shared-use trails, and are typically used where the right-of-way is too small for a shared-use trail.



SHARED-USE TRAIL

One of the preferred bikeway types due to the separation from motor vehicle traffic.

They are off-road, typically within public right-of-ways, but can also go through public property or utility easement.

Typically designed for two-way travel, with a dashed line down the middle.

Best practices follow ADA guidelines.

Intended to be inclusive of all types of active transportation modes, including pedestrians, people using wheelchairs, baby strollers, people walking dogs, skates, bicycles and more.

FEASIBILITY SCORES SUMMARY

Trail Segment		Score				R.O.W. under 17'	Notes
		North	South	East	West		
1	State Rte 163 from SE Catawba Rd/Rte 53 to S Lightner Rd/Rte 35	95	90				
2	State Rte 163 from S Lightner Rd/Rte 35 to Bridge Rd/Rte 269	82	82				
3	State Rte 163 from Bridge Rd/Rte 269 to Church Rd/Rte 137	78	82				
4	State Rte 163 from Church Rd/Rte 137 to Englebeck Rd/Rte 138	66	74				
5	State Rte 163 from Englebeck Rd/Rte 138 to S Quarry Rd/Rte 218	58	56			S side	ROW varies and is generally smaller on S side. N side can be off-road
6	State Rte 163 from S Quarry Rd/Rte 218 to Erie Beach Blvd.	72	65			both	ROW varies and is -15' or less on both sides in several areas. Portions of trail may need to be on-road. Danbury school on the N side.
7	State Rte 163 from Erie Beach Blvd. to Alexander Pike/Rte 142	72	74			some S side	South is mainly Quarry property. ROW on S varies greatly but is below -15' in several areas. May need to evaluate in smaller segments. Overall N ROW is bigger but more crossings.
8	State Rte 163 from Alexander Pike/Rte 142 to Lions Park	58	60			both	Northeast vs Southwest. Road width varies greatly from -2' to -18'+ from ROW to edge of road. May need to change sides and/or further evaluation in smaller segment. NE side has sidewalk.
9	State Rte 163 from Lions Park to Alexander Pike/Rte 142	78	73				
10	State Rte 135 from Rte 142 to Rte 140	72	59			both	ROW to drive lane under -10'. Likely need on-road here.
11	State Rte 135 / South Bayshore Rd.			65	49	both	West side has less than -8', east side has -12- 13' to drive lane. East side is up against public property.
12	State Rte 135 / South Bayshore Rd. to Englebeck Rd/Rte 138	56	52			both	ROW to drive lane under -10'. Likely need on-road here.
13	State Rte 135 / East Bayshore Rd. to Church Rd/Rte 137	54	44			both	ROW to drive lane under -10'. Likely need on-road here.
14	State Rte 135 / East Bayshore Rd. to Bridge Rd/Rte 269	59	54			both	ROW to drive lane under -10'. Likely need on-road here.
15	State Rte 135 / East Bayshore Rd. to Eastern Rd/Rte 5	70	70				
16	East State Rd. between S Lightner Rd/Rte 35 and Eastern Rd/Rte 5	73	74			both	-15' to edge of road on both sides, -17' to drive lane. Still wide enough to have off-road trail.
17	South Lightner Rd. / Rte 35			59	88		
18	Bridge Rd. / Rte 269			86	76		
19	Church Rd. / Rte 137			66	84		
20	Englebeck Rd. / Rte 138			79	66		
21	Alexander Pike / Rte 142			68	63	both	-13' from ROW to edge of road on both sides. Could still fit an off-road path. Private road - no streetview.
22	North Shore Blvd.	59	54			both	-7' to edge of road; -9' to drive lane. total ROW varies +/- 40' (hence feasibility score of 10). Likely will need on-road or widen road for bike lane.
23	Erie Beach Blvd.			48	48	both	-9' to drive lane on east, -10' on west. Total ROW varies +/- 40'. Likely need on-road or widen road for bike lane.
24	North Buck Rd. / Rte 269			83	72		
25	North Buck Rd. / Rte 139			84	57	both	Likely need on-road here. East side is public land.
26	Eastern Rd. / Rte 5	53	73				

IMPLEMENTATION PRIORITIES

DECISION-MAKING FACTORS

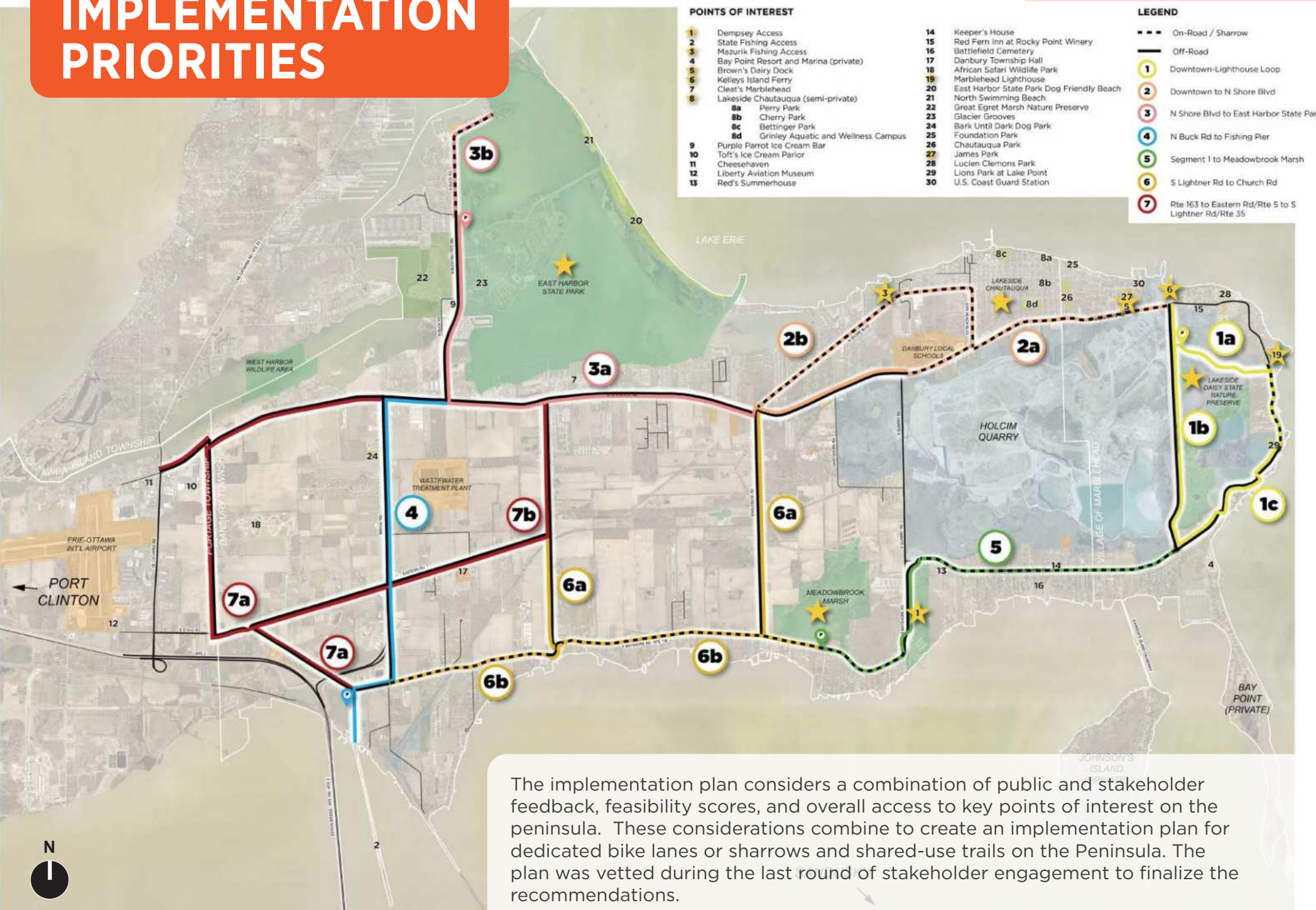
Top Points of Interest
Marblehead Lighthouse
East Harbor State Park
Meadowbrook Marsh
Brown's Dairy Dock
James Park
Lakeside Daisy State Nature Preserve
Mazurik Fishing Access
Lakeside Chautauqua
Kelley's Island Ferry
Downtown Marblehead
Dempsey Access

Top Commented-on Road Segments
State Route 163 (Erie Beach Rd. to Cottage Cove Dr.)
Alexander Pike
East Bayshore Rd. (Lions Park to Dempsey Access)
South Bayshore Rd. and East Bayshore Rd. to Church Rd.
State Route 163 (NE Catawba Rd. to North Buck Rd.)
North Shore Blvd.
North Buck Rd.
Englebeck Rd.

KEY TAKEAWAYS

- This will be a multi-year, **long range plan, with multiple phases**. It will take years to complete and components may change over time.
- County has planned **improvements for East Bayshore Road and South Danbury Road**. The recommendation is for the Park District of Ottawa County to coordinate with the County Engineer to include the trail and/or expanded the right-of-way to fit the trail within the roadway improvement project.
- Trail implementation should **prioritize access to top points of interest** (peninsula perimeter).
- **Consider overall construction feasibility** of trail segments and corresponding trailhead needs.
- Respondents would like to see a **connection between Downtown Marblehead and the Lighthouse**.
- Respondents would like to see a trail **connection between East Harbor State Park and Downtown Marblehead**.
- Respondents would like to see trail **connections to Lakeside Chautauqua** (private property; will need to consider year-round access).
- Would like to be able to **safely get to Meadowbrook Marsh via trail**.
- The majority of respondents expressed **desire for off-road trail segments and/or widened on-road trail segments**.

IMPLEMENTATION PRIORITIES





IMPLEMENTATION PRIORITIES

SEGMENT	RECOMMENDATION	CONNECTIONS	PRIORITY	APPLICABLE GRANTS
1a	Downtown - Lighthouse Loop	From Downtown Marblehead to Marblehead Lighthouse	HIGH	Clean Ohio Fund - Green Space Conservation Program Clean Ohio Trails Fund Community Development Block Grant ODSA Community Grants, Loans, Bonds and Tax Credits ODOT Highway Safety Improvement Program ODNR Recreational Trails Program ODOT Local Funding Programs ODNR Land and Water Conservation Fund ODNR Natureworks Grant ODOT Conservancy District Program ODOT Metro Parks Program ODOT Pedestrian & Bicycle Specilization Solicitation ODOT Safe Routes to Schools ODOT Transportation Alternatives Program Rails to Trails Conservancy Trail Grants US DOT Active Transportation Infrastructure Investment Program
1b	Downtown - Lighthouse Loop	From Downtown Marblehead to Lakeside Daisy State Nature Preserve	HIGH	
1c	Downtown - Lighthouse Loop	Marblehead Lighthouse, Lions Park at Lake Point to Lakeside Daisy State Nature Preserve	HIGH	
2a	Downtown to N Shore Blvd	From Downtown Marblehead along Rte 163, to Lakeside Chautauqua, Danbury Schools & Englebeck Rd	HIGH	
2b	N Shore Blvd	N Shore Blvd & Erie Beach Rd, Mazurik Fishing Access to Lakeside Chautauqua	HIGH	
3a	N Shore Blvd to East Harbor State Park	Rte 163 from N Shore Blvd to N Buck Rd	HIGH	
3b	N Buck Rd	N Buck Rd to East Harbor State Park Marina	HIGH	
4	N Buck Rd to Public Fishing Access	Bridge Rd from N Buck Rd to State Fishing Access	MEDIUM	
5	Lighthouse Loop to Meadowbrook Marsh	E Bayshore Rd from Lakeside Daisy Nature Preserve (connecting Segment 1) to Meadowbrook Marsh	MEDIUM	
6a	S Lightner Rd & Church Rd to E Bayshore Rd	North-South connections on S Lightner Rd and Church Rd to E Bayshore Rd	LOW	
6b	E Bayshore Rd to S Danbury Rd	E Bayshore Rd from Meadowbrook Marsh to Segment 4	LOW	
7a	Rte 163 to SE Cawtawba Rd to S Lightner Rd to E Bayshore Rd	Public Fishing Access and West Marblehead Peninsula	LOW	
7b	Eastern Rd to Church Rd to Rte 163	Eastern Rd to Danbury Township Hall to Church Rd to Rte 163	LOW	
	Land Aquisition	Varies	LOW	Clean Ohio Fund - Green Space Conservation Program Clean Ohio Trails Fund ODNR Recreational Trails Ptrogram ODNR Land and Water Conservation Fund ONDR NatureWorks

FUNDING OPPORTUNITIES



The following funding sources apply to the varied recommendations in the Plan. The descriptions will provide a starting point for determining financial support for implementation.

FUNDING OPPORTUNITIES	
<p>Clean Ohio Fund - Green Space Conservation Program:</p> <p>This Ohio program helps to fund preservation of open spaces, sensitive ecological areas, and stream corridors. Grant recipients agree to maintain the properties in perpetuity so that they can be enjoyed and cherished for generations to come.</p>	<p>Funding Source: Ohio Public Works Commission (OPWC)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, Non-Profits</p> <p>Project Category: Road, Bridge, Bikeways, Pedestrian, Planning, Storm Water Improvement Natural Habitat, Preservation & Restoration, Resilience Efforts</p> <p>Website: https://development.ohio.gov/cleanohio/greenspaceconservation/</p>
<p>Clean Ohio Trails Fund:</p> <p>This Ohio program works to improve outdoor recreational opportunities by funding trails for outdoor pursuits including land acquisition of all kinds. Special emphasis is given to projects that: Are consistent with the statewide trail plan; Complete regional trail systems and links to the state wide trail plan; Links population centers with outdoor recreation areas and facilities; Involve the purchase of rail lines linked to the statewide trail plan; preserves natural corridors; and provide links in urban areas to support commuter access and provide economic benefit.</p>	<p>Funding Source: Ohio Department of Natural Resources (ODNR)</p> <p>Match: 25%</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Metroparks, Port Authorities, Non-ProfitsProject</p> <p>Project Category: Bikeways, Pedestrian</p> <p>Website: https://development.ohio.gov/cleanohio/RecreationalTrails/</p>
<p>Community Development Block Grant:</p> <p>Federal funding through Housing and Urban Development (HUD) for public facilities: road resurfacing, crosswalks, street lights, traffic/pedestrian signals, barrier removal for handicap accessibility (e.g., sidewalks, curb ramps), and street furniture. The annual CDBG appropriation is allocated between states and local jurisdictions called “non-entitlement” and “entitlement” communities respectively. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). States distribute CDBG funds to non-entitlement localities not qualified as entitlement communities. Check HUD’s, County’s, or City’s website to see if funding is eligible in your location.</p>	<p>Funding Source: US Department of Housing and Urban Development (HUD)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/Townships</p> <p>Project Category: Road, Bridge, Safety Bikeways, Pedestrian</p> <p>Website: https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo</p>

FUNDING OPPORTUNITIES, CONT'D	
<p>Community Grants, Loans, Bonds and Tax Credits:</p> <p>The Community Services Division of the ODSA works to build safe neighborhoods, vibrant downtowns, and reliable infrastructure to support job creation. It provides support of these goals through a variety of outright awards, loans, bonds, and/or tax credits that include, but not limited to, Community Development Block Grants and Infrastructure Grant Funds to local government applicants for both economic development loan and public infrastructure projects.</p>	<p>Funding Source: Ohio Development Services Agency (ODSA)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/Townships</p> <p>Project Category: Road, Bridge, Bikeways, Road, Pedestrian, Storm Water Improvement, Sewer Construction, Wastewater Treatment Plant Improvements, Community Water System Improvements, Natural Habitat Preservation & Restoration</p> <p>Website: https://development.ohio.gov/cs/cs_grantsloansbonds.htm</p>
<p>Highway Safety Improvement Program:</p> <p>Funds from this program can be used to make improvements on any public roadway, including but not limited to intersection and curve realignment, rumble stripe and cable barrier installation, driver education and enforcement, and upgrades to signals, pavement markings, or guardrails.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: 0-10%</p> <p>Eligible Applicants: Counties, Municipalities/Townships</p> <p>Project Category: Road, Bridge, Safety, Traffic Signal Upgrade, Bikeways, Pedestrian</p> <p>Website: http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Pages/default.aspx</p>
<p>ODNR Recreational Trails Program:</p> <p>This program provides funds for the development of urban trail linkages, trailhead & trailside facilities, acquisition of easements & property, development & construction of new trails, improving access for people with disabilities, and environment & safety education programs related to trails.</p>	<p>Funding Source: Ohio Department of Natural Resources (ODNR)</p> <p>Match: 20%</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Non-Profits</p> <p>Project Category: Bikeways, Pedestrian, Bike Safety Program, Pedestrian Safety Program, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p>Website: https://ohiodnr.gov/wps/portal/gov/odnr/discover-and-learn/safety-conservation/about-odnr/real-estate</p>
<p>ODOT - Local Programs Funding:</p> <p>ODOT - Office of Planning Local Funding Opportunities homepage. Provides descriptions and links to each program including the Small Cities, Municipal Bridges, Transportation Alternatives, Safety Funding, Local Major Bridge, Credit Bridge and MetroParks programs.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Transit Agencies, Metroparks, Research or Academic Institutions</p> <p>Project Category: Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Bikeways, Pedestrian, Bike Safety Program, Storm Water Improvement</p> <p>Website: http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx</p>

FUNDING OPPORTUNITIES CONTINUED	
<p>ODOT - Program Resource Guide:</p> <p>The Ohio Department of Transportation (ODOT) Program Resource Guide is intended to provide a “one-stop shopping” document to ODOT’s constituents –local governments, transportation advocacy groups, planning organizations and Ohio’s citizens. This resource demonstrates several funding programs.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, School Districts, Non-Profits</p> <p>Project Category: Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management, Transit Center Facility, Transit Operating, Bikeways, Pedestrian, Bike Safety Program, Helmets, Pedestrian, Bike Safety Program, Helmets, Pedestrian, Safety Plan, Planning, Freight, Nutrient Reduction, Dredged Material, Storm Water Improvement, Sewer Construction, Community Water System Improvements, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p>Website: http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/ProgramResourceGuide.pdf</p>
<p>ODNR Land and Water Conservation Fund:</p> <p>This program provides funding for the acquisition, development, and rehabilitation of recreational areas.</p>	<p>Funding Source: Ohio Department of Natural Resources (ODNR)</p> <p>Match: 50%</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts</p> <p>Project Category: Bikeways, Pedestrian, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p>Website: https://ohiodnr.gov/wps/portal/gov/odnr/discover-and-learn/safety-conservation/about-odnr/real-estate</p>
<p>ODNR NatureWorks Grants:</p> <p>This program provides funding for the acquisition, development, and rehabilitation of recreational areas.</p>	<p>Funding Source: Ohio Department of Natural Resources (ODNR)</p> <p>Match: 25%</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts</p> <p>Project Category: Bikeways, Pedestrian, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p>Website: https://ohiodnr.gov/wps/portal/gov/odnr/discover-and-learn/safety-conservation/about-odnr/real-estate</p>

FUNDING OPPORTUNITIES CONTINUED	
<p>ODOT Conservancy District Program:</p> <p>The Conservancy District Program is a new program providing economic support to conservancy districts for infrastructure projects. This program will fund construction, reconstruction, improvement, repair, or maintenance of roads leading from a public roadway to any public park, forest preserve, or recreational area, or within the boundary of any public park, forest preserve, or recreational area, under the control and custody of a Conservancy District.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: Not specified</p> <p>Eligible Applicants: Conservancy Districts, public parks, forest preserves, or recreational areas</p> <p>Project Category: Roadway work and public vehicular access in, around or to a public park, forest preserve, or recreational area</p> <p>Website: https://www.transportation.ohio.gov/working/funding/resources/conservancy-district</p>
<p>ODOT Metro Parks Program:</p> <p>Administered through Ohio Parks & Recreation Association (OPRA), funds can be used for the materials and labor necessary for construction, reconstruction, improvement, repair, and maintenance of park drives, park roads, park access roads, parking lots, and for purchase and hauling of materials, and for equipment rental.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT) via the Biennial Transportation Appropriations Act</p> <p>Match: Not specified</p> <p>Eligible Applicants: Public parks, forest preserves, or recreational areas</p> <p>Project Category: Roadway work in and around a public park, forest preserve, or recreational area</p> <p>Website: https://www.transportation.ohio.gov/working/funding/resources/metro-park</p>
<p>ODOT Pedestrian & Bicycle Specilization Solicitation</p> <p>A variety of pedestrian and bicycle related projects are eligible for this special solicitation, including the development of plans and studies, the collection of data related to walking and biking, activities that educate on and promote walking and biking, the engineering, design, and/or construction of short term (pedestrian & cycling) infrastructure projects that can begin construction by June 30, 2026, and the engineering, design, and/or construction of standalone pedestrian and bicycle projects of statewide significance.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: 20% for municipalities of 200,000+ people; none for municipalitites under 200,000 people.</p> <p>Eligible Applicants: Local governments, political subdivisions, regional planning organizations, other non-profit agencies with support from a political subdivision, and infrastructure agencies sponsored by a jurisdiction with the appropriate maintenance authority</p> <p>Project Category: Pedestrain & bicycle infrastructure</p> <p>Website: https://www.transportation.ohio.gov/working/funding/resources/pedbikelifunding</p>
<p>ODOT Safe Routes to School</p> <p>Safe Routes to School program provides resources, technical assistance and project funding to encourage and enable students in grades K-12 to walk or ride their bike to school. A comprehensive approach to Safe Routes to School includes both infrastructure and non-infrastructure countermeasures and programs.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: No match required</p> <p>Eligible Applicants: Infrastructure projects within two miles of schools K-12 students and non-infrastructure activities such as education, encouragement, enforcement or evaluation.</p> <p>Project Category: Engineering, encouragement, education, enforcement and evaluation</p> <p>Website: https://www.transportation.ohio.gov/programs/safe-routes-srts</p>

FUNDING OPPORTUNITIES CONTINUED	
<p>ODOT - Transportation Alternatives Program:</p> <p>The Transportation Alternatives Program (TAP) provides funding for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects.</p>	<p>Funding Source: Ohio Department of Transportation (ODOT)</p> <p>Match: varies</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts, School Districts, Non-Profits</p> <p>Project Category: Road, Bridge, Safety, Traffic Signal Upgrade, Transit Capital, Vehicles, Intelligent Transportation Systems, Computer Hardware/Software, Communications Equipment, Mobility Management, Transit Center Facility, Transit Operating, Bikeways, Pedestrian, Bike Safety Program, Helmets, Pedestrian, Bike Safety Program, Helmets, Pedestrian, Safety Plan, Planning, Freight, Nutrient Reduction, Dredged Material, Storm Water Improvement, Sewer Construction, Community Water System Improvements, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p>Website: http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/ProgramResourceGuide.pdf</p>
<p>Rails to Trails Conservancy Trail Grants:</p> <p>With the goal of creating, connecting and maintaining a vibrant trail network nationwide, Trail Grants support organizations at all levels, from local to national nonprofits to public agencies, with a focus on community-based leadership and engagement and long-term impact.</p>	<p>Funding Source: Rails to Trails Conservancy</p> <p>Match: Not specified</p> <p>Eligible Applicants: Counties, Municipalities/Townships, Transit Agencies, Metroparks, Port Authorities, Sewer Districts</p> <p>Project Category: Bikeways, Pedestrian, Natural Habitat Preservation and Restoration, Resilience Efforts</p> <p>Website: https://ohiodnr.gov/wps/portal/gov/odnr/discover-and-learn/safety-conservation/about-odnr/real-estate</p>
<p>Active Transportation Infrastructure Investment Program:</p> <p>The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created by the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.</p> <p>ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.</p> <p>This is larger scope grant focused on connecting active transportation infrastructure, with eligible projects ranging from \$100,000 (for planning and design only) to \$15 million (for construction, preferably in low-income communities).</p>	<p>Funding Source: US Department of Transportation (DOT)/ Federal Highway Administration (FHWA)</p> <p>Match: 20%, however there is a match exemption for projects serving an area in which most census tracts have a poverty rate of over 40%.</p> <p>Eligible Applicants: Local or regional governmental organizations, multicounty special districts, States, multistate group of governments, or Tribal governments.</p> <p>Project Category: Projects filling multimodal gaps in Greenways, sidewalks, bike lanes or multiuse paths; especially projects that address DOT and FHWA strategic goals of mode shift, safety, climate, equity and accessibility.</p> <p>Website: https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip</p> <p>(see more information here - https://www.railstotrails.org/policy/funding/atiip/)</p>

COST ESTIMATES

SEGMENT 1			
Total Cost Range:			
Segment 1A	\$ 925,000	\$ 1,018,000	
Segment 1B	\$ 1,668,000	\$ 1,835,000	
Segment 1C	\$ 1,623,000	\$ 1,786,000	
<hr/>			
Construction Cost Range	\$ 4,216,000	\$ 4,638,000	
<hr/>			
2025 Segment 1 Project Costs:		\$ 5,275,940	

SEGMENT 2			
Segment 2A	\$ 2,943,000	\$ 3,238,000	
Segment 2B	\$ 1,726,000	\$ 1,899,000	
<hr/>			
Construction Cost Range	\$ 4,669,000	\$ 5,136,000	
<hr/>			
2025 Segment 2 Project Costs:		\$ 5,838,680	

SEGMENT 3			
Segment 3A	\$ 3,274,000	\$ 3,602,000	
Segment 3B	\$ 828,000	\$ 911,000	
<hr/>			
Construction Cost Range	\$ 4,102,000	\$ 4,513,000	
<hr/>			
2025 Segment 3 Project Costs:		\$ 5,134,690	

SEGMENT 4			
Segment 4	\$ 2,914,000	\$ 3,206,000	
<hr/>			
Construction Cost Range	\$ 2,914,000	\$ 3,206,000	
<hr/>			
2025 Segment 4 Project Costs:		\$ 3,657,780	

SEGMENT 5			
Segment 5	\$ 3,061,000	\$ 3,368,000	
<hr/>			
Construction Cost Range	\$ 3,061,000	\$ 3,368,000	
<hr/>			
2025 Segment 5 Project Costs:		\$ 3,840,840	

SEGMENT 6			
Segment 6A	\$ 2,127,000	\$ 2,340,000	
Segment 6B	\$ 2,963,000	\$ 3,260,000	
<hr/>			
Construction Cost Range	\$ 2,127,000	\$ 2,340,000	
<hr/>			
2025 Segment 6 Project Costs:		\$ 2,679,200	

SEGMENT 7			
Segment 7A	\$ 3,675,000	\$ 4,043,000	
Segment 7B	\$ 2,887,000	\$ 3,176,000	
<hr/>			
Construction Cost Range	\$ 6,562,000	\$ 7,219,000	
<hr/>			
2025 Segment 7 Project Costs:		\$ 8,192,470	

<hr/>		Total 2025 Overall Project Costs:	\$ 34,619,600
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**Detailed cost estimates for each segment can be found in the 'Data' section of this report starting on page 191.*



DATA

3

ONLINE SURVEY #1
FULL RESULTS

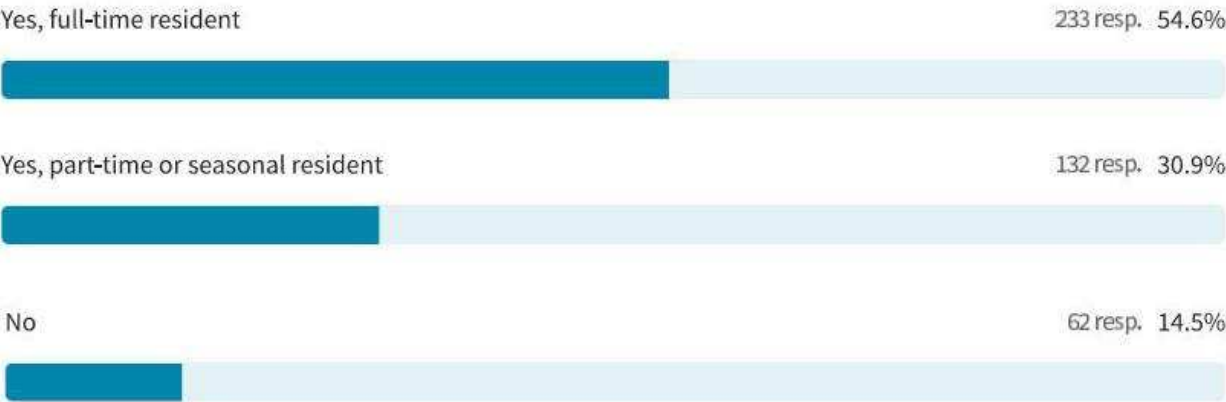
Marblehead Peninsula Trail Feasibility Study - Community Survey #1

427 responses



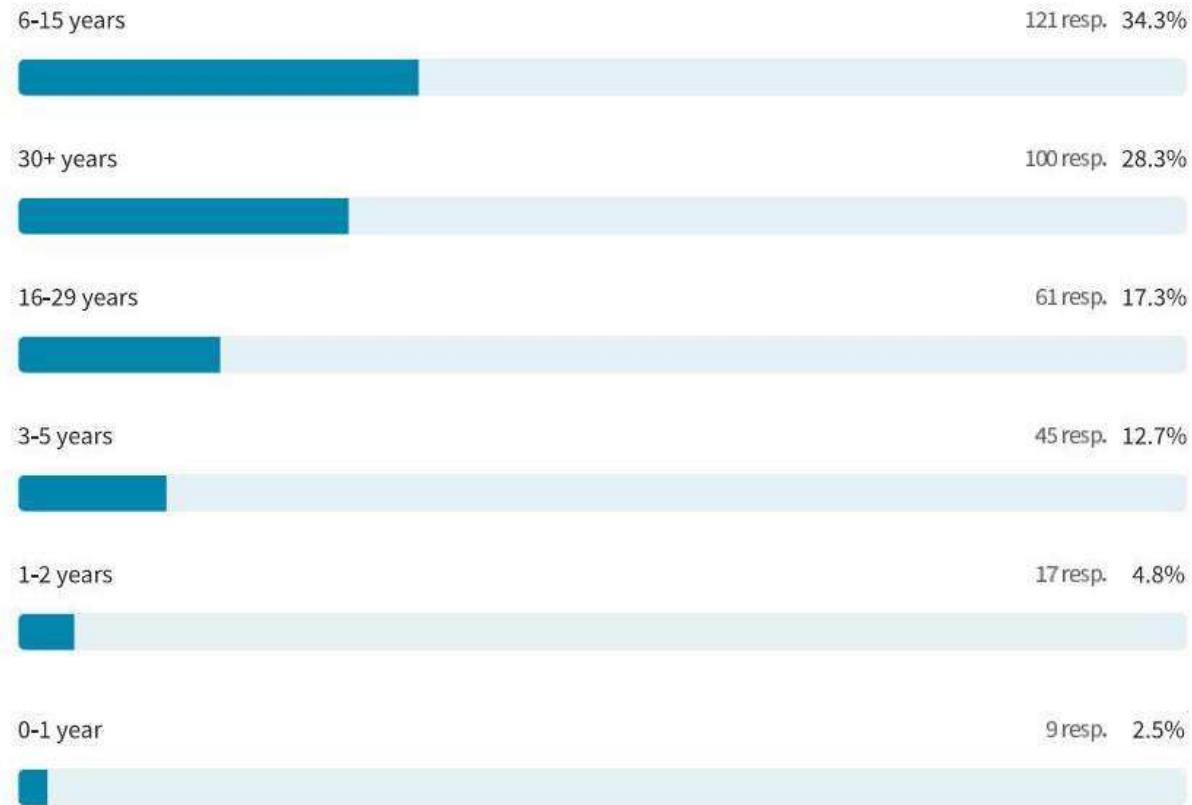
Are you a resident of the Marblehead Peninsula?

427 out of 427 answered



How long have you lived on the Marblehead Peninsula?

353 out of 427 answered



How often do you typically visit and stay on the Marblehead Peninsula?

52 out of 427 answered



weekly

Visit typically weekly but don't stay as I reside in PC

Occasionally when visiting family

Yearly

What is your reason for visiting the Marblehead Peninsula?

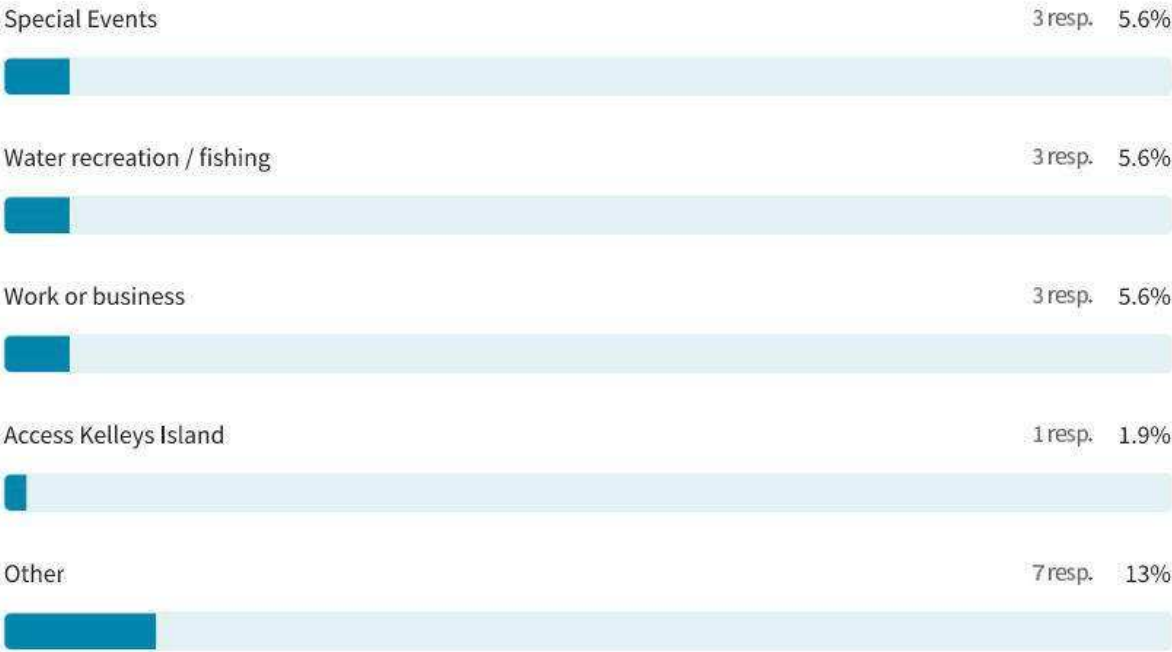
54 out of 427 answered

Visiting family or friends 23 resp. 42.6%



Tourism / eco-tourism (e.g. birding) 14 resp. 25.9%





Painting, socializing and recreation

walking/hiking

Visit preferred sites (lighthouse, nettys, hiking trails, etc.)

Vacation at lakeside

picnic, shopping

Spend time at Lakeside

Live close and our church is there

How old are you?

421 out of 427 answered

65 and above 121 resp. 28.7%



55-64 109 resp. 25.9%



45-54 77 resp. 18.3%



35-44 48 resp. 11.4%





Do you currently have children under the age of 18 living in your household?

418 out of 427 answered



What is your primary mode of transportation for getting around the Marblehead Peninsula?

427 out of 427 answered

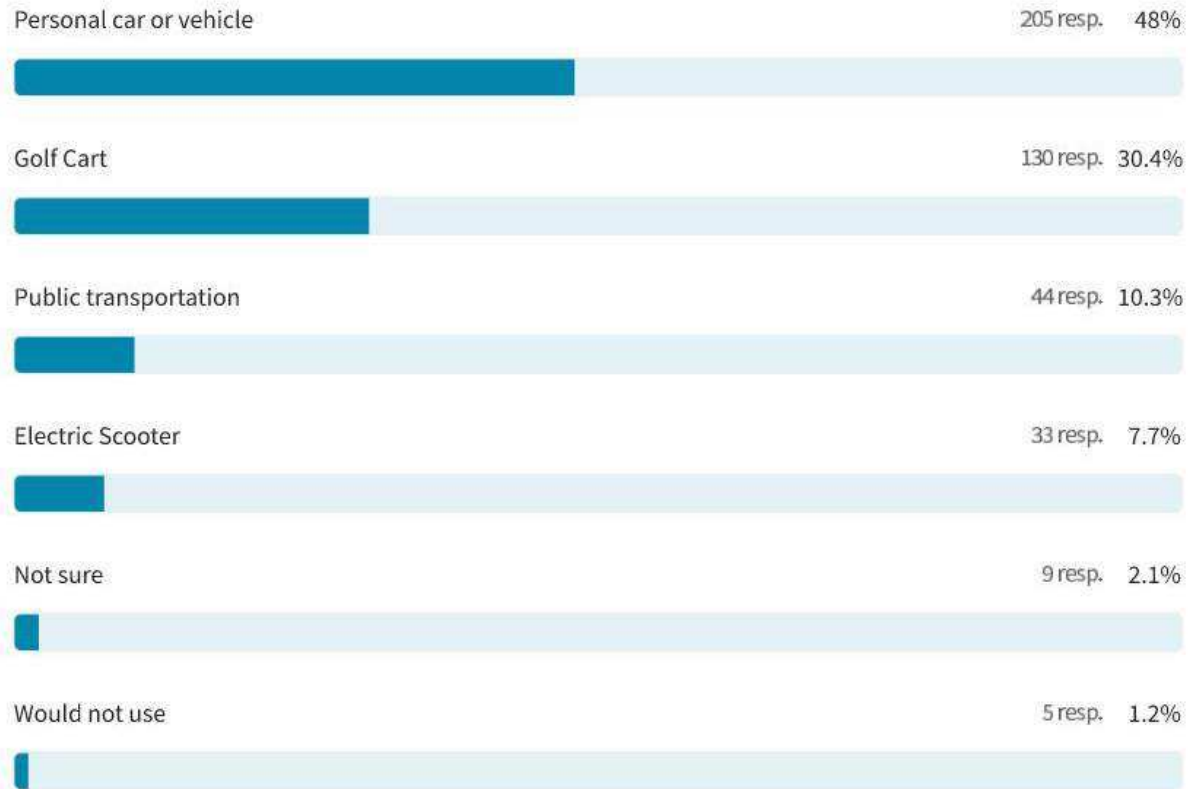




If all these options were available to you in your community, safely and affordably, how would you prefer to get around?

427 out of 427 answered

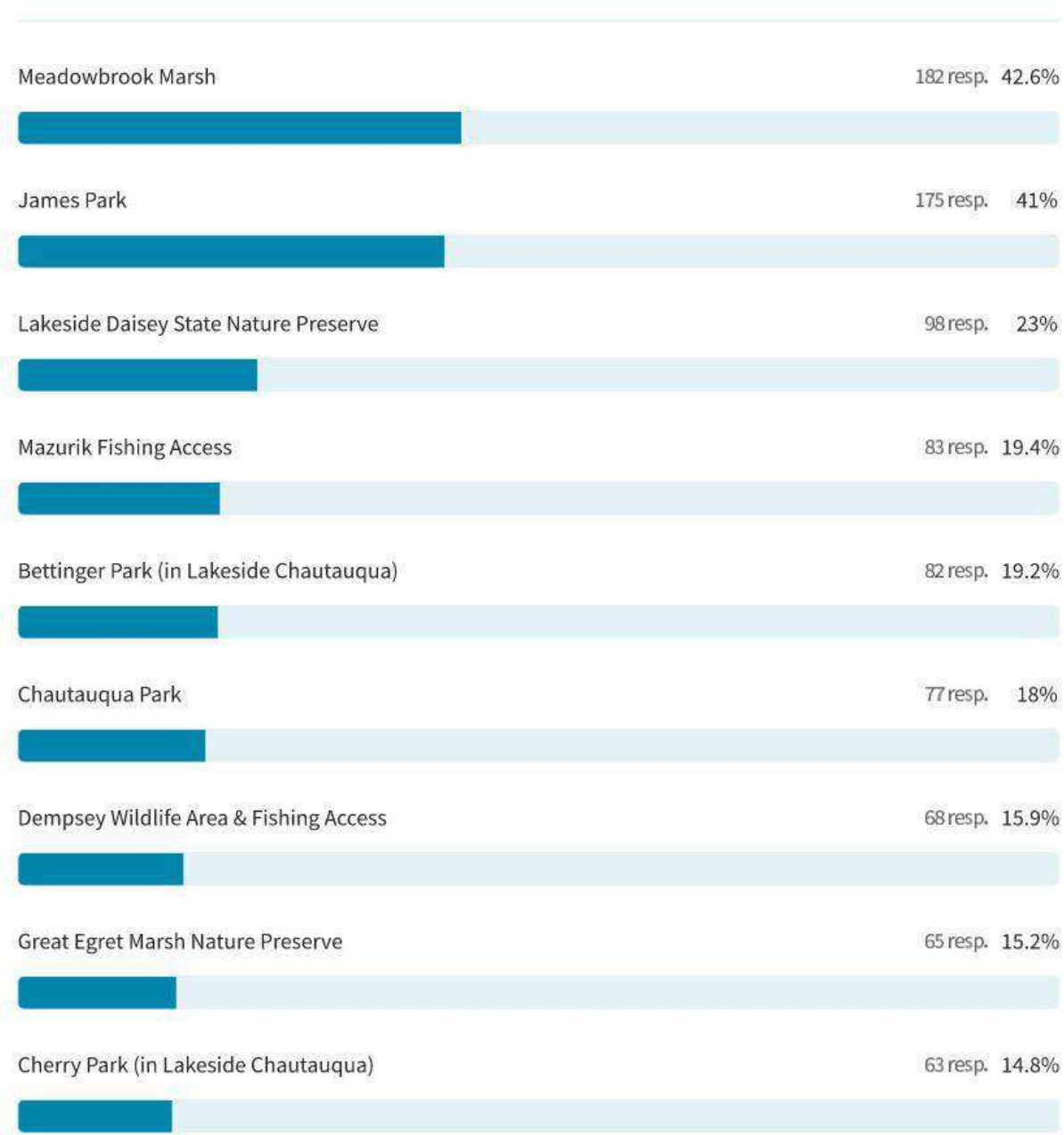


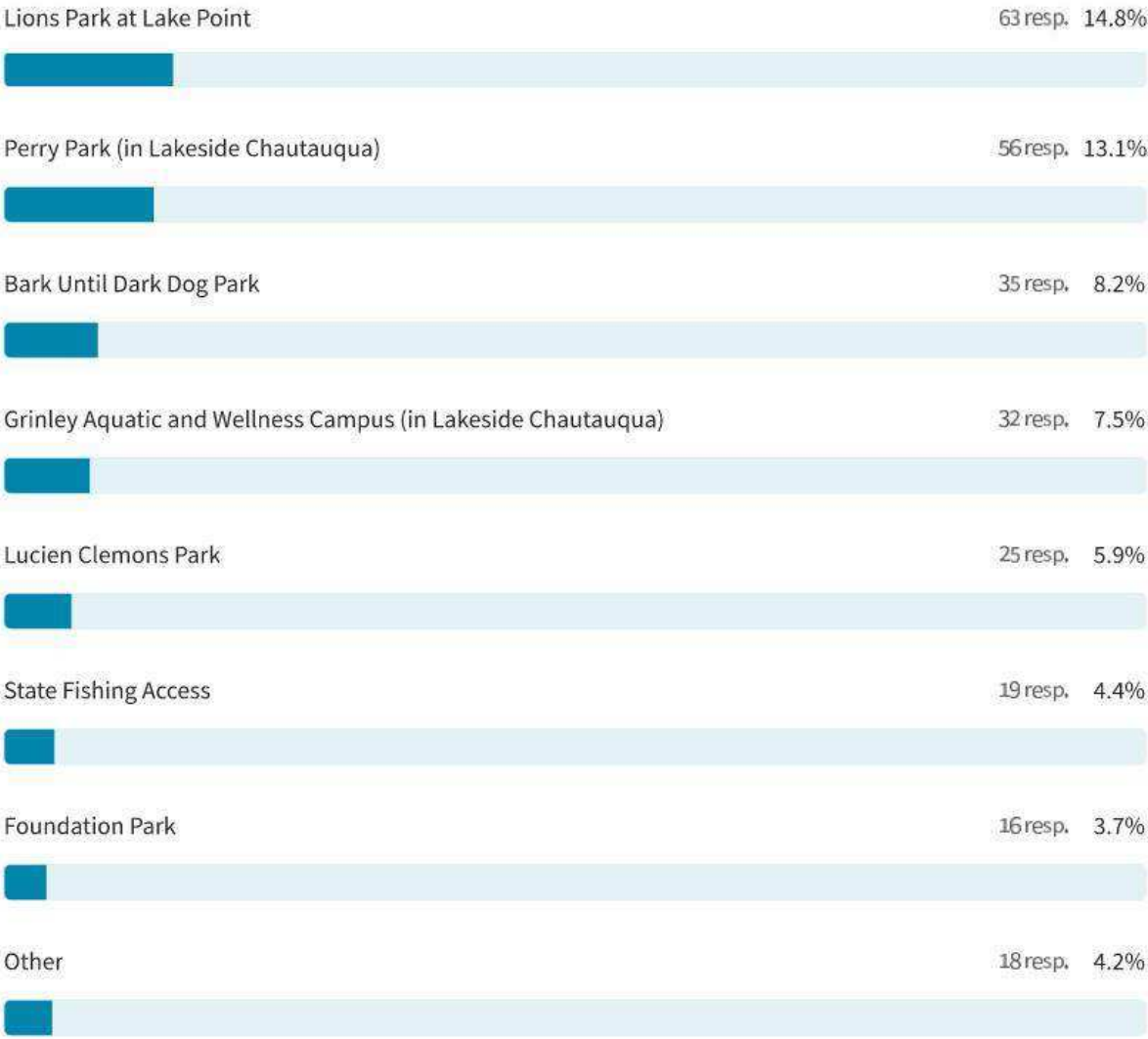


Which Marblehead Peninsula parks do you visit most often?

427 out of 427 answered







Lighthouse state park

Marblehead Lighthouse State Park

Downtown Marblehead

None we are self sufficient and don't need public assistance to bring more strangers into the area nor do we wish to see the central peninsula and wiledlifecdesurbed

Rarely visit parks.

I walk on my own property. I do not use public parks.

Marblehead Lighthouse

Marblehead Lighthouse State Park

Lakeside BasketBall Courts

Lake Point Park

Lighthouse

Cemetery

Lighthouse!

Lighthouse

Lighthouse

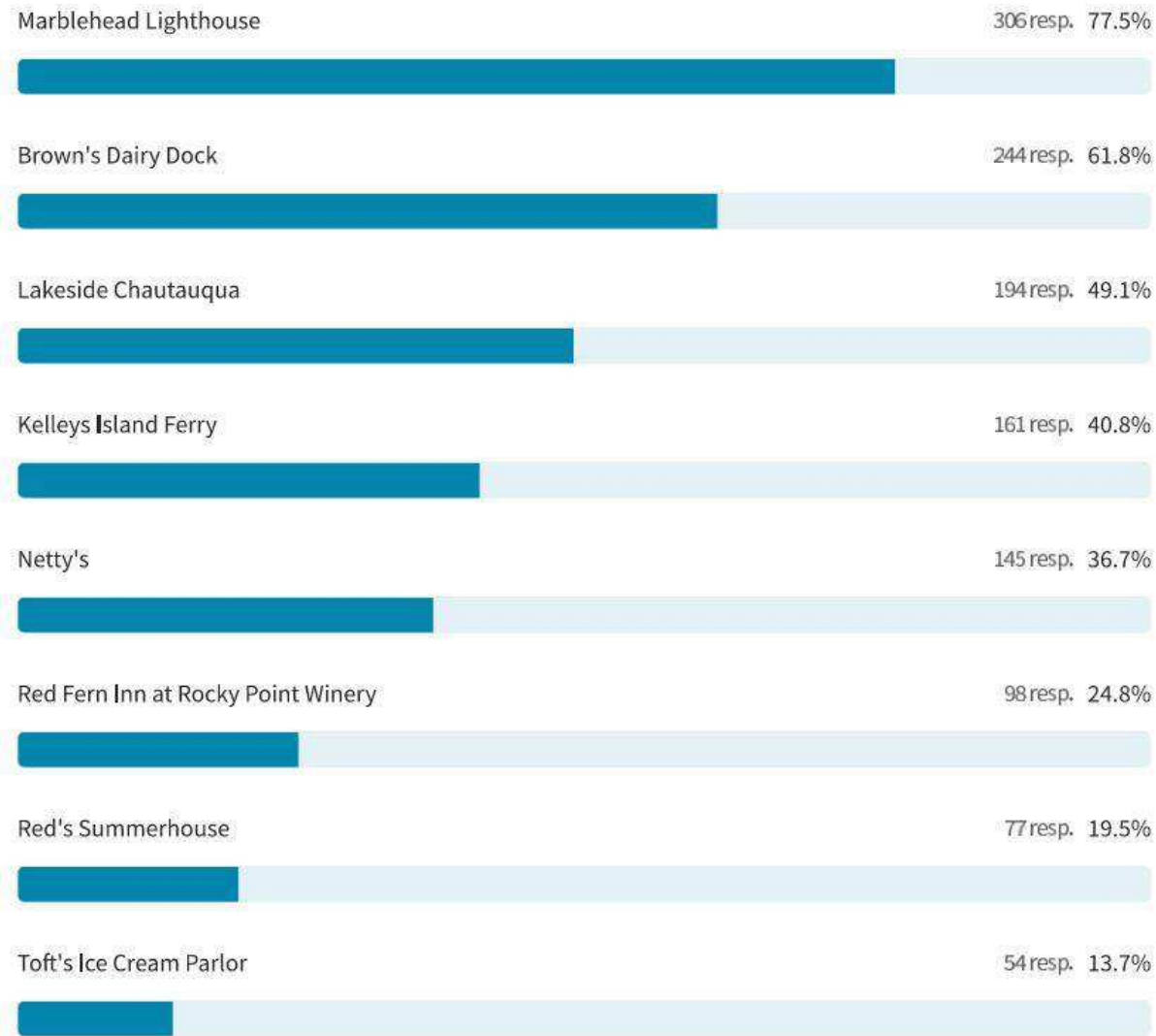
Marblehead Lighthouse

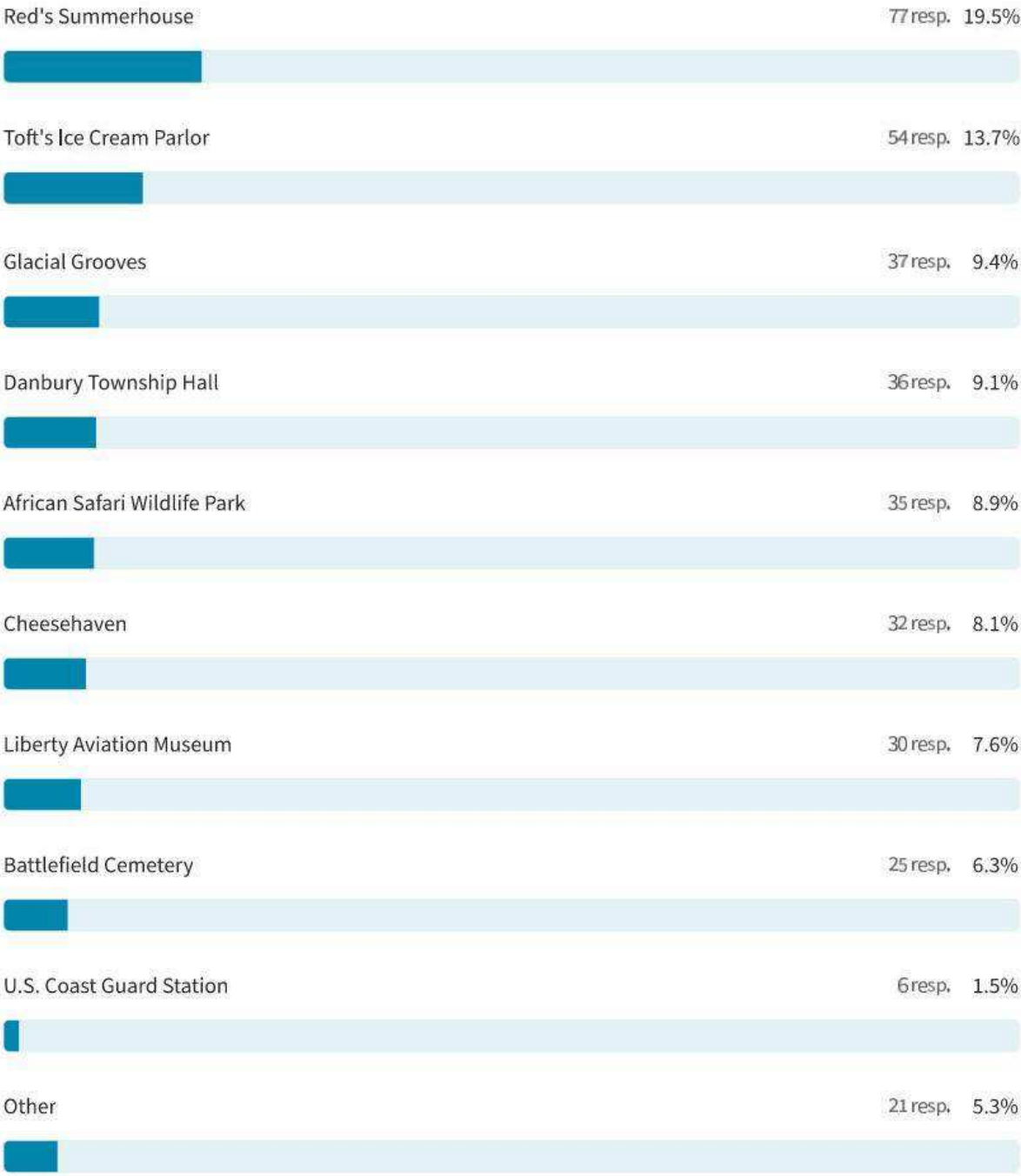
East Harbor State Park

East Harbor State Park

Which Marblehead Peninsula attractions and amenities do you visit most often?

395 out of 427 answered





Latitude Cafe

Bay Point

Freighters

Many of your choices are not in really public areas but are commercial attractions I don't see a need to spend public money to support local business

Marblehead Soap Co.

Latitudes

Jamestown tavern

Danbury township hall for sports

Hidden Beach Bar/Shrocks Marina

NA

The Galley

JJ's Table

frieghters

Erie Ottawa Airport

Downtown Marblehead businesses/restaurants

pickle and chips field trip

wee willys

The Wave Hotel

Erie Market

Canoe club

Hidden Beach Bar

How would you like to use a potential active transportation trail network on the Marblehead Peninsula?

395 out of 427 answered

To access local destinations and amenities 218 resp. 55.2%



To exercise 195 resp. 49.4%



To experience nature 159 resp. 40.3%



To leisurely recreate 84 resp. 21.3%



Walk / bike to schools 35 resp. 8.9%



Do not plan to use trail network 26 resp. 6.6%



Other 4 resp. 1%

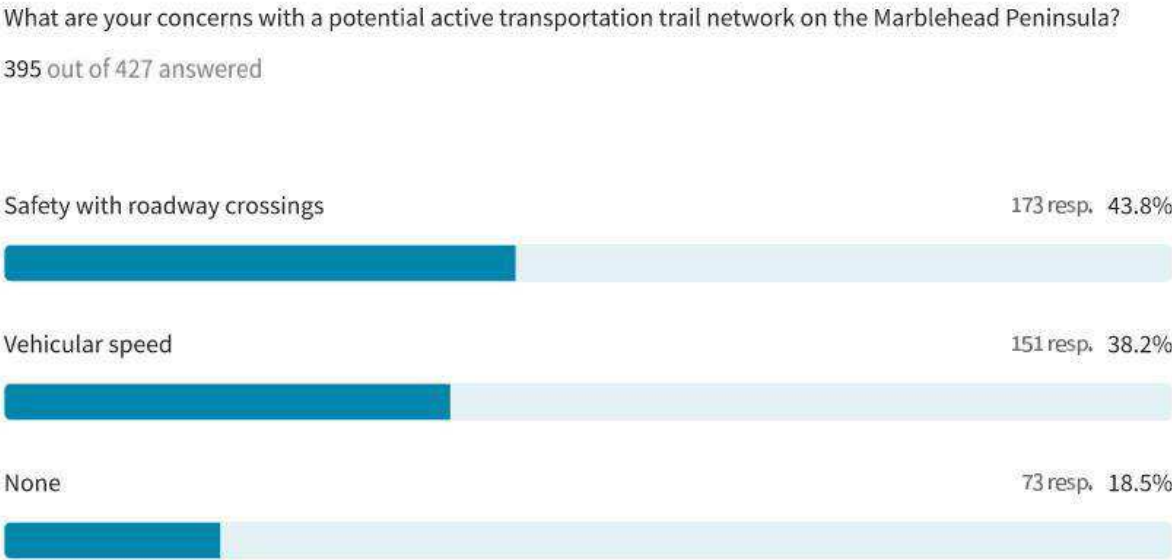


Never would use these paths

Terrible idea!

To ride my electric bike

Ride my bike to work. I work at the airport.





Safe for children. Bike racks at business

All of the above with the exception of increasing property values our taxes are already too high

Closeness of vehicles

Public access at or near my private property; Potential changes to the character of Marblehead Peninsula; Increasing property values

Lakeside is a gated community

Not in favor of taking property by eminent domain for extremely limited use by others

I'm a very much in favor of a trail network, but I'm worried it will not get the investment needed to make it attractive to use. I'm thinking of the bike trail along 163 through the village that money was spent on a few years ago, but basically turned into a widened berm for the road, so it doesn't get used

I don't want to lose my private property to a trail.

Do you have any other input you would like to contribute to the Marblehead Peninsula Trail Feasibility Study?

194 out of 427 answered

It should not run through private property

No

Would love to ship the trail do

We would LOVE to see a trail system here in Marblehead! Thank you for doing this ☐

I do not want a trail to cross any private property even if you use the old railroad right of way or any other right of way. No one should have a trail anywhere near the property line or on their property if they do not want it. That opens people up to having their privacy violated and people casing their homes for theft. Trash too!

I am in Sandusky Ohio. I would come for a bike day to explore and play with my kids. Will the path ever connect to sandusky? Well you have bike amenities around the way? Will business encourage bike riders to visit? How will the path be safe for families? Will this be next to a lot of busy traffic?

Having the trail going through the middle of private property is not acceptable. Keep it on public land/roads near established parks .

Wondering why options like African wild life safari, cheese haven and the aviation museum are on here for options are on here being so far west. There are several safety concerns with this! There are several concerns of privacy also.

No

I would prefer the trail to follow existing main roads and not down the center of our peninsula.

Current residents are the main concerns about privacy, noise, foot and other increased traffic.

Cannot cross rt 2 bridge on a bicycle. Enough tourists with the present traffic. Do not need more tourists.

A Marblehead Peninsula Trail is overdue. There are a number of people using the edge of the roads now to enjoy the area via walking, bicycling, etc. Please make a safe space for those wanting to do so out of the shared roads with traffic.

Bike/Walk trail would be a wonderful improvement for the community especially if it connects to the Catawba Island Trail

Need sidewalks on north shore

Bike/walking paths need to be minimum of 6-8 ft wide along roadway so bikes can safely pass. Does not need to be on both sides of the street if the path is wide enough for 2-way travel. Existing path is not cleared often enough so I have to walk on street at a dangerous curve to keep from tripping on rocks/

stones that have laid there for over a year. Decide if you will maintain the paths before you decide to install. Fix current sidewalks throughout Marblehead

Shores and islands needs to stop attracting visitors until they make a fair share contribution to infrastructure and plant. Simply funding an agency to attract more tourists to an oversaturated local is costing local residents to support roads sewers etc.

Hurry up .. gets this done and open!

A trail separate from the road is very much needed. I fear for the safety of the many bikers and joggers.

I do not think that the current bike trail is wide enough which I feel makes it unsafe for my son's to ride their bike to the parks close to our home.

We like to hike from inside Lakeside to the lighthouse. It would be nice if there were a more direct route.

No

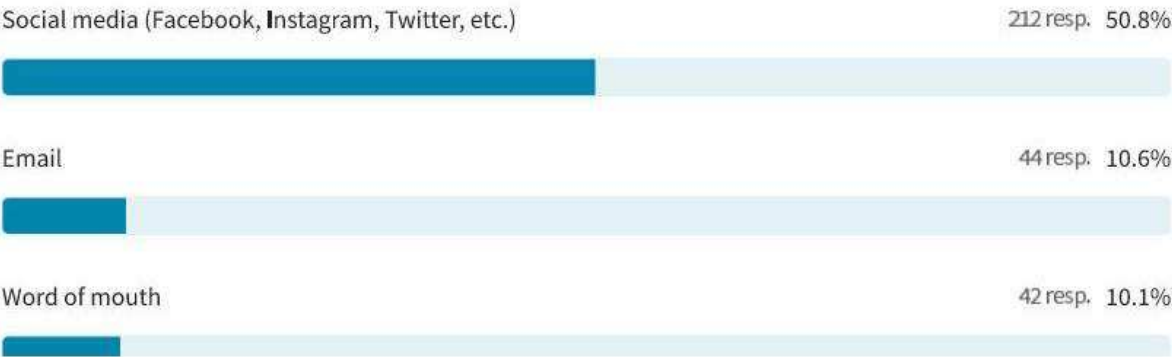
Would like to know how it would tie into the rest of Ottawa County trails, etc.

A bike trail would be very helpful. Right now it's almost impossible to bike on the weekends.

Would love to have these trails in and around the area

How did you hear about this survey?

417 out of 427 answered





13 abc news on internet

CIC Boat Show

Chamber

Local discussions and Sandusky register

Sister

Article online

Local electronic news

On line news site

Attending informational open house at the visitor's center

Kids heard it at school

Facebook

Friend

School

school

Family

Lakeside Chautauqua newsletter

School

Schoolology

Danbury local schools schoolgy

School

school

My school

school

I have not heard of study.

School

School

Mrs. Holzaepfel's post on Schoology

School Staff

School Website

Schoology

School Teacher

Schoology

Notification on the Danbury Schools website

School nurse

school

School

Danbury Schoology.

school

Danbury School Nurse

School

School Posted on website

Family

Feasibility study representative

Facebook post

Powered by Typeform

ONLINE SURVEY #2 FULL RESULTS

Marblehead Peninsula Trail Feasibility Study - Community Survey #2

Marblehead Peninsula Trail Feasibility Study - Community Survey #2

143 responses

Did you take Community Survey #1?

143 out of 143 answered

Yes

32 resp. 22.4%



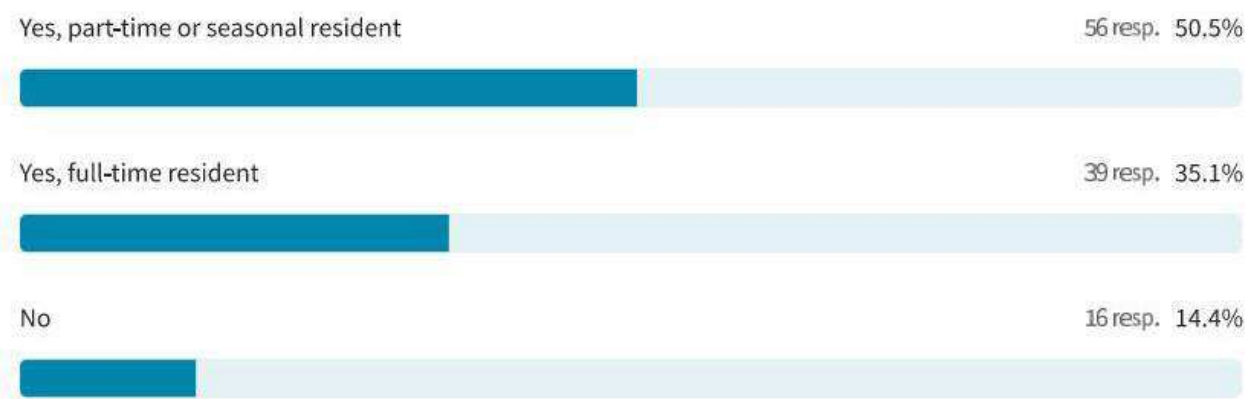
No

111 resp. 77.6%



Are you a resident of the Marblehead Peninsula?

111 out of 143 answered



How long have you lived on the Marblehead Peninsula?

39 out of 143 answered



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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

0-1 year

3 resp. 7.7%



1-2 years

3 resp. 7.7%



How often do you typically visit and stay on the Marblehead Peninsula?

71 out of 143 answered

Weekends

23 resp. 32.4%



Few times a week

20 resp. 28.2%



Monthly

11 resp. 15.5%



Other

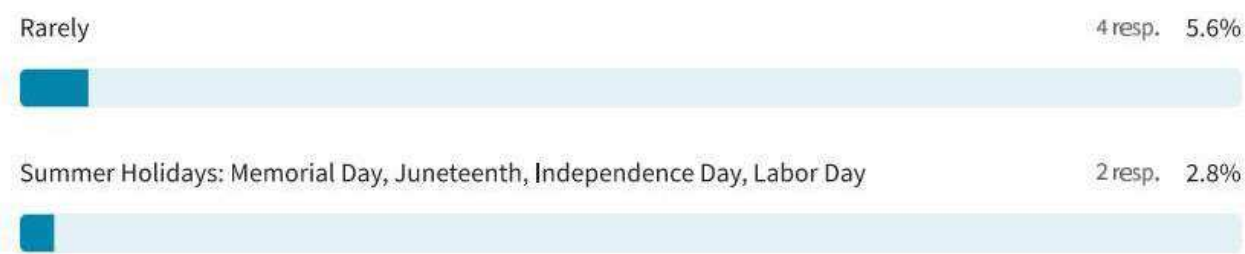
7 resp. 9.9%



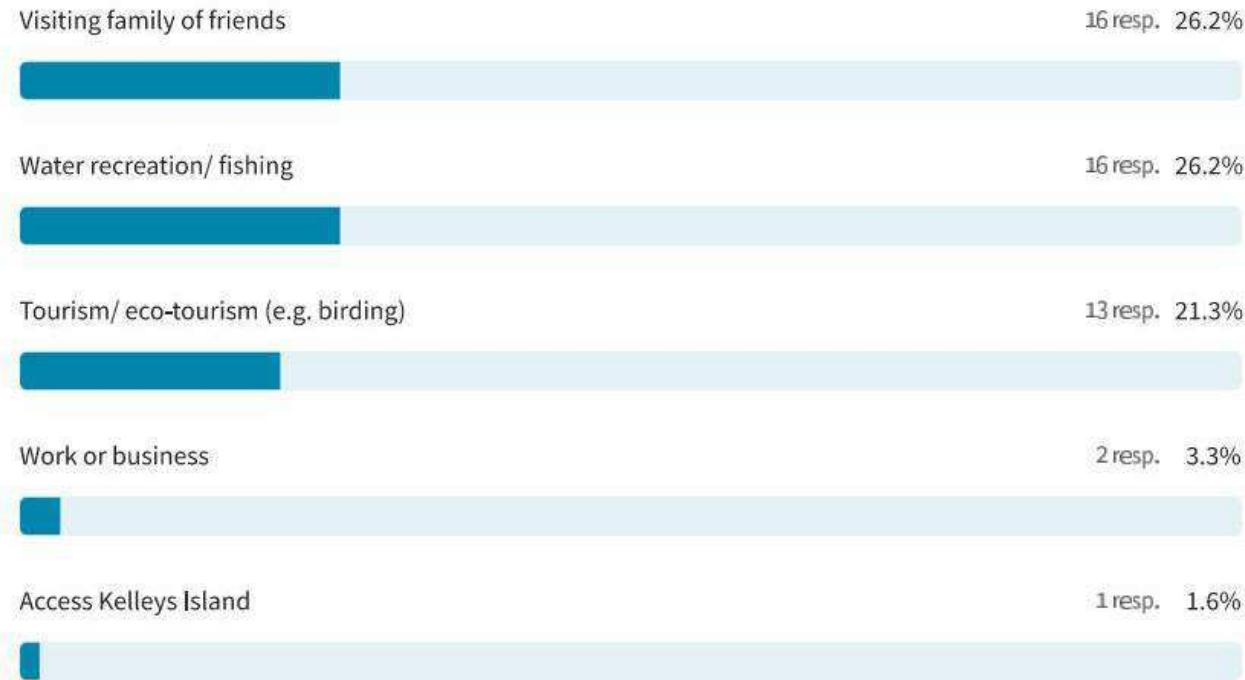
Daily

4 resp. 5.6%





What is your reason for visiting the Marblehead Peninsula?
61 out of 143 answered



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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

Special events

0 resp. 0%



Other

13 resp. 21.3%



Own a home

Vacation home

Summer house

We have a lake house there

Summer home for family time

Part time resident

I visit the area because I am a resident

Explore East Harbor, Lakeside and along the shores

Summer getaway

Camping

We own property on Marblehead but haven't moved there full time yet

Restaurants shopping church

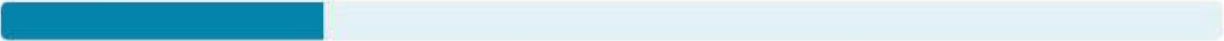
Relax, scenery, fish

How old are you?

110 out of 143 answered

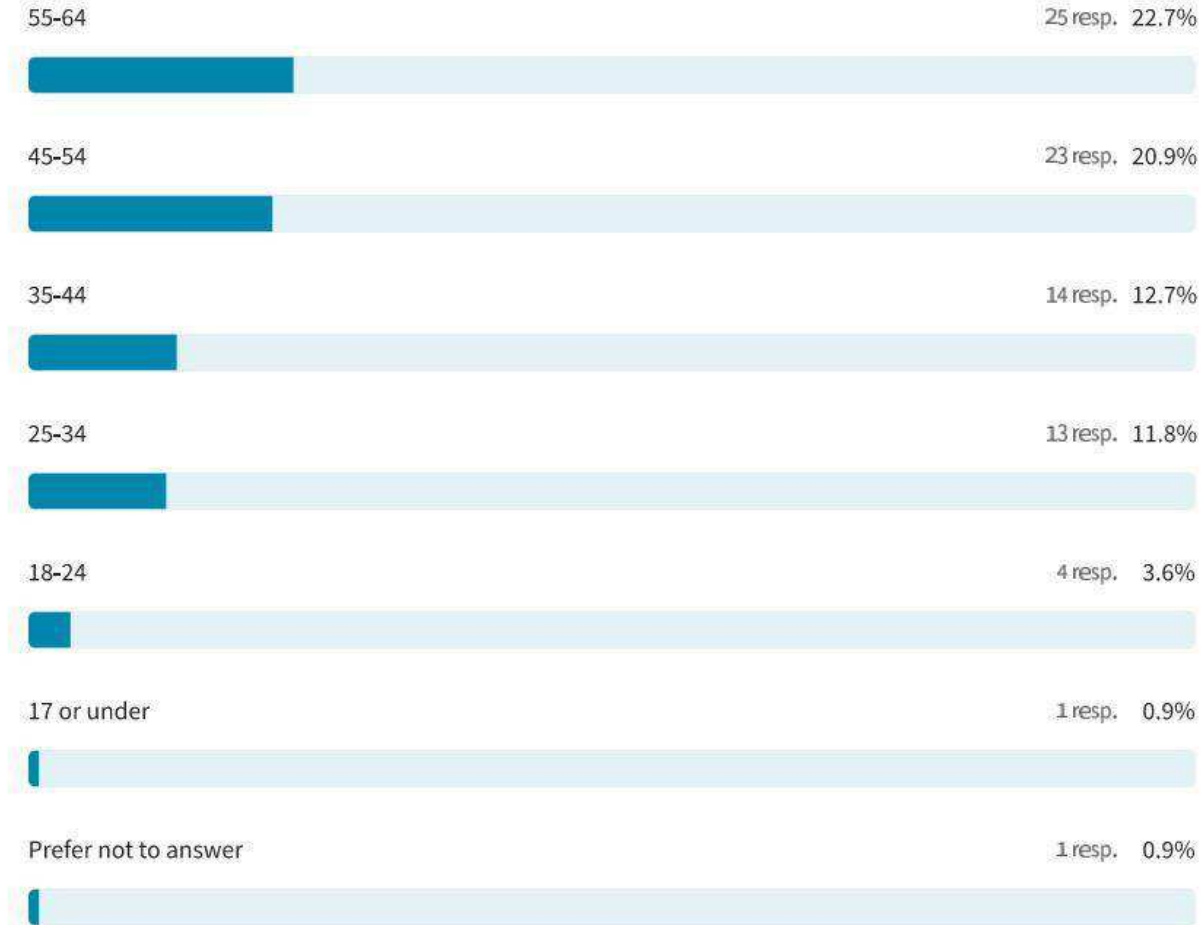
65 and above

29 resp. 26.4%



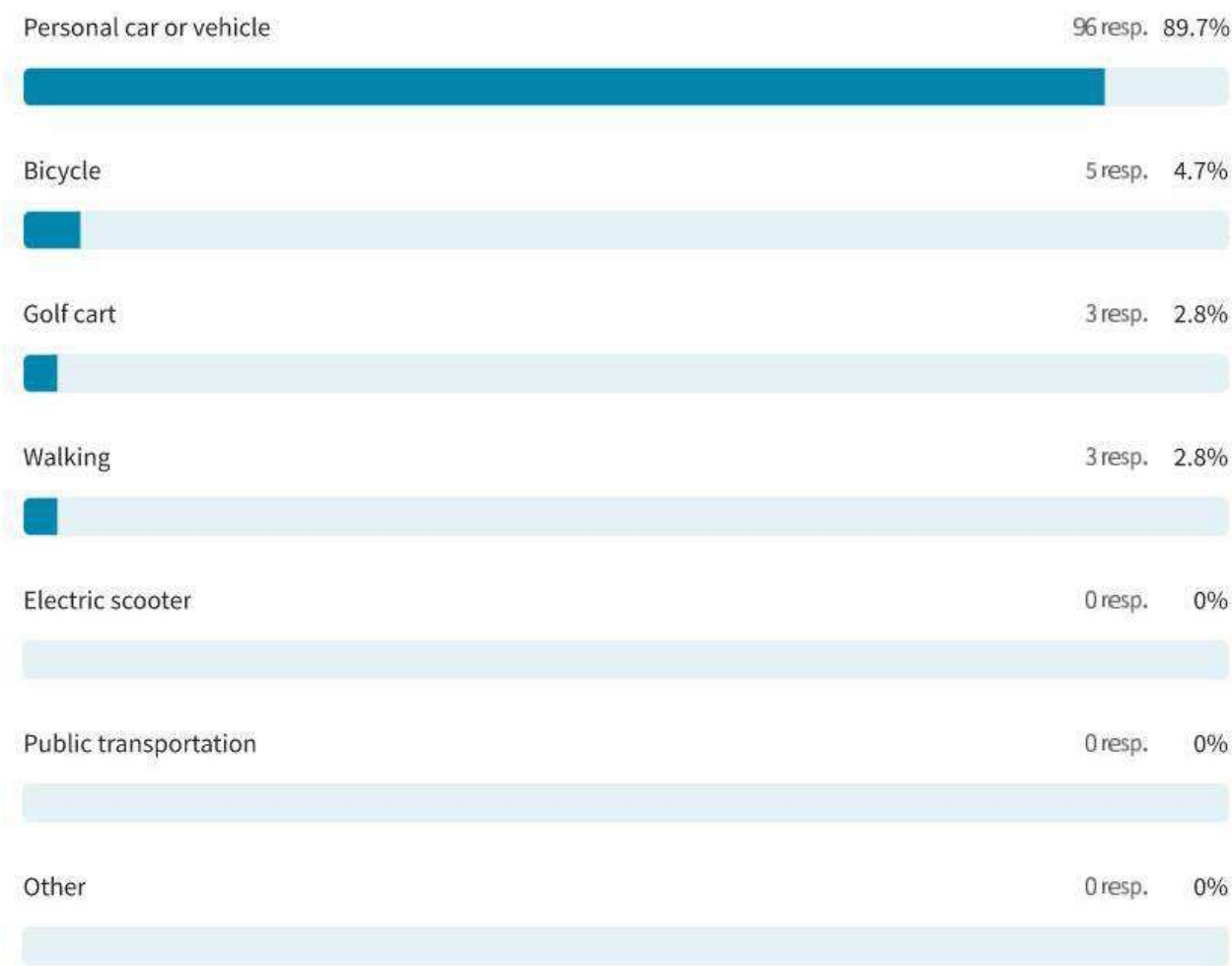
8/22/24, 12:19 PM

Marblehead Peninsula Trail Feasibility Study - Community Survey #2



What is your primary mode of transportation for getting around the Marblehead Peninsula?

107 out of 143 answered

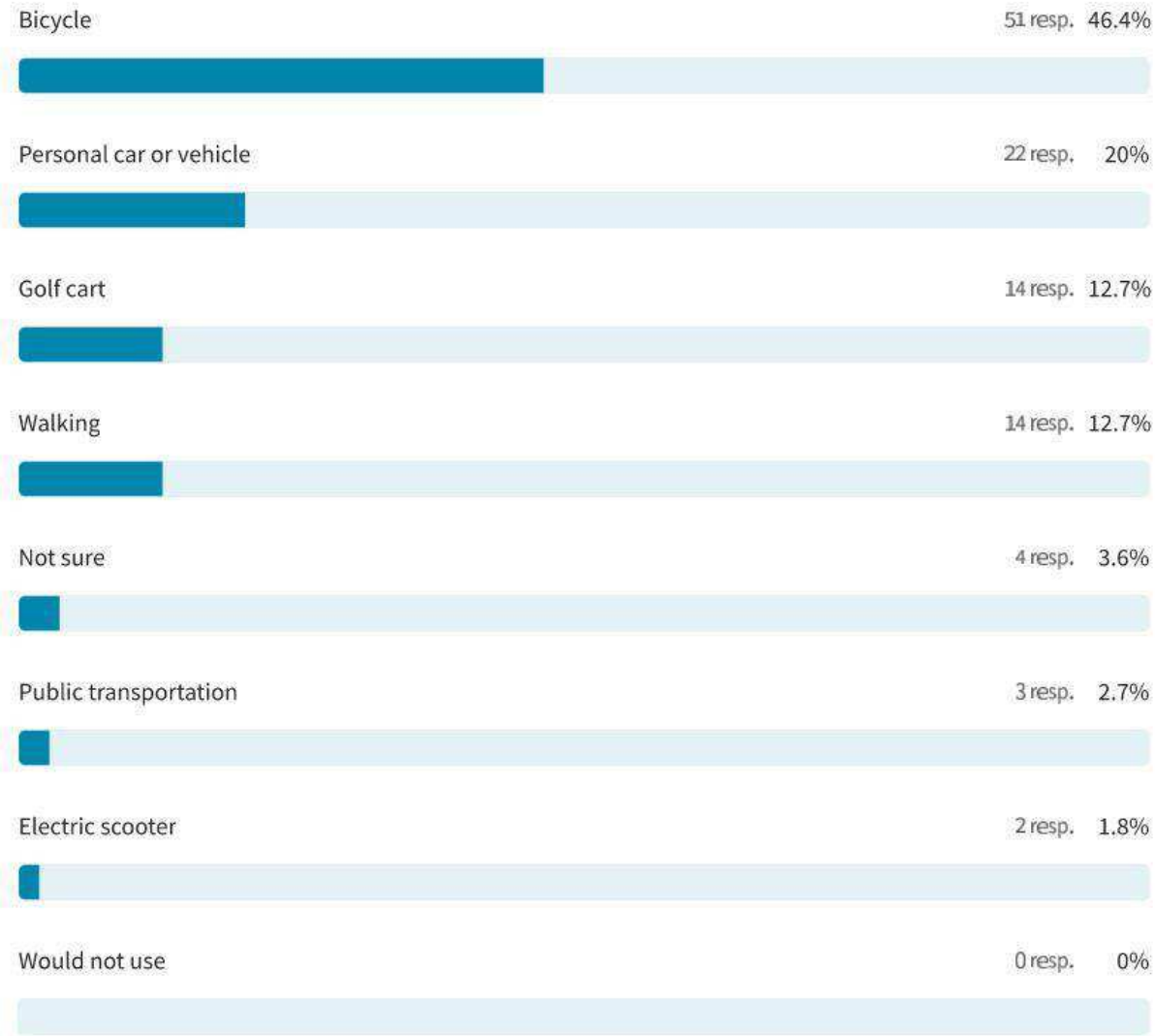


If all these options were available to you in your community, safely and affordably, how would you prefer to get around?

110 out of 143 answered

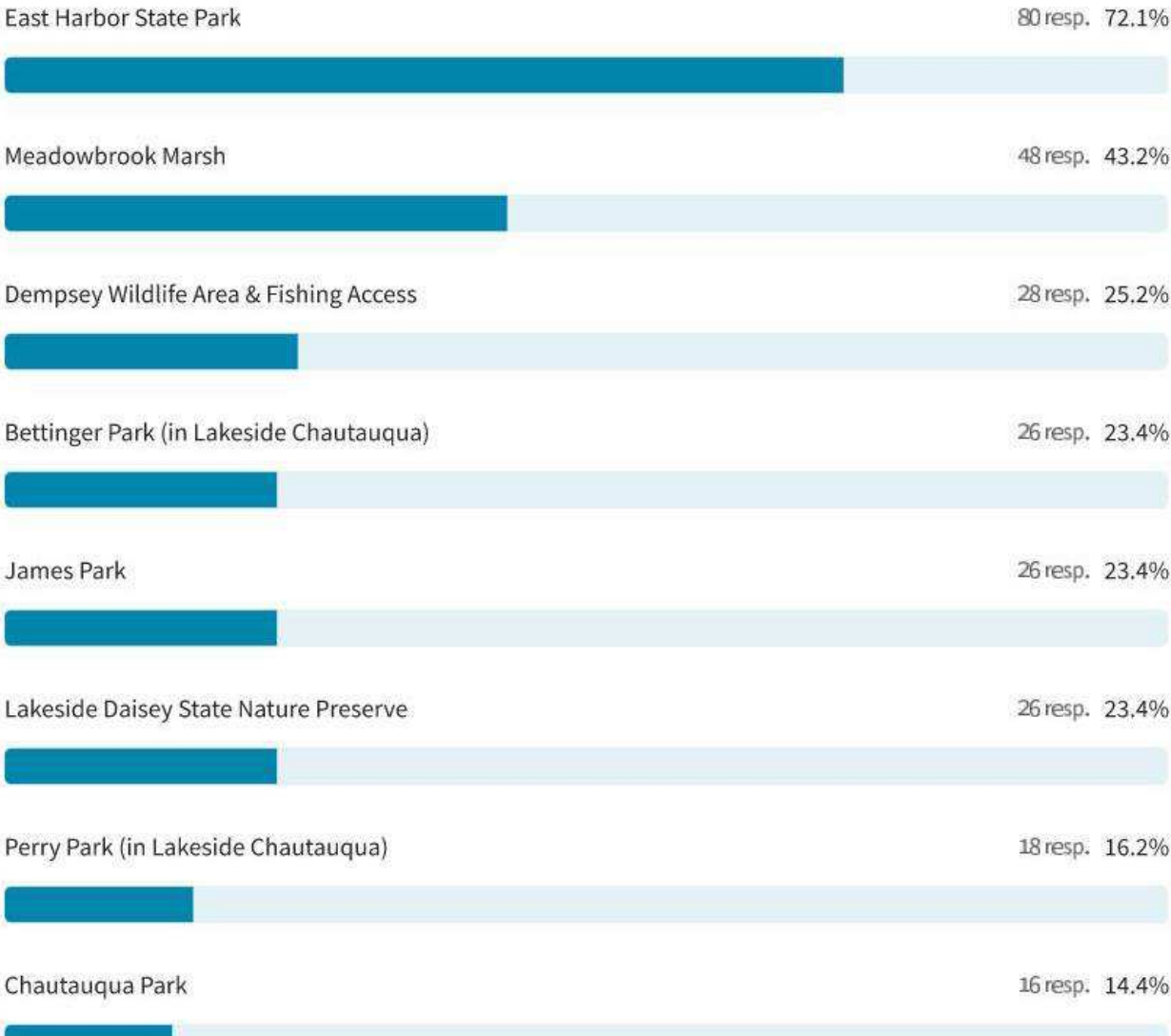
8/22/24, 12:19 PM

Marblehead Peninsula Trail Feasibility Study - Community Survey #2



Which Marblehead Peninsula parks do you visit most often?

111 out of 143 answered



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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

Great Egret Marsh Nature Preserve

16 resp. 14.4%

Mazurik Fishing Access

16 resp. 14.4%

Lions Park at Lake Point

12 resp. 10.8%

Cherry Park (in Lakeside Chautauqua)

11 resp. 9.9%

Foundation Park

7 resp. 6.3%

Grinley Aquatic and Wellness Campus (in Lakeside Chautauqua)

7 resp. 6.3%

Bark Until Dark Dog Park

5 resp. 4.5%

State Fishing Access

1 resp. 0.9%

Lucien Clemons Park

0 resp. 0%



How would you like to use a potential active transportation trail network on the Marblehead Peninsula?

109 out of 143 answered



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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

Do not plan to use trail network

9 resp. 8.3%

Walk/ bike to schools

4 resp. 3.7%

Other

0 resp. 0%

Based on the routes shown in the preliminary plan, do you think there are any missing trail connections that should be included?

77 out of 143 answered

Extend proposed route at at EHSP to entire length of route 269

no

Yes. Bayshore Rd from Danbury to Marblehead Lighthouse

Bike and walking path on Buck Road to the end. Not just a bike path.

Not that I can see

Looks complete

No

It would be really nice to offer off road path on Bayshore Road section 13 and 14

No.

Meadow brook

Love the trail on southside of Lakeside into town

It looks great! Please make sure the trail along Northshore is wide enough to be safe from traffic. A Quarry road connector trail would be great.

No

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

I think this is a bad plan

No

South Quarry Road

I don't think it's a good idea to put a trail on the main roads that boats are being pulled it's asking for an accident especially when traffic is heavy

No

Quarry rd.

No

no

No

No looks good

no

Edison bridge and use a through street to make a total loop of the trail



Please select a preliminary trail segment to provide feedback.

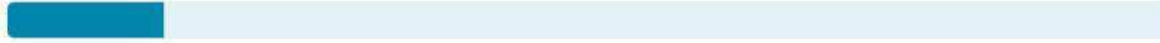
97 out of 143 answered

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

Segment 04 - N Shore Blvd.

13 resp. 13.4%



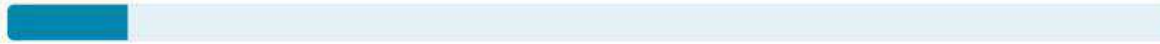
Segment 08 - E Bayshore Rd. [Lions Park to Dempsey Wildlife Area]

12 resp. 12.4%



Segment 07 - Alexander Pike

10 resp. 10.3%



Segment 06 - W State Rte. 163 [Erie Beach Rd. to Cottage Cove Dr.]

9 resp. 9.3%



Segment 01 - W State Rte. 163 [NE Catawba Rd. to N. Buck Rd.]

8 resp. 8.2%



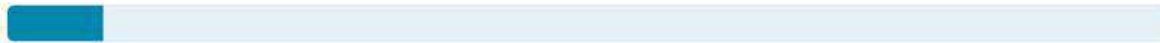
Segment 02 - N Buck Rd.

8 resp. 8.2%



Segment 09 - S Bayshore Rd + E Bayshore Rd. to Church Rd.

8 resp. 8.2%



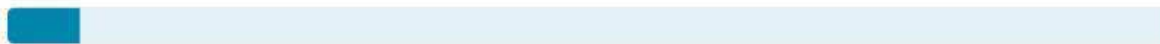
Segment 15 - Englebeck Rd.

7 resp. 7.2%



Segment 05 - W State Rte. 163 [Englebeck Rd. to Erie Beach Rd.]

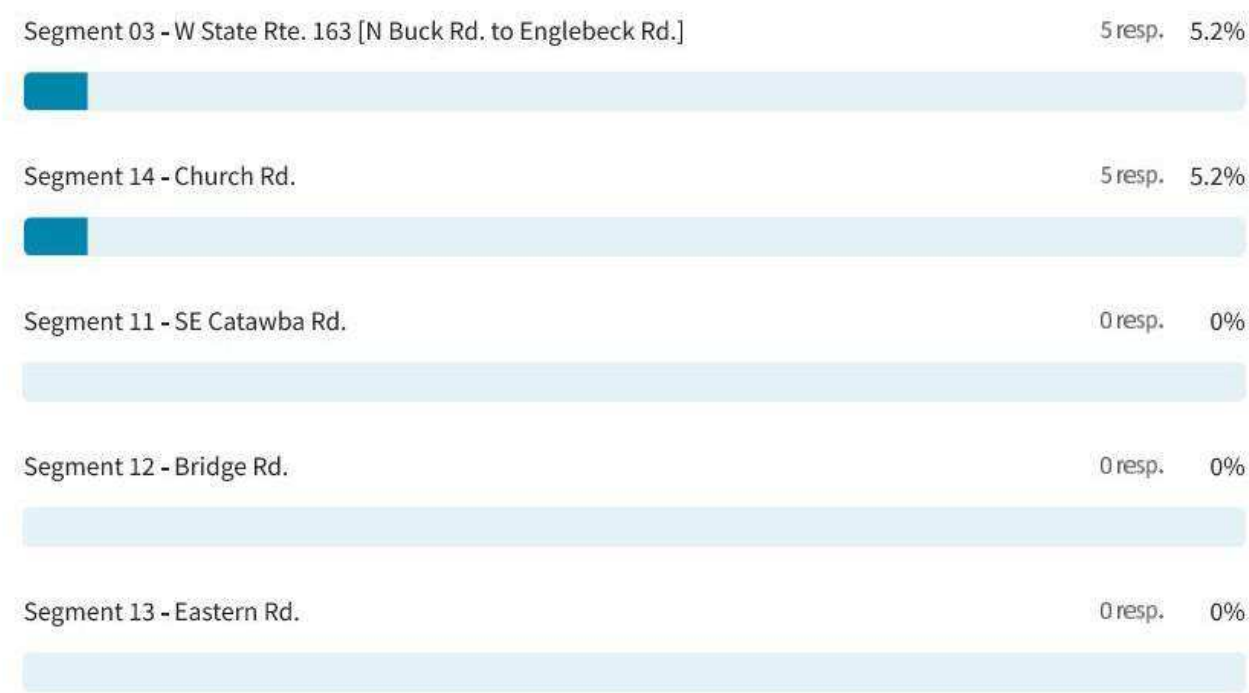
6 resp. 6.2%



Segment 10 - E Bayshore Rd. to SE Catawba Rd.

6 resp. 6.2%



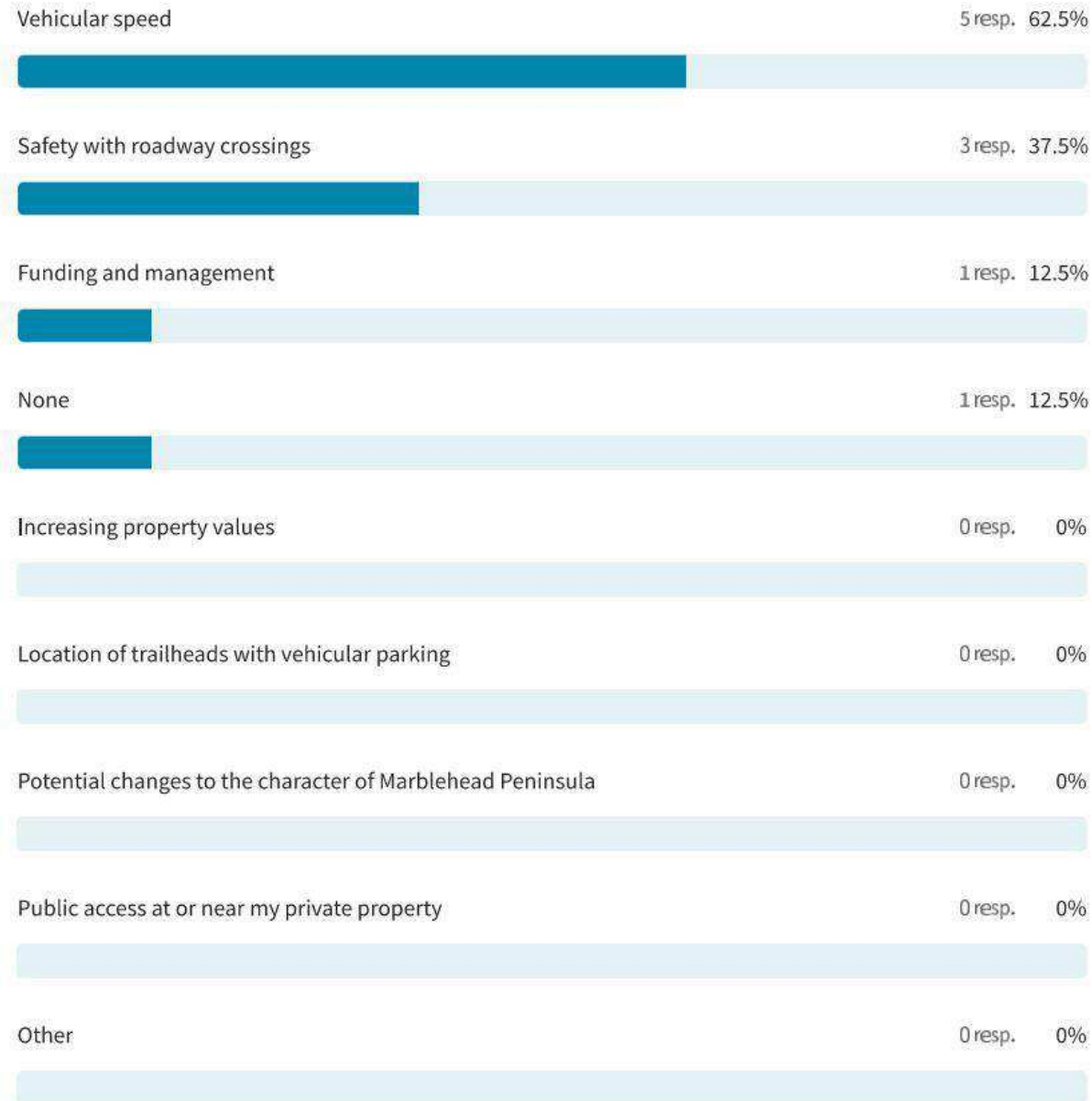


What are your concerns with a potential shared-use trail in this location?

8 out of 143 answered

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2



Do you have any additional comments on a potential shared-use trail in this location?

4 out of 143 answered

Good location and best when set as shown farther from road

Traffic is already way to heavy without the trail.

163 is a very dangerous road to have visitors that don't know the area to be walking or biking on. Along with children not paying attention and walking along 163. There are also a lot of deer along the road and if a car swerved they could possibly hit a pedestrian on the sidewalk. There are also long strips where it wouldn't get maintained all year round.

no

What are your concerns with a potential shared-use trail in this location?

8 out of 143 answered

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

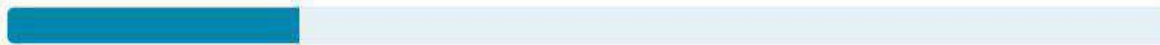
Safety with roadway crossings 4 resp. 50%



None 3 resp. 37,5%



Vehicular speed 2 resp. 25%



Potential changes to the character of Marblehead Peninsula 1 resp. 12.5%



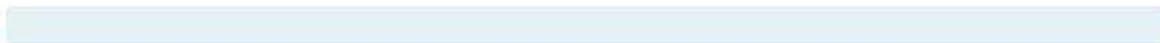
Funding and management 0 resp. 0%



Increasing property values 0 resp. 0%



Location of trailheads with vehicular parking 0 resp. 0%



Public access at or near my private property 0 resp. 0%



Other 0 resp. 0%



Do you have any additional comments on a potential shared-use trail in this location?

4 out of 143 answered

This is definitely needed here. Very dangerous area to walk or bike.

It would be awesome to have a safe trail from 163 to East Harbor (especially if there is a trail along 163 that could be accessed from Marblehead and Northshore). Thank you!

No

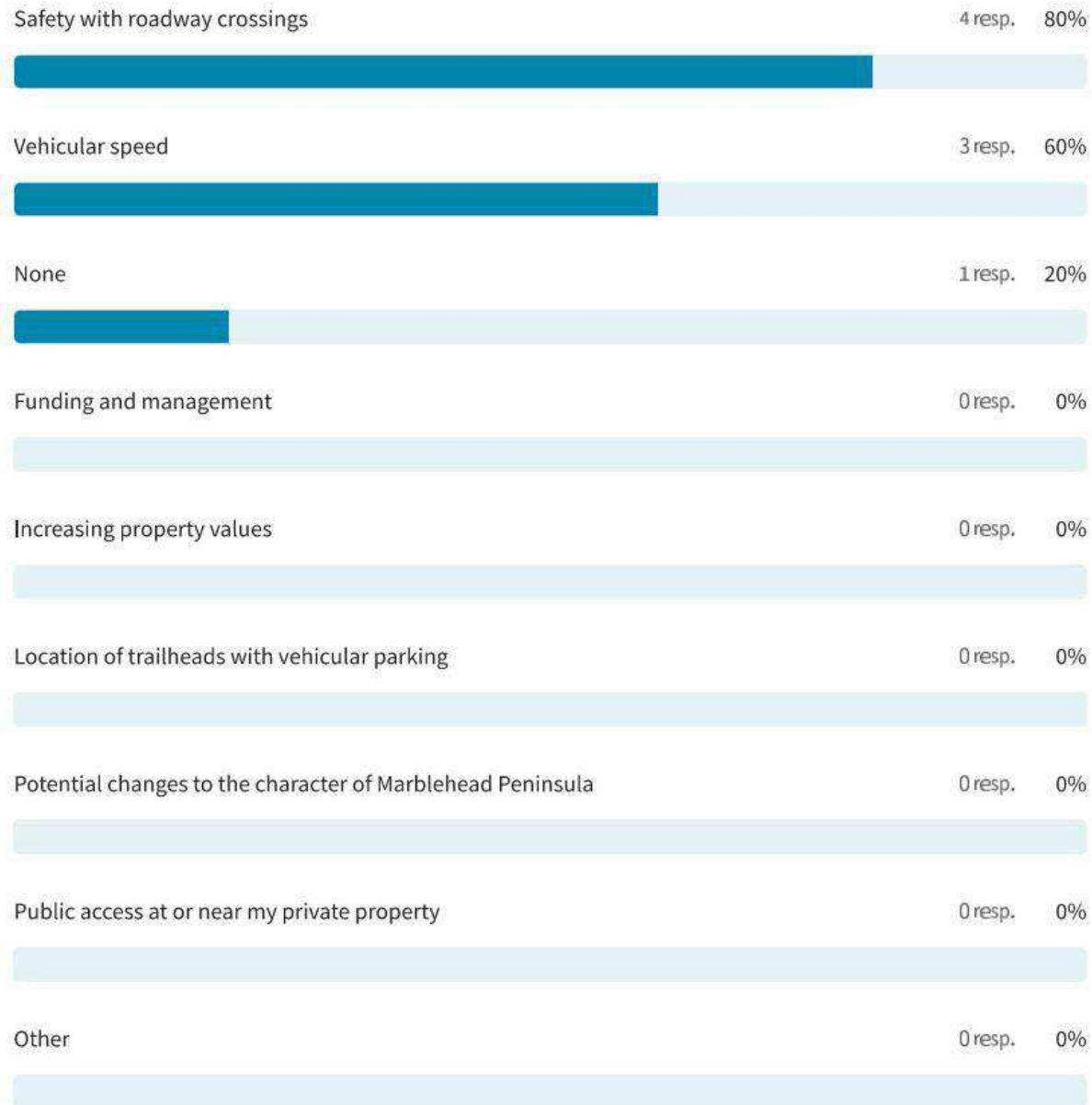
No

What are your concerns with a potential shared-use trail in this location?

5 out of 143 answered

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2



Do you have any additional comments on a potential shared-use trail in this location?

3 out of 143 answered

No

Add a third turn lane!

No

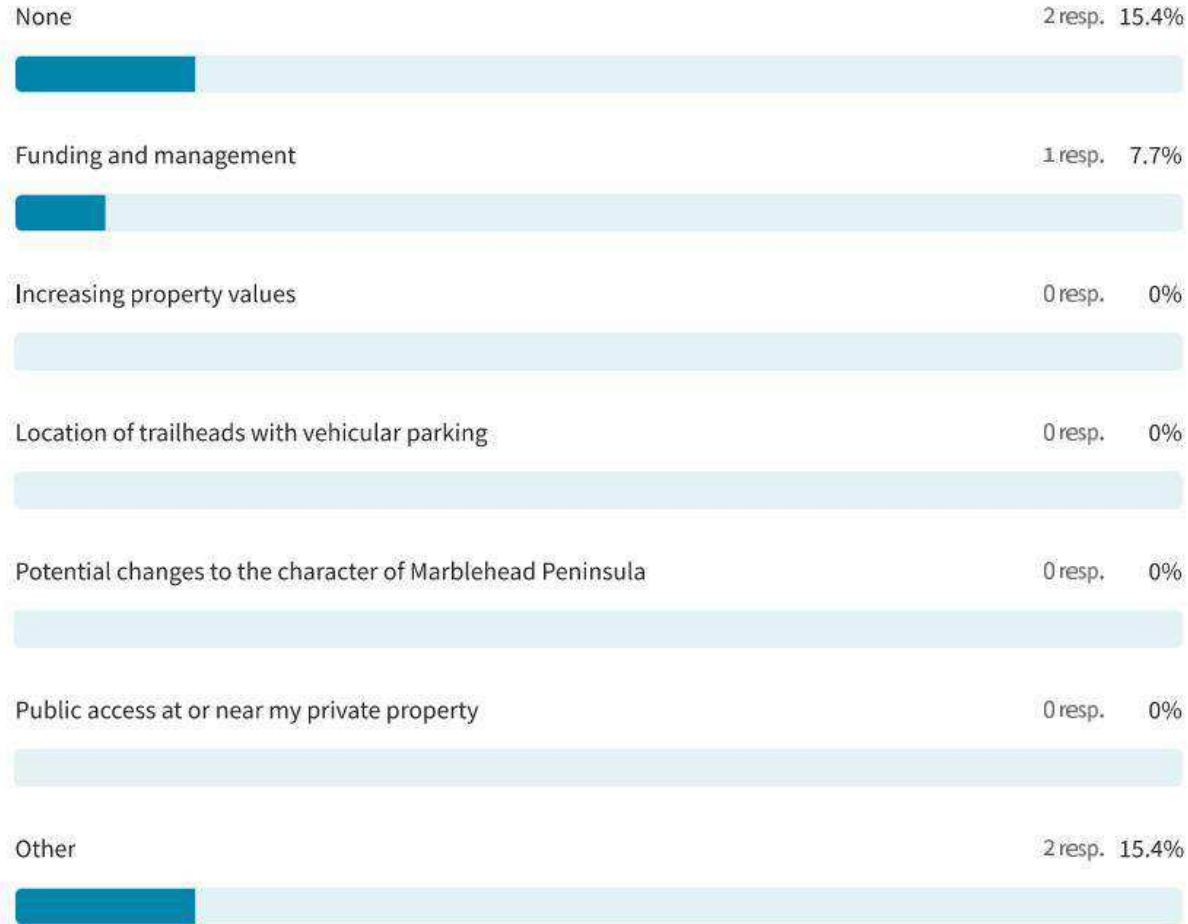
What are your concerns with a potential shared-use trail in this location?

13 out of 143 answered



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Marblehead Peninsula Trail Feasibility Study - Community Survey #2



Sharing the lane with vehicles

In general, I don't feel that these shared roadways will have any impact on biker/walker safety. There is a ton of boat trailer and golf cart traffic along this route (as well as many others) that would discourage

any sort of actual shared use.

Do you have any additional comments on a potential shared-use trail in this location?

8 out of 143 answered

Long past due.

Would prefer a separate bike trail not right on the road, but something needs to be done on this road for safety purposes. Often there are people walking or on bikes on this road that cannot be passed safely due to traffic.

no

A bike lane will be much safer than what we have now

Save the money for something that will have a meaningful impact

8/22/24, 12:19 PM

Marblehead Peninsula Trail Feasibility Study - Community Survey #2

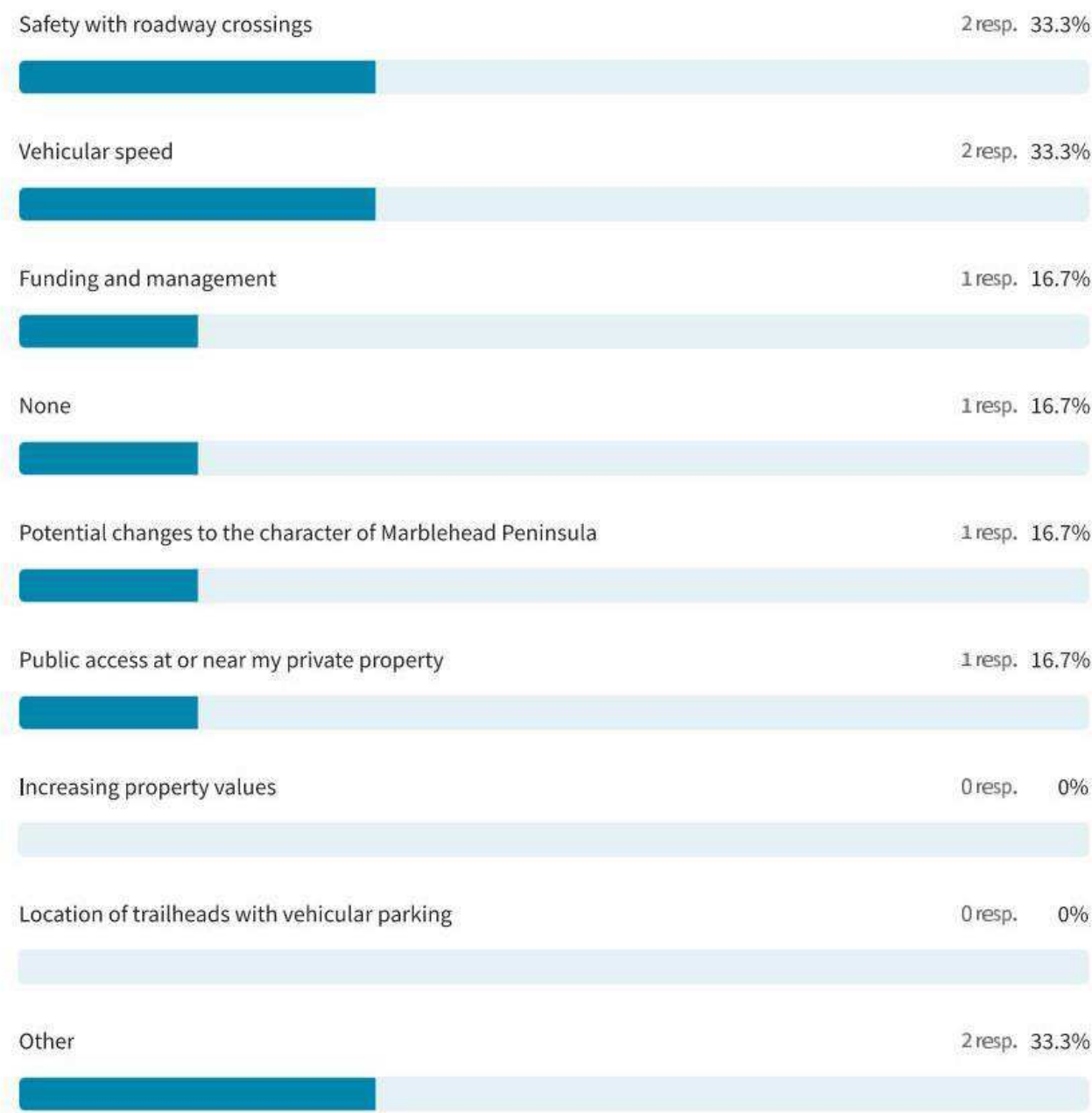
There is no room and it is not safe.

I think it is really needed at this location. So many people bike, jog, etc along this road and there is NO berm

No

What are your concerns with a potential shared-use trail in this location?

6 out of 143 answered



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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

This proposal will put a trail approximately 33 ft. From my house. I would be fine if it would be on the south side of the road. Also you will have to move all the fire hydrants inward possibly on private property.

I think it's wonderful to allow students a safe way to access the school

Do you have any additional comments on a potential shared-use trail in this location?

4 out of 143 answered

Would love to be able to ride bikes or golf cart from Forest RV park to Kelley's ferry

Traffic speed is 55 mph at this location and would certainly have safety concerns.

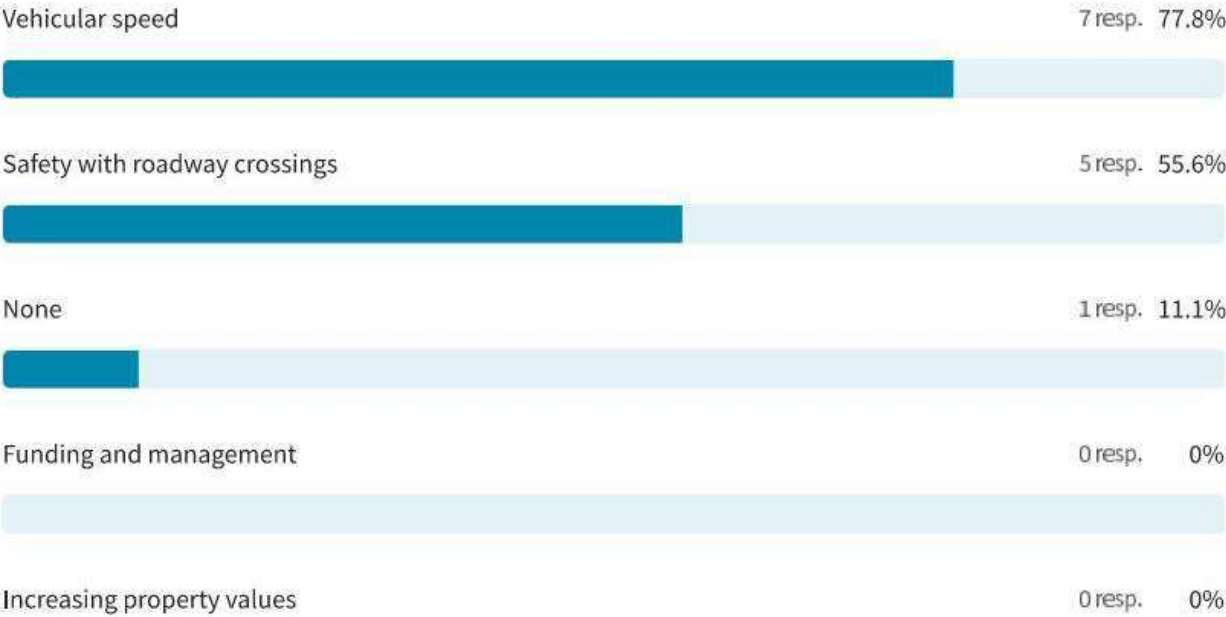
It is too much of a danger to not only the locals but the visitors as well with such a busy road and the hazards of people both on the road and on the sidewalk not paying attention. It is already hard enough to pull out onto this road with all the traffic and adding pedestrians would only make it much harder and more hazard. There would be no one to clean up and keep the sidewalk functional in all the seasons and would only cause for more trash on the sides of the road than there already is. Putting a sidewalk in this location would only cause a hazard to our community but be putting a strain on the

locals that live here all year that would never use the sidewalk anyway knowing how dangerous that road can be.

I don't believe trails down this particular stretch of highway will be safe for drivers or walkers/bike riders.

What are your concerns with a potential shared-use trail in this location?

9 out of 143 answered



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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

Location of trailheads with vehicular parking

0 resp. 0%

Potential changes to the character of Marblehead Peninsula

0 resp. 0%

Public access at or near my private property

0 resp. 0%

Other

1 resp. 11.1%

Roads are tight in that area

Do you have any additional comments on a potential shared-use trail in this location?

5 out of 143 answered

It would be great to ride a bike safely around the whole peninsula, but there are too many areas where the road is very narrow & not safe to do it.

My concern relates to the speed of cars between Erie Beach Rd and Village Hardware. How will the trail be safely marked? Will there be reflective stakes or poles like they have in sections in Sandusky? Specifically on the west end of Sandusky?

How can vehicle speeds be controlled with added bike traffic? Would like to see significant speed limit reductions in any sharrows scenarios

Nope

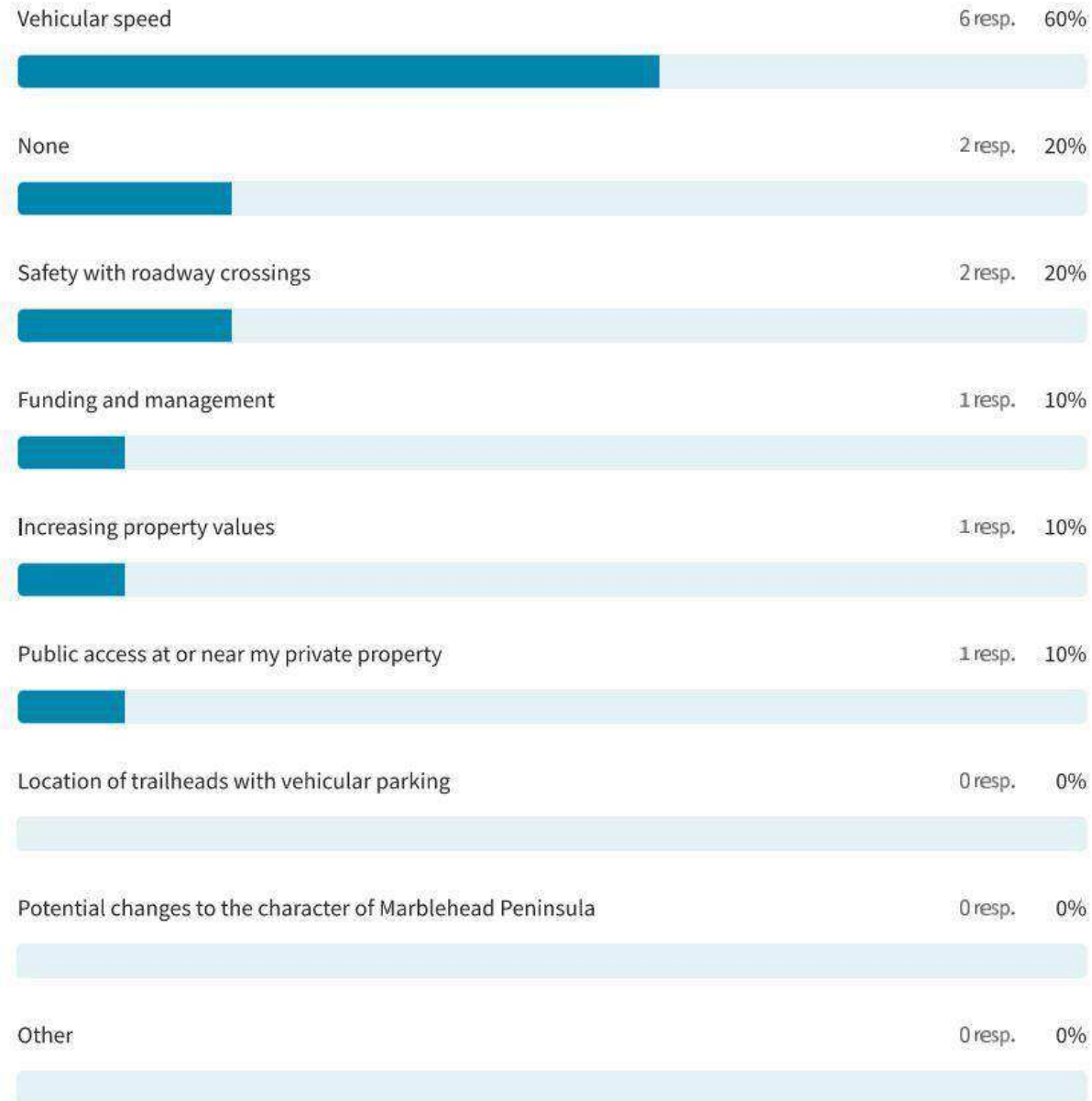
No

What are your concerns with a potential shared-use trail in this location?

10 out of 143 answered

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2



Do you have any additional comments on a potential shared-use trail in this location?

4 out of 143 answered

I prefer trails that are set apart from the road. So many drivers text. I don't feel safe riding near cars.

Would really like to see this shared-use trail separate from the paved road with possibly a physical barrier in between (ie, foliage, rocks, gravel, etc.)

I live on Alexander Pike. Trying to safely pass walkers and bikers on or near hills is dangerous, and cars go FAST.

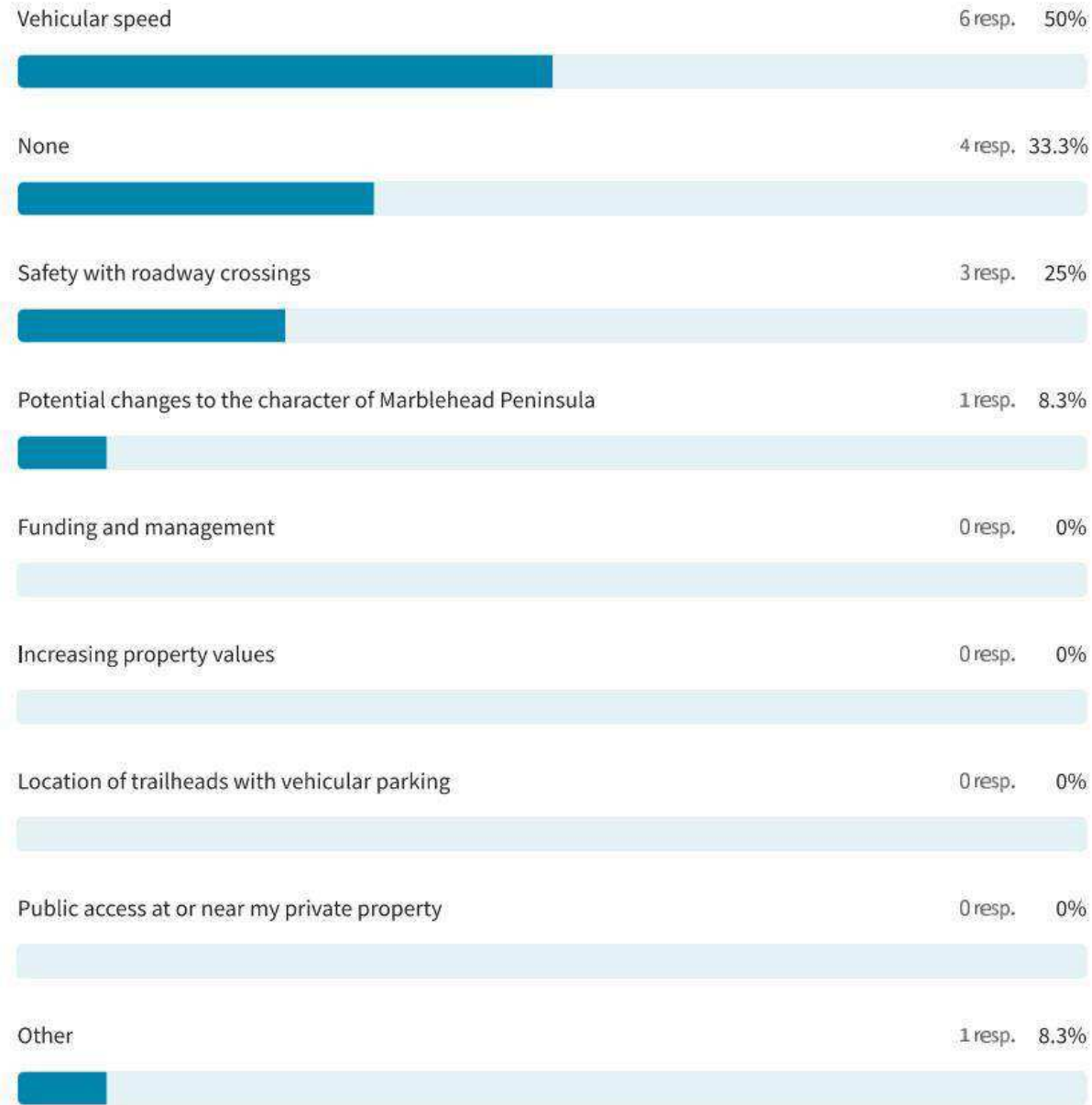
I think it's a fantastic idea. My husband and I always prefer if there are routes we can walk or bike over driving.

What are your concerns with a potential shared-use trail in this location?

12 out of 143 answered

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2



Berm

Do you have any additional comments on a potential shared-use trail in this location?

4 out of 143 answered

This is urgently needed for safety

Bike lane and able to run would be great! More views and I'd be more likely to see local businesses in the area

Continue what marblehead started with extra paved road. Bikelane

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

Would love to see this come. Have been waiting to ride bikes for years but never felt safe.

What are your concerns with a potential shared-use trail in this location?

8 out of 143 answered

Safety with roadway crossings 6 resp. 75%



Vehicular speed 6 resp. 75%



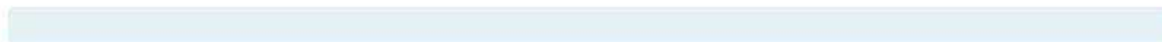
Funding and management 1 resp. 12.5%



Location of trailheads with vehicular parking 1 resp. 12.5%

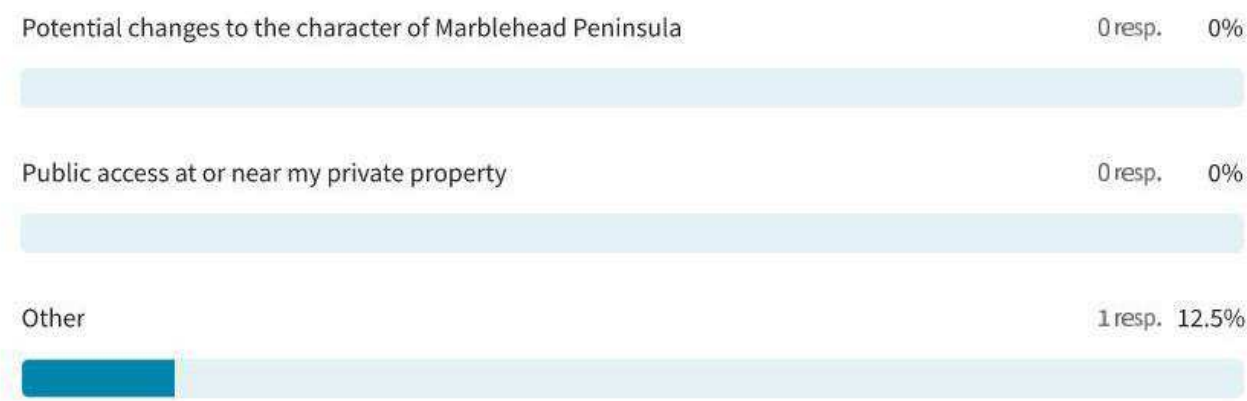


Increasing property values 0 resp. 0%



None 0 resp. 0%





This is an area with boat trailers and narrow roads. When there are bikers and walkers on this road, people are passing, swerving around them...and barely missing them because of the width of the road. I would not allow my children, or myself for that matter, to ride on this stretch of road.

Do you have any additional comments on a potential shared-use trail in this location?

3 out of 143 answered

No

This area is an accident waiting to happen - signs or no signs, path or no path. Add the geese and deer to the cars, motorcycles and boat trailers...it really worries me now, let alone when we encourage

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

people to use this stretch of road.

The roads on Marblehead do not seem wide enough to accommodate shared use trails.

What are your concerns with a potential shared-use trail in this location?

6 out of 143 answered

Vehicular speed 5 resp. 83.3%



Safety with roadway crossings 4 resp. 66.7%



Increasing property values 1 resp. 16.7%



Funding and management 0 resp. 0%



Location of trailheads with vehicular parking 0 resp. 0%



None	0 resp.	0%
<div></div>		
Potential changes to the character of Marblehead Peninsula	0 resp.	0%
<div></div>		
Public access at or near my private property	0 resp.	0%
<div></div>		
Other	0 resp.	0%
<div></div>		

Do you have any additional comments on a potential shared-use trail in this location?

3 out of 143 answered

Please consider connecting #10, 9 and 8. Thank you

No

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

Traffic is very heavy on this road and would be very dangerous.

What are your concerns with a potential shared-use trail in this location?

0 out of 143 answered

Nobody answered this question yet

Do you have any additional comments on a potential shared-use trail in this location?

0 out of 143 answered

Nobody answered this question yet

What are your concerns with a potential shared-use trail in this location?

0 out of 143 answered

Nobody answered this question yet

Do you have any additional comments on a potential shared-use trail in this location?

0 out of 143 answered

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

Nobody answered this question yet

What are your concerns with a potential shared-use trail in this location?

0 out of 143 answered

Nobody answered this question yet

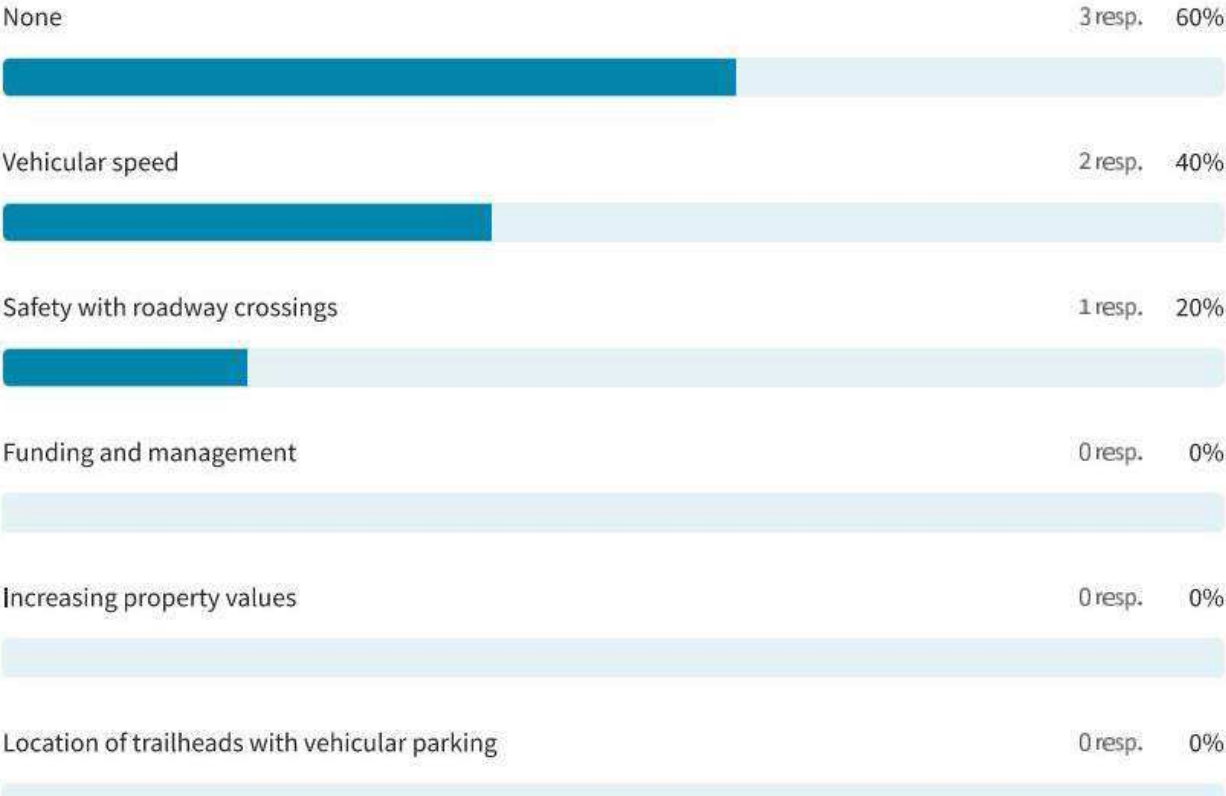
Do you have any additional comments on a potential shared-use trail in this location?

0 out of 143 answered

Nobody answered this question yet

What are your concerns with a potential shared-use trail in this location?

5 out of 143 answered



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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

Potential changes to the character of Marblehead Peninsula

0 resp. 0%

Public access at or near my private property

0 resp. 0%

Other

0 resp. 0%

Do you have any additional comments on a potential shared-use trail in this location?

2 out of 143 answered

Can't wait!

I would absolutely love a trail here. I just want to see it done safely and well thought out.

What are your concerns with a potential shared-use trail in this location?

7 out of 143 answered

None 5 resp. 71.4%



Vehicular speed 2 resp. 28.6%



Safety with roadway crossings 1 resp. 14.3%



Funding and management 0 resp. 0%



Increasing property values 0 resp. 0%



Location of trailheads with vehicular parking 0 resp. 0%



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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

Potential changes to the character of Marblehead Peninsula

0 resp. 0%



Public access at or near my private property

0 resp. 0%



Other

0 resp. 0%



Do you have any additional comments on a potential shared-use trail in this location?

4 out of 143 answered

None. It would be great to walk with out getting run off the road

No concerns, a trail is extremely needed on this road!

I had a brother killed by a hit-skip driver in another Ohio location. Safety is always my biggest concern. Seeing cyclists or pedestrians on or near roads that do not have designated trails, especially as population increases on Marblehead peninsula, is a definite concern.

No



Would you like to provide feedback on another trail segment?

95 out of 143 answered

Yes

0 resp. 0%



No

95 resp. 100%



Do you have any other input you would like to contribute to the Marblehead Peninsula Trail Feasibility Study?

56 out of 143 answered

No



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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

The trails will provide safe path for bikes & walkers that we currently don't have.

A walk/bike trail would offer tremendous value to he area

Would be great to have trails where we would not have to be sharing a road with a 55 mph speed limit

No

I am glad this study is being done! We can definitely use a trail for bikes and walking!

I am so happy that this is being seriously considered. To become a premier destination, a safe walking/bike trail is needed. I love to bike but will not go out onto the roads due to the heavy traffic and high rate of speed. Thank you so much for giving me hope that this will become a reality. We live here part time but will become permanent residents in the near future.

Traffic is very heavy on this road and would be very dangerous. I think putting a trail on these roads would be a tremendous mistake. We need to keep everyone safe and having a trail on these major roads with heavy traffic will only put people in danger.

There are many people here in vacation land that like to enjoy being outside and recreation. Visitors and permanent residents alike. We need to keep it safe. And if people are to visit vacation land they need convenient places to enjoy walking biking etc without driving all over the peninsula

Bayshore road would be extremely dangerous to have a trail on. Very bad idea

It is so so dangerous for bikes who daily riding on E Bayshore Drive

I think any trail would be a plus for safety and enjoyment for residents and a plus for boosting tourism in the area

lots of illegal golf carts use this also

no

just adding another narrow Lane to make a trail on existing roadway is not the way to go. If a road is used, it should be widened to accommodate the trail.

No

No

We should start with something, even if it isn't perfect.

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

Need more options for walking/running

This would be amazing if we could create trails for the community to safely use in Marblehead :)

N/A.

An actual separate bike trail around the peninsula would be a great addition

Would like to see golf cart paths like in Villages Fl

Hoping there are opportunities for the paved trails to be separate from the paved roads. More enjoyment to not be stressed about looking out for car traffic, better aesthetics, and safer.

I do not like the idea of installing bike lanes/paths along existing roads around the peninsula. The roads, with high speed limits and significantly increased traffic during the warmer months, make biking around the peninsula very unsafe! I would prefer dedicated bike paths, separate from the existing roadways. It is my opinion that speed limits around the entire peninsula need to be reduced to 35 mph!!

Great idea to look at this for future needs.

no

I'd like to see a bike path/walking path that connects the residential areas of the peninsula to the commercial areas

Would like to see more bike friendly

We love public transit and any improvement is better than nothing!

I would rather the trails that are crossing the peninsula not be part of the plan unless those are the only option. I feel that a trail that takes you all the way around the point and ideally feed onto Catawba island.

We would love to bicycle with our family around the Marblehead but feel the roads are not safe to do so. An active and safe community is one that thrives!!

Stay away from private property

No

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

We would love this! We love running around the peninsula but it is very unsafe in spots. We saw a lot of people when we were out this morning and think it would be very used!

I really wanted to get excited and be supportive of this project, but I'm very disappointed in the lack of vision and utility represented in this plan. If the vast majority of trails will be simply markings on existing roadways, please save tax payer dollars for something more impactful

No

I hope this happens

No

No

I don't know why we are disrupting the private property owners/full time residents that won't use this for the benefit of tourists. The traffic is too heavy. Use East Harbor if you want to bike or walk. The first time my mailbox is damaged or I can't safely get out of my driveway or safely pull out without hitting someone on the trail, I will be pursuing it. I can barely see enough to the east now.

Just very concerned about road safety.

Keep bikes and walkers separated as the area is congested enough and getting people out of cars is a non starter

Don't need this in our neighborhood

Marblehead Peninsula and Catawba Island are in urgent need of a good trail system. Ideally, separate trails, away from traffic, would change the entire character of the area. The expense would be huge, but the future dividends would be even greater.

No thank you

None

Eager to see the trail network implemented but concerned about the balance between bicycle / trail access and vehicle speed in areas where space does not allow for an off-road trail. Please include ODOT in project coordination to understand vehicle speed control methods and opportunities.

More trails would be great and safer for pedestrians, bikers, and motorists

No

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Marblehead Peninsula Trail Feasibility Study - Community Survey #2

How did you hear about this survey?

137 out of 143 answered

Social media (Facebook, Instagram, Twitter, etc.) 72 resp. 52.6%



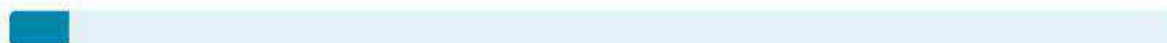
Word of mouth 26 resp. 19%



Email 10 resp. 7.3%



Park District of Ottawa County representative 7 resp. 5.1%



Newspaper 5 resp. 3.6%



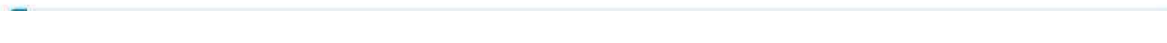
OHM Advisors representative 5 resp. 3.6%



Lakeside Chautauqua representative 3 resp. 2.2%



Flyer 2 resp. 1.5%





Lakeside Chataqua website

email

Facebook

Marblehead Lighthouse Historical Society website & meetings

Neighbor

From a neighbor

FEASIBILITY SCORES BY TRAIL SEGMENT

Road Segment: E Harbor Rd/ RTE 163; between Rt 269 and 137									
		Least Feasible Conditions				Most Feasible			
Feasibility Points		1	2	3	4	5			
Categories						Category Weight		Feasibility Rating	
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'			
1	Average ROW Distance from Road Edge						6	North Side	30
							6	South Side	30
		High # of Poles			Low # of Poles				
2	Utility Poles						5	North Side	10
							5	South Side	15
		Open Ditch			Underground Storm Piping				
3	Drainage						4	North Side	16
							4	South Side	12
		Side slopes > 3:1			Side slopes < 5:1				
4	Side Slopes						3	North Side	9
							3	South Side	9
		High #			Low #				
5	Driveway Crossings						2	North Side	8
							2	South Side	8
		High #			Low #				
6	Mailboxes						1	North Side	5
							1	South Side	4
		Large amount of clearing			Little amount of clearing				
7	Vegetation to Clear						1	North Side	4
							1	South Side	4
*ODOT & AASHTO Standards require a minimum width of 17'.									
						North Side total: 82			
						South Side total: 82			

Road Segment: N Buck Rd/ RTE 269									
		Least Feasible Conditions				Most Feasible			
Feasibility Points		1	2	3	4	5			
Categories						Category Weight		Feasibility Rating	
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'			
1	Average ROW Distance from Road Edge						6	East Side	30
							6	West Side	30
		High # of Poles			Low # of Poles				
2	Utility Poles						5	East Side	15
							5	West Side	10
		Open Ditch			Underground Storm Piping				
3	Drainage						4	East Side	12
							4	West Side	8
		Side slopes > 3:1			Side slopes < 5:1				
4	Side Slopes						3	East Side	6
							3	West Side	6
		High #			Low #				
5	Driveway Crossings						2	East Side	10
							2	West Side	8
		High #			Low #				
6	Mailboxes						1	East Side	5
							1	West Side	5
		Large amount of clearing			Little amount of clearing				
7	Vegetation to Clear						1	East Side	5
							1	West Side	5
*ODOT & AASHTO Standards require a minimum width of 17'.									

Road Segment: E Harbor Rd/ RTE 163; between Rt 137 and 138									
		Least Feasible Conditions				Most Feasible			
Feasibility Points		1	2	3	4	5			
Categories						Category Weight		Feasibility Rating	
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'			
1	Average ROW Distance from Road Edge						6	North Side	24
							6	South Side	24
		High # of Poles			Low # of Poles				
2	Utility Poles						5	North Side	10
							5	South Side	15
		Open Ditch			Underground Storm Piping				
3	Drainage						4	North Side	12
							4	South Side	12
		Side slopes > 3:1			Side slopes < 5:1				
4	Side Slopes						3	North Side	9
							3	South Side	9
		High #			Low #				
5	Driveway Crossings						2	North Side	4
							2	South Side	6
		High #			Low #				
6	Mailboxes						1	North Side	2
							1	South Side	4
		Large amount of clearing			Little amount of clearing				
7	Vegetation to Clear						1	North Side	5
							1	South Side	4
*ODOT & AASHTO Standards require a minimum width of 17'.									
Score = Feasibility Points * Category Weight									
						North Side total:		66	
						South Side total:		74	

Road Segment: Erie Beach Road									
		Least Feasible Conditions				Most Feasible			
Feasibility Points		1	2	3	4	5			
Categories						Category Weight		Feasibility Rating	
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'			
1	Average ROW Distance from Road Edge	*					6	East Side	6
		*					6	West Side	6
		High # of Poles			Low # of Poles				
2	Utility Poles						5	East Side	10
							5	West Side	10
		Open Ditch			Underground Storm Piping				
3	Drainage						4	East Side	8
							4	West Side	8
		Side slopes > 3:1			Side slopes < 5:1				
4	Side Slopes						3	East Side	15
							3	West Side	15
		High #			Low #				
5	Driveway Crossings						2	East Side	2
							2	West Side	2
		High #			Low #				
6	Mailboxes						1	East Side	4
							1	West Side	4
		Large amount of clearing			Little amount of clearing				
7	Vegetation to Clear						1	East Side	3
							1	West Side	3
*ODOT & AASHTO Standards require a minimum width of 17'.									
Score = Feasibility Points * Category Weight									
						East Side total:		48	
						West Side total:		48	

Road Segment: E Harbor Rd/ RTE 163; between N Shore Blvd and Rt 218									
		Least Feasible Conditions				Most Feasible			
Feasibility Points		1	2	3	4	5			
Categories						Category Weight		Feasibility Rating	
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'			
1	Average ROW Distance from Road Edge						6	North Side	12
			*				6	South Side	10
		High # of Poles			Low # of Poles				
2	Utility Poles						5	North Side	10
							5	South Side	15
		Open Ditch			Underground Storm Piping				
3	Drainage						4	North Side	12
							4	South Side	8
		Side slopes > 3:1			Side slopes < 5:1				
4	Side Slopes						3	North Side	12
							3	South Side	9
		High #			Low #				
5	Driveway Crossings						2	North Side	6
							2	South Side	8
		High #			Low #				
6	Mailboxes						1	North Side	2
							1	South Side	4
		Large amount of clearing			Little amount of clearing				
7	Vegetation to Clear						1	North Side	4
							1	South Side	2
*ODOT & AASHTO Standards require a minimum width of 17'.									
Score = Feasibility Points * Category Weight									
						North Side total:		58	
						South Side total:		56	

Road Segment: E Harbor Rd/ RTE 163; between Rt 142 and Lions Park								
Feasibility Points		Least Feasible Conditions				Most Feasible		
		1	2	3	4	5		
Categories						Category Weight		Feasibility Rating
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'		
1	Average ROW Distance from Road Edge	*					6	North East Side 8
		*					6	South West Side 8
High # of Poles						Low # of Poles		
2	Utility Poles						5	North Side 10
							5	South Side 20
Open Ditch						Underground Storm Piping		
3	Drainage						4	North Side 16
							4	South Side 8
Side slopes > 3:1						Side slopes < 5:1		
4	Side Slopes						3	North Side 12
							3	South Side 12
High #						Low #		
5	Driveway Crossings						2	North Side 4
							2	South Side 4
High #						Low #		
6	Mailboxes						1	North Side 4
							1	South Side 4
Large amount of clearing						Little amount of clearing		
7	Vegetation to Clear						1	North Side 4
							1	South Side 4
*ODOT & AASHTO Standards require a minimum width of 17'.								
Score = Feasibility Points * Category Weight								
						North East Side tot 58		
						South West Side tc 60		

Road Segment: Alexander Pike/ RTE 142									
		Least Feasible Conditions				Most Feasible			
Feasibility Points		1	2	3	4	5			
Categories						Category Weight		Feasibility Rating	
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'			
1	Average ROW Distance from Road Edge	*					6	East Side	6
		*					6	West Side	6
		High # of Poles				Low # of Poles			
2	Utility Poles						5	East Side	25
							5	West Side	25
		Open Ditch			Underground Storm Piping				
3	Drainage						4	East Side	12
							4	West Side	12
		Side slopes > 3:1			Side slopes < 5:1				
4	Side Slopes						3	East Side	6
							3	West Side	9
		High #				Low #			
5	Driveway Crossings						2	East Side	10
							2	West Side	2
		High #				Low #			
6	Mailboxes						1	East Side	5
							1	West Side	5
		Large amount of clearing			Little amount of clearing				
7	Vegetation to Clear						1	East Side	4
							1	West Side	4
*ODOT & AASHTO Standards require a minimum width of 17'.									
Score = Feasibility Points * Category Weight								East Side total:	68
								West Side total:	63

Road Segment: E Bayshore Rd from Rt 142 to Rt 140 (S. 10)									
Feasibility Points		Least Feasible Conditions				Most Feasible			
		1	2	3	4	5			
Categories						Category Weight		Feasibility Rating	
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'			
1	Average ROW Distance from Road Edge	*					6	North Side	6
		*					6	South Side	6
		High # of Poles			Low # of Poles				
2	Utility Poles						5	North Side	25
							5	South Side	10
		Open Ditch			Underground Storm Piping				
3	Drainage						4	North Side	16
							4	South Side	16
		Side slopes > 3:1			Side slopes < 5:1				
4	Side Slopes						3	North Side	15
							3	South Side	15
		High #			Low #				
5	Driveway Crossings						2	North Side	6
							2	South Side	4
		High #			Low #				
6	Mailboxes						1	North Side	2
							1	South Side	4
		Large amount of clearing			Little amount of clearing				
7	Vegetation to Clear						1	North Side	2
							1	South Side	4
*ODOT & AASHTO Standards require a minimum width of 17'.									
Score = Feasibility Points * Category Weight									
						North Side total:		72	
						South Side total:		59	

Road Segment: E Bayshore Rd, to Rt 137								
Feasibility Points		Least Feasible Conditions				Most Feasible		
		1	2	3	4	5		
Categories						Category Weight		Feasibility Rating
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'		
1	Average ROW Distance from Road Edge	*					6	North Side
		*					6	South Side
			High # of Poles			Low # of Poles		
2	Utility Poles						5	North Side
							5	South Side
			Open Ditch			Underground Storm Piping		
3	Drainage						4	North Side
							4	South Side
			Side slopes > 3:1			Side slopes < 5:1		
4	Side Slopes						3	North Side
							3	South Side
			High #			Low #		
5	Driveway Crossings						2	North Side
							2	South Side
			High #			Low #		
6	Mailboxes						1	North Side
							1	South Side
			Large amount of clearing			Little amount of clearing		
7	Vegetation to Clear						1	North Side
							1	South Side
*ODOT & AASHTO Standards require a minimum width of 17'.								
Score = Feasibility Points * Category Weight								
						North Side total: 54		
						South Side total: 44		

Road Segment: E Bayshore Rd, to Rt 269								
Feasibility Points		Least Feasible Conditions				Most Feasible		
		1	2	3	4	5		
Categories						Category Weight		Feasibility Rating
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'		
1	Average ROW Distance from Road Edge	*					6	North Side
		*					6	South Side
			High # of Poles			Low # of Poles		
2	Utility Poles						5	North Side
							5	South Side
			Open Ditch			Underground Storm Piping		
3	Drainage						4	North Side
							4	South Side
			Side slopes > 3:1			Side slopes < 5:1		
4	Side Slopes						3	North Side
							3	South Side
			High #			Low #		
5	Driveway Crossings						2	North Side
							2	South Side
			High #			Low #		
6	Mailboxes						1	North Side
							1	South Side
			Large amount of clearing			Little amount of clearing		
7	Vegetation to Clear						1	North Side
							1	South Side
*ODOT & AASHTO Standards require a minimum width of 17'.								
Score = Feasibility Points * Category Weight								
						North Side total: 59		
						South Side total: 54		

Road Segment: S Lightner Rd/ RTE 35									
		Least Feasible Conditions				Most Feasible			
Feasibility Points		1	2	3	4	5			
Categories						Category Weight		Feasibility Rating	
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'			
1	Average ROW Distance from Road Edge						6	East Side	18
							6	West Side	18
		High # of Poles			Low # of Poles				
2	Utility Poles						5	East Side	10
							5	West Side	25
		Open Ditch			Underground Storm Piping				
3	Drainage						4	East Side	8
							4	West Side	16
		Side slopes > 3:1			Side slopes < 5:1				
4	Side Slopes						3	East Side	6
							3	West Side	15
		High #			Low #				
5	Driveway Crossings						2	East Side	10
							2	West Side	4
		High #			Low #				
6	Mailboxes						1	East Side	2
							1	West Side	5
		Large amount of clearing			Little amount of clearing				
7	Vegetation to Clear						1	East Side	5
							1	West Side	5
*ODOT & AASHTO Standards require a minimum width of 17'.									
Score = Feasibility Points * Category Weight						East Side total:		59	
						West Side total:		88	

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Road Segment: Eastern Rd / Rt 5									
		Least Feasible Conditions				Most Feasible			
Feasibility Points		1	2	3	4	5			
Categories						Category Weight		Feasibility Rating	
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'			
1	Average ROW Distance from Road Edge						6	North Side	18
							6	South Side	18
		High # of Poles			Low # of Poles				
2	Utility Poles						5	North Side	5
							5	South Side	20
		Open Ditch			Underground Storm Piping				
3	Drainage						4	North Side	8
							4	South Side	8
		Side slopes > 3:1			Side slopes < 5:1				
4	Side Slopes						3	North Side	12
							3	South Side	12
		High #			Low #				
5	Driveway Crossings						2	North Side	4
							2	South Side	8
		High #			Low #				
6	Mailboxes						1	North Side	2
							1	South Side	4
		Large amount of clearing			Little amount of clearing				
7	Vegetation to Clear						1	North Side	4
							1	South Side	3
*ODOT & AASHTO Standards require a minimum width of 17'.									
						North Side total:		53	
						South Side total:		73	

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Road Segment: Englebeck Rd/ RTE 138										
		Least Feasible Conditions				Most Feasible				
Feasibility Points		1	2	3	4	5				
Categories							Category Weight		Feasibility Rating	
		< 40'	40' - 59'	60' - 70'	71' - 80'	81' - 90'				
1	Average ROW Distance from Road Edge						6	East Side	18	
							6	West Side	18	
		High # of Poles			Low # of Poles					
2	Utility Poles						5	East Side	25	
							5	West Side	10	
		Open Ditch			Underground Storm Piping					
3	Drainage						4	East Side	12	
							4	West Side	12	
		Side slopes > 3:1			Side slopes < 5:1					
4	Side Slopes						3	East Side	9	
							3	West Side	9	
		High #			Low #					
5	Driveway Crossings						2	East Side	8	
							2	West Side	8	
		High #			Low #					
6	Mailboxes						1	East Side	3	
							1	West Side	5	
		Large amount of clearing			Little amount of clearing					
7	Vegetation to Clear						1	East Side	4	
							1	West Side	4	
*ODOT & AASHTO Standards require a minimum width of 17'.										
Score = Feasibility Points * Category Weight										
							East Side total:		79	
							West Side total:		66	

COST ESTIMATES BY TRAIL SEGMENT

SEGMENT 1

#1A - TRAIL THROUGH FORMER QUARRY TO LIGHTHOUSE W/ TRAILHEAD						
OFF-ROAD TRAIL						
1	Strip and Stockpile Existing Topsoil	330	CY	\$ 8	\$ 2,640	For trailhead parking lot
2	Utility Pole Removal / Relocation	2	EACH	\$ 7,500	\$ 15,000	Assumes removal of service poles only
3	Clearing & Grubbing	4,320	LF	\$ 10	\$ 43,200	
4	Earthwork	4,320	LF	\$ 20	\$ 86,400	Assumes 20' wide swath of 1-2' of excavation on average
5	Stormwater Drainage	4,320	LF	\$ 25	\$ 108,000	Includes storm sewer, manholes, and curb inlets
6	Asphalt Pavement Full Depth	10,400	SF	\$ 4	\$ 41,600	Includes 8" new aggregate base, and 2.5" intermediate course. Assumes 20 space parking lot at trailhead.
7	Excavation 10' Path	4,320	LF	\$ 18	\$ 77,760	
8	10' Wide Asphalt Path	4,320	LF	\$ 45	\$ 194,400	Includes 6" aggregate base, 1.5" intermediate course, and 1.5" surface course.
9	Shared Use Path Pavement Markings	4,320	LF	\$ 3	\$ 12,960	Assumes 2 coats of standard pavement striping.
10	10' Wide Accessible Curb Ramps	2	EACH	\$ 2,000	\$ 4,000	
11	Crosswalk	1	EA	\$ 2,500	\$ 2,500	Includes pavement markings, specialty paving, and signage.
12	RRFB	1	EA	\$ 2,400	\$ 2,400	Assumes electrical, signage, and striping
13	Parking Space Pavement Striping	20	EACH	\$ 40	\$ 800	Assumes 2 coats of standard pavement striping.
14	Refuge Plaza	1	LUMP	\$ 75,000	\$ 75,000	Assumes pedestrian plaza with pavement, signage, and site furnishings
15	Bike Racks	4	EA	\$ 1,250	\$ 5,000	Assumes racks at pedestrian plaza
16	Trash & Recycling Receptacles	2	EA	\$ 1,500	\$ 3,000	Assumes metal receptables
17	Repair Disturbed Lawn Areas	4,320	LF	\$ 2	\$ 8,640	Assumes disturbing 3' on each side of trail.
18	Maintenance of Traffic	4,320	LF	\$ 2	\$ 8,640	
19	Stormwater Pollution Prevention Measures	4,320	LF	\$ 2	\$ 8,640	Assumes silt fencing, and inlet protection.
20	12% General Conditions	1	LUMP	-	\$ 84,100	
21	20% Design Contingency	1	LUMP	-	\$ 140,200	

Total Cost Range:

\$ 925,000	\$ 1,018,000
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SEGMENT 1, CONT'D

#1B - ALEXANDER PIKE						
OFF-ROAD TRAIL						
1	Utility Pole Removal / Relocation	13	EACH	\$ 7,500	\$ 97,500	Assumes removal of service poles only
2	Clearing & Grubbing	8,980	LF	\$ 10	\$ 89,800	
3	Earthwork	8,980	LF	\$ 20	\$ 179,600	Assumes 20' wide swath of 1-2' of excavation on average
4	Concrete Driveways	10	EACH	\$ 2,500	\$ 25,000	Leading to trailhead parking lot on Alexander Pike
5	Stormwater Drainage	8,980	LF	\$ 25	\$ 224,500	Includes storm sewer, manholes, and curb inlets
6	Excavation 10' Path	8,980	LF	\$ 18	\$ 161,640	
7	10' Wide Asphalt Path	8,980	LF	\$ 45	\$ 404,100	Includes 6" aggregate base, 1.5" intermediate course, and 1.5" surface course.
8	Shared Use Path Pavement Markings	8,980	LF	\$ 3	\$ 26,940	Assumes 2 coats of standard pavement striping.
9	Repair Disturbed Lawn Areas	8,980	LF	\$ 2	\$ 17,960	Assumes disturbing 3' on each side of trail.
10	Maintenance of Traffic	8,980	LF	\$ 2	\$ 17,960	
11	Stormwater Pollution Prevention Measures	8,980	LF	\$ 2	\$ 17,960	Assumes silt fencing, and inlet protection.
12	12% General Conditions	1	LUMP	-	\$ 151,600	
13	20% Design Contingency	1	LUMP	-	\$ 252,600	

Total Cost Range:

\$ 1,668,000 \$ 1,835,000

SEGMENT 1, CONT'D

#1C - LIGHTHOUSE TO ALEXANDER PIKE (SOUTH)						
SHARROW						
1	Utility Pole Removal / Relocation	2	EACH	\$ 7,500	\$ 15,000	Assumes removal of service poles only
2	Clearing & Grubbing	9,010	LF	\$ 10	\$ 90,100	
3	Earthwork	9,010	LF	\$ 20	\$ 180,200	Assumes 20' wide swath of 1-2' of excavation on average
4	Concrete Driveways	17	EACH	\$ 2,500	\$ 42,500	
5	Stormwater Drainage	9,010	LF	\$ 25	\$ 225,250	Includes storm sewer, manholes, and curb inlets
6	Excavation 10' Path	9,010	LF	\$ 18	\$ 162,180	
7	10' Wide Asphalt Path	9,010	LF	\$ 45	\$ 405,450	Includes 6" aggregate base, 1.5" intermediate course, and 1.5" surface course.
8	Shared Use Path Pavement Markings	9,010	LF	\$ 3	\$ 27,030	Assumes 2 coats of standard pavement striping.
9	10' Wide Accessible Curb Ramps	5	EACH	\$ 2,000	\$ 10,000	
10	Crosswalk	4	EA	\$ 2,500	\$ 10,000	Includes pavement markings, specialty paving, and signage.
11	RRFB	3	EA	\$ 2,400	\$ 7,200	Assumes electrical, signage, and striping
12	Repair Disturbed Lawn Areas	9,010	LF	\$ 2	\$ 18,020	Assumes disturbing 3' on each side of trail.
13	Maintenance of Traffic	9,010	LF	\$ 2	\$ 18,020	
14	Stormwater Pollution Prevention Measures	9,010	LF	\$ 2	\$ 18,020	Assumes silt fencing, and inlet protection.
15	12% General Conditions	1	LUMP	-	\$ 147,500	
16	20% Design Contingency	1	LUMP	-	\$ 245,800	

Total Cost Range:

\$ 1,623,000 \$ 1,786,000

Total Construction Cost Range: \$ 4,216,000 \$ 4,638,000

Topographic Survey: \$ 20,000

Geotechnical: \$ 15,000

8% Design Fee: \$ 371,040

5% Construction Administration Fee: \$ 231,900

Total 2025 Project Costs: \$ 5,275,940

SEGMENT 2

#2A - DOWNTOWN TO N SHORE BLVD ROUNDABOUT						
SHARROW						
1	Utility Pole Removal / Relocation	2	EACH	\$ 7,500	\$ 15,000	Assumes removal of service poles only
2	Clearing & Grubbing	15,495	LF	\$ 10	\$ 154,950	
3	Earthwork	15,495	LF	\$ 20	\$ 309,900	Assumes 20' wide swath of 1-2' of excavation on average
4	Concrete Driveways	15	EACH	\$ 2,500	\$ 37,500	
5	Stormwater Drainage	15,495	LF	\$ 25	\$ 387,375	Includes storm sewer, manholes, and curb inlets
6	Excavation 10' Path	15,495	LF	\$ 18	\$ 278,910	
7	10' Wide Asphalt Path	15,495	LF	\$ 45	\$ 697,275	Includes 6" aggregate base, 1.5" intermediate course, and 1.5" surface course.
8	Shared Use Path Pavement Markings	15,495	LF	\$ 3	\$ 46,485	Assumes 2 coats of standard pavement striping.
9	10' Wide Accessible Curb Ramps	8	EACH	\$ 2,000	\$ 16,000	
10	Crosswalk	4	EA	\$ 2,500	\$ 10,000	Includes pavement markings, specialty paving, and signage.
11	RRFB	1	EA	\$ 2,400	\$ 2,400	Assumes electrical, signage, and striping
12	Pedestrian Signals	6	EA	\$ 30,000	\$ 180,000	At roadway intersections only
13	Repair Disturbed Lawn Areas	15,495	LF	\$ 2	\$ 30,990	Assumes disturbing 3' on each side of trail.
14	Maintenance of Traffic	15,495	LF	\$ 2	\$ 30,990	
15	Stormwater Pollution Prevention Measures	15,495	LF	\$ 2	\$ 30,990	Assumes silt fencing, and inlet protection.
16	12% General Conditions	1	LUMP	-	\$ 267,500	
17	20% Design Contingency	1	LUMP	-	\$ 445,800	

Total Cost Range:

\$ 2,943,000 \$ 3,238,000

SEGMENT 2, CONT'D

#2B - N SHORE BLVD & ERIE BEACH BLVD						
6' SIDEWALK						
1	Utility Pole Removal / Relocation	5	EACH	\$ 7,500	\$ 37,500	Assumes removal of service poles only
2	Clearing & Grubbing	11,170	LF	\$ 10	\$ 111,700	
3	Earthwork	11,170	LF	\$ 20	\$ 223,400	Assumes 20' wide swath of 1-2' of excavation on average
4	Concrete Driveways	19	EACH	\$ 2,500	\$ 47,500	
5	Stormwater Drainage	11,170	LF	\$ 25	\$ 279,250	Includes storm sewer, manholes, and curb inlets
6	Excavation 6' Path	11,170	LF	\$ 12	\$ 134,040	
7	6' Wide Concrete Walk	11,170	LF	\$ 35	\$ 390,950	Assumes 4" depth and aggregate base
8	6' Wide Accessible Curb Ramps	2	EACH	\$ 1,750	\$ 3,500	
9	Crosswalk	5	EA	\$ 2,500	\$ 12,500	Includes pavement markings, specialty paving, and signage.
10	Repair Disturbed Lawn Areas	11,170	LF	\$ 2	\$ 22,340	Assumes disturbing 3' on each side of trail.
11	Maintenance of Traffic	11,170	LF	\$ 2	\$ 22,340	
12	Stormwater Pollution Prevention Measures	11,170	LF	\$ 2	\$ 22,340	Assumes silt fencing, and inlet protection.
13	12% General Conditions	1	LUMP	-	\$ 156,900	
14	20% Design Contingency	1	LUMP	-	\$ 261,500	

Total Cost Range:

\$ 1,726,000 \$ 1,899,000

Total Construction Cost Range: \$ 4,669,000 \$ 5,136,000

Topographic Survey: \$ 20,000

Geotechnical: \$ 15,000

8% Design Fee: \$ 410,880

5% Construction Administration Fee: \$ 256,800

Total 2025 Project Costs: \$ 5,838,680

SEGMENT 3

#3A - N SHORE BLVD ROUNDABOUT TO EAST HARBOR STATE PARK						
OFF-ROAD TRAIL						
1	Strip and Stockpile Existing Topsoil	330	CY	\$ 8	\$ 2,640	For trailhead parking lot
2	Utility Pole Removal / Relocation	3	EACH	\$ 7,500	\$ 22,500	Assumes removal of service poles only
3	Clearing & Grubbing	17,330	LF	\$ 10	\$ 173,300	
4	Earthwork	17,330	LF	\$ 20	\$ 346,600	Assumes 20' wide swath of 1-2' of excavation on average
5	Concrete Driveways	29	EACH	\$ 2,500	\$ 72,500	
6	Stormwater Drainage	17,330	LF	\$ 25	\$ 433,250	Includes storm sewer, manholes, and curb inlets
7	Asphalt Pavement Full Depth	10,400	SF	\$ 4	\$ 41,600	Includes 8" new aggregate base, and 2.5" intermediate course.
8	Excavation 10' Path	17,330	LF	\$ 18	\$ 311,940	
9	10' Wide Asphalt Path	17,330	LF	\$ 45	\$ 779,850	Includes 6" aggregate base, 1.5" intermediate course, and 1.5" surface course.
10	Shared Use Path Pavement Markings	17,330	LF	\$ 3	\$ 51,990	Assumes 2 coats of standard pavement striping.
11	10' Wide Accessible Curb Ramps	8	EACH	\$ 2,000	\$ 16,000	
12	RRFB	4	EA	\$ 2,400	\$ 9,600	Assumes electrical, signage, and striping
13	Pedestrian Signals	1	EA	\$ 30,000	\$ 30,000	
14	Parking Space Pavement Striping	20	EACH	\$ 40	\$ 800	Assumes 2 coats of standard pavement striping.
15	Refuge Plaza	1	LUMP	\$ 75,000	\$ 75,000	Assumes pedestrian plaza with pavement, signage, and site furnishings
16	Bike Racks	4	EA	\$ 1,250	\$ 5,000	Assumes racks at pedestrian plaza
17	Trash & Recycling Receptacles	2	EA	\$ 1,500	\$ 3,000	Assumes metal receptables
18	Repair Disturbed Lawn Areas	17,330	LF	\$ 2	\$ 34,660	Assumes disturbing 3' on each side of trail.
19	Maintenance of Traffic	17,330	LF	\$ 2	\$ 34,660	
20	Stormwater Pollution Prevention Measures	17,330	LF	\$ 2	\$ 34,660	Assumes silt fencing, and inlet protection.
21	12% General Conditions	1	LUMP	-	\$ 297,600	
22	20% Design Contingency	1	LUMP	-	\$ 496,000	

Total Cost Range:

\$ 3,274,000 \$ 3,602,000

SEGMENT 3, CONT'D

#3B - N BUCK RD FROM EAST HARBOR STATE PARK TO MARINA						
SHARROW						
1	Utility Pole Removal / Relocation	1	EACH	\$ 7,500	\$ 7,500	Assumes removal of service poles only
2	Clearing & Grubbing	5,025	LF	\$ 10	\$ 50,250	
3	Earthwork	5,025	LF	\$ 20	\$ 100,500	Assumes 20' wide swath of 1-2' of excavation on average
4	Concrete Driveways	23	EACH	\$ 2,500	\$ 57,500	
5	Stormwater Drainage	5,025	LF	\$ 25	\$ 125,625	Includes storm sewer, manholes, and curb inlets
6	Excavation 10' Path	5,025	LF	\$ 18	\$ 90,450	
7	10' Wide Asphalt Path	5,025	LF	\$ 45	\$ 226,125	Includes 6" aggregate base, 1.5" intermediate course, and 1.5" surface course.
8	Shared Use Path Pavement Markings	5,025	LF	\$ 3	\$ 15,075	Assumes 2 coats of standard pavement striping.
9	10' Wide Accessible Curb Ramps	2	EACH	\$ 2,000	\$ 4,000	
10	Crosswalk	1	EA	\$ 2,500	\$ 2,500	Includes pavement markings, specialty paving, and signage.
11	Repair Disturbed Lawn Areas	5,025	LF	\$ 2	\$ 10,050	Assumes disturbing 3' on each side of trail.
12	Maintenance of Traffic	5,025	LF	\$ 2	\$ 10,050	
13	Stormwater Pollution Prevention Measures	5,025	LF	\$ 2	\$ 10,050	Assumes silt fencing, and inlet protection.
14	12% General Conditions	1	LUMP	-	\$ 44,200	
15	20% Design Contingency	1	LUMP	-	\$ 73,700	

Total Cost Range:

\$ 828,000 \$ 911,000

Total Construction Cost Range: \$ 4,102,000 \$ 4,513,000

Topographic Survey: \$ 20,000

Geotechnical: \$ 15,000

8% Design Fee: \$ 361,040

5% Construction Administration Fee: \$ 225,650

Total 2025 Project Costs: \$ 5,134,690

SEGMENT 4

#4 - RTE 163 TO BRIDGE RD TO FISHING PIER						
OFF-ROAD TRAIL						
1	Strip and Stockpile Existing Topsoil	330	CY	\$ 8	\$ 2,640	For trailhead parking lot
2	Utility Pole Removal / Relocation	3	EACH	\$ 7,500	\$ 22,500	Assumes removal of service poles only
3	Clearing & Grubbing	15,415	LF	\$ 10	\$ 154,150	
4	Earthwork	15,415	LF	\$ 20	\$ 308,300	Assumes 20' wide swath of 1-2' of excavation on average
5	Concrete Driveways	36	EACH	\$ 2,500	\$ 90,000	Assumes crossings at all driveways
6	Stormwater Drainage	15,415	LF	\$ 25	\$ 385,375	Includes storm sewer, manholes, and curb inlets
7	Asphalt Pavement Full Depth	7,520	SF	\$ 2	\$ 15,040	Includes 8" new aggregate base, and 2.5" intermediate course. Assumes 10 space parking lot.
8	Excavation 10' Path	15,415	LF	\$ 18	\$ 277,470	
9	10' Wide Asphalt Path	15,415	LF	\$ 45	\$ 693,675	Includes 6" aggregate base, 1.5" intermediate course, and 1.5" surface course.
10	Shared Use Path Pavement Markings	15,415	LF	\$ 3	\$ 46,245	Assumes 2 coats of standard pavement striping.
11	10' Wide Accessible Curb Ramps	10	EACH	\$ 2,000	\$ 20,000	
12	Elevated Boardwalks	170	LF	\$ 500	\$ 85,000	Assumes span of less than 24'
13	RRFB	3	EA	\$ 2,400	\$ 7,200	Assumes electrical, signage, and striping
14	Bike Racks	4	EA	\$ 1,250	\$ 5,000	Assumes racks at pedestrian plaza
15	Trash & Recycling Receptacles	2	EA	\$ 1,500	\$ 3,000	Assumes metal receptables
16	Repair Disturbed Lawn Areas	15,415	LF	\$ 2	\$ 30,830	Assumes disturbing 3' on each side of trail.
17	Maintenance of Traffic	15,415	LF	\$ 2	\$ 30,830	
18	Stormwater Pollution Prevention Measures	15,415	LF	\$ 2	\$ 30,830	Assumes silt fencing, and inlet protection.
19	12% General Conditions	1	LUMP	-	\$ 264,700	
20	20% Design Contingency	1	LUMP	-	\$ 441,100	

Total Cost Range:

\$ 2,914,000 \$ 3,206,000

Total Construction Cost Range: \$ 2,914,000 \$ 3,206,000

Topographic Survey: \$ 20,000

Geotechnical: \$ 15,000

8% Design Fee: \$ 256,480

5% Construction Administration Fee: \$ 160,300

Total 2025 Project Costs: \$ 3,657,780

SEGMENT 5

#5 - S BAYSHORE RD TO MEADOWBROOK MARSH						
SHARROW & OFF-ROAD TRAIL						
1	Strip and Stockpile Existing Topsoil	110	CY	\$ 8	\$ 880	For trailhead parking lot
2	Utility Pole Removal / Relocation	11	EACH	\$ 7,500	\$ 82,500	Assumes removal of service poles only
3	Clearing & Grubbing	16,500	LF	\$ 10	\$ 165,000	
4	Earthwork	16,500	LF	\$ 20	\$ 330,000	Assumes 20' wide swath of 1-2' of excavation on average
5	Concrete Driveways	38	EACH	\$ 2,500	\$ 95,000	
6	Stormwater Drainage	16,500	LF	\$ 25	\$ 412,500	Includes storm sewer, manholes, and curb inlets
7	Asphalt Pavement Full Depth	4,140	SF	\$ 4	\$ 16,560	Includes 8" new aggregate base, and 2.5" intermediate course. Assumes 10 space parking lot at Meadowbrook Marsh.
8	Excavation 10' Path	16,500	LF	\$ 18	\$ 297,000	
9	10' Wide Asphalt Path	16,500	LF	\$ 45	\$ 742,500	Includes 6" aggregate base, 1.5" intermediate course, and 1.5" surface course.
10	Shared Use Path Pavement Markings	16,500	LF	\$ 3	\$ 49,500	Assumes 2 coats of standard pavement striping.
11	10' Wide Accessible Curb Ramps	6	EACH	\$ 2,000	\$ 12,000	
12	Crosswalk	3	EA	\$ 2,500	\$ 7,500	Includes pavement markings, specialty paving, and signage.
13	RRFB	2	EA	\$ 2,400	\$ 4,800	Assumes electrical, signage, and striping
14	Bike Racks	2	EA	\$ 1,250	\$ 2,500	Assumes racks at pedestrian plaza
15	Trash & Recycling Receptacles	1	EA	\$ 1,500	\$ 1,500	Assumes metal receptables
16	Repair Disturbed Lawn Areas	16,500	LF	\$ 2	\$ 33,000	Assumes disturbing 3' on each side of trail.
17	Maintenance of Traffic	16,500	LF	\$ 2	\$ 33,000	
18	Stormwater Pollution Prevention Measures	16,500	LF	\$ 2	\$ 33,000	Assumes silt fencing, and inlet protection.
19	12% General Conditions	1	LUMP	-	\$ 278,300	
20	20% Design Contingency	1	LUMP	-	\$ 463,800	

Total Cost Range:

\$ 3,061,000 \$ 3,368,000**Total Construction Cost Range: \$ 3,061,000 \$ 3,368,000**

Topographic Survey: \$ 20,000

Geotechnical: \$ 15,000

8% Design Fee: \$ 269,440

5% Construction Administration Fee: \$ 168,400

Total 2025 Project Costs: \$ 3,840,840

SEGMENT 6

#6A - ENGLEBECK RD & S CHURCH RD						
OFF-ROAD TRAIL						
1	Utility Pole Removal / Relocation	2	EACH	\$ 7,500	\$ 15,000	Assumes removal of service poles only
2	Clearing & Grubbing	12,148	LF	\$ 10	\$ 121,480	
3	Earthwork	12,148	LF	\$ 20	\$ 242,960	Assumes 20' wide swath of 1-2' of excavation on average
4	Concrete Driveways	16	EACH	\$ 2,500	\$ 40,000	
5	Stormwater Drainage	12,148	LF	\$ 25	\$ 303,700	Includes storm sewer, manholes, and curb inlets
6	Excavation 10' Path	12,148	LF	\$ 18	\$ 218,664	
7	10' Wide Asphalt Path	12,148	LF	\$ 45	\$ 546,660	Includes 6" aggregate base, 1.5" intermediate course, and 1.5" surface course.
8	Shared Use Path Pavement Markings	12,148	LF	\$ 3	\$ 36,444	Assumes 2 coats of standard pavement striping.
9	10' Wide Accessible Curb Ramps	4	EACH	\$ 2,000	\$ 8,000	
10	Crosswalk	2	EA	\$ 2,500	\$ 5,000	Includes pavement markings, specialty paving, and signage.
11	Repair Disturbed Lawn Areas	12,148	LF	\$ 2	\$ 24,296	Assumes disturbing 3' on each side of trail.
12	Maintenance of Traffic	12,148	LF	\$ 2	\$ 24,296	
13	Stormwater Pollution Prevention Measures	12,148	LF	\$ 2	\$ 24,296	Assumes silt fencing, and inlet protection.
14	12% General Conditions	1	LUMP	-	\$ 193,300	
15	20% Design Contingency	1	LUMP	-	\$ 322,200	

Total Cost Range:

\$ 2,127,000 \$ 2,340,000

SEGMENT 6, CONT'D

#6B - S BAYSHORE FROM MEADOBROOK MARSH TO BRIDGE RD						
SHARROW						
1	Utility Pole Removal / Relocation	7	EACH	\$ 7,500	\$ 52,500	Assumes removal of service poles only
2	Clearing & Grubbing	16,030	LF	\$ 10	\$ 160,300	
3	Earthwork	16,030	LF	\$ 20	\$ 320,600	Assumes 20' wide swath of 1-2' of excavation on average
4	Concrete Driveways	37	EACH	\$ 2,500	\$ 92,500	
5	Stormwater Drainage	16,030	LF	\$ 25	\$ 400,750	Includes storm sewer, manholes, and curb inlets
6	Excavation 10' Path	16,030	LF	\$ 18	\$ 288,540	
7	10' Wide Asphalt Path	16,030	LF	\$ 45	\$ 721,350	Includes 6" aggregate base, 1.5" intermediate course, and 1.5" surface course.
8	Shared Use Path Pavement Markings	16,030	LF	\$ 3	\$ 48,090	Assumes 2 coats of standard pavement striping.
9	10' Wide Accessible Curb Ramps	8	EACH	\$ 2,000	\$ 16,000	
10	Crosswalk	4	EA	\$ 2,500	\$ 10,000	Includes pavement markings, specialty paving, and signage.
11	Elevated Boardwalks	75	LF	\$ 500	\$ 37,500	Assumes span of less than 24'
12	Repair Disturbed Lawn Areas	16,030	LF	\$ 2	\$ 32,060	Assumes disturbing 3' on each side of trail.
13	Maintenance of Traffic	16,030	LF	\$ 2	\$ 32,060	
14	Stormwater Pollution Prevention Measures	16,030	LF	\$ 2	\$ 32,060	Assumes silt fencing, and inlet protection.
15	12% General Conditions	1	LUMP	-	\$ 269,400	
16	20% Design Contingency	1	LUMP	-	\$ 448,900	

Total Cost Range:

\$ 2,963,000 \$ 3,260,000

Total Construction Cost Range: \$ 2,127,000 \$ 2,340,000

Topographic Survey: \$ 20,000

Geotechnical: \$ 15,000

8% Design Fee: \$ 187,200

5% Construction Administration Fee: \$ 117,000

Total 2025 Project Costs: \$ 2,679,200

SEGMENT 7

#7A - RTE 163 TO SE CATAWBA RD TO E STATE RD TO E BAYSHORE RD						
OFF-ROAD TRAIL						
1	Utility Pole Removal / Relocation	5	EACH	\$ 7,500	\$ 37,500	Assumes removal of service poles only
2	Clearing & Grubbing	20,880	LF	\$ 10	\$ 208,800	
3	Earthwork	20,880	LF	\$ 20	\$ 417,600	Assumes 20' wide swath of 1-2' of excavation on average
4	Concrete Driveways	29	EACH	\$ 2,500	\$ 72,500	
5	Stormwater Drainage	20,880	LF	\$ 25	\$ 522,000	Includes storm sewer, manholes, and curb inlets
6	Excavation 10' Path	20,880	LF	\$ 18	\$ 375,840	
7	10' Wide Asphalt Path	20,880	LF	\$ 45	\$ 939,600	Includes 6" aggregate base, 1.5" intermediate course, and 1.5" surface course.
8	Shared Use Path Pavement Markings	20,880	LF	\$ 3	\$ 62,640	Assumes 2 coats of standard pavement striping.
9	10' Wide Accessible Curb Ramps	6	EACH	\$ 2,000	\$ 12,000	
10	Crosswalk	3	EA	\$ 2,500	\$ 7,500	Includes pavement markings, specialty paving, and signage.
11	RRFB	1	EA	\$ 2,400	\$ 2,400	Assumes electrical, signage, and striping
12	Repair Disturbed Lawn Areas	20,880	LF	\$ 2	\$ 41,760	Assumes disturbing 3' on each side of trail.
13	Maintenance of Traffic	20,880	LF	\$ 2	\$ 41,760	
14	Stormwater Pollution Prevention Measures	20,880	LF	\$ 2	\$ 41,760	Assumes silt fencing, and inlet protection.
15	12% General Conditions	1	LUMP	-	\$ 334,100	
16	20% Design Contingency	1	LUMP	-	\$ 556,800	

Total Cost Range:

\$ 3,675,000 \$ 4,043,000

SEGMENT 7, CONT'D

#7B - EASTERN RD / RTE 5 TO CHURCH RD						
OFF-ROAD TRAIL						
1	Utility Pole Removal / Relocation	3	EACH	\$ 7,500	\$ 22,500	Assumes removal of service poles only
2	Clearing & Grubbing	16,190	LF	\$ 10	\$ 161,900	
3	Earthwork	16,190	LF	\$ 20	\$ 323,800	Assumes 20' wide swath of 1-2' of excavation on average
4	Concrete Driveways	38	EACH	\$ 2,500	\$ 95,000	Leading to trailhead parking lot on Alexander Pike
5	Stormwater Drainage	16,190	LF	\$ 25	\$ 404,750	Includes storm sewer, manholes, and curb inlets
6	Excavation 10' Path	16,190	LF	\$ 18	\$ 291,420	
7	10' Wide Asphalt Path	16,190	LF	\$ 45	\$ 728,550	Includes 6" aggregate base, 1.5" intermediate course, and 1.5" surface course.
8	Shared Use Path Pavement Markings	16,190	LF	\$ 3	\$ 48,570	Assumes 2 coats of standard pavement striping.
9	10' Wide Accessible Curb Ramps	4	EACH	\$ 2,000	\$ 8,000	
10	Crosswalk	2	EA	\$ 2,500	\$ 5,000	Includes pavement markings, specialty paving, and signage.
11	Repair Disturbed Lawn Areas	16,190	LF	\$ 2	\$ 32,380	Assumes disturbing 3' on each side of trail.
12	Maintenance of Traffic	16,190	LF	\$ 2	\$ 32,380	
13	Stormwater Pollution Prevention Measures	16,190	LF	\$ 2	\$ 32,380	Assumes silt fencing, and inlet protection.
14	12% General Conditions	1	LUMP	-	\$ 262,400	
15	20% Design Contingency	1	LUMP	-	\$ 437,400	

Total Cost Range:
\$ 2,887,000 \$ 3,176,000
Total Construction Cost Range: \$ 6,562,000 \$ 7,219,000

Topographic Survey: \$ 20,000

Geotechnical: \$ 15,000

8% Design Fee: \$ 577,520

5% Construction Administration Fee: \$ 360,950

Total 2025 Project Costs: \$ 8,192,470

OVERALL COST ESTIMATE

SEGMENT 1			
Total Cost Range:			
Segment 1A	\$	925,000	\$ 1,018,000
Segment 1B	\$	1,668,000	\$ 1,835,000
Segment 1C	\$	1,623,000	\$ 1,786,000
<hr/>			
Construction Cost Range	\$	4,216,000	\$ 4,638,000
<hr/>			
2025 Segment 1 Project Costs:		\$	5,275,940

SEGMENT 2			
Segment 2A	\$	2,943,000	\$ 3,238,000
Segment 2B	\$	1,726,000	\$ 1,899,000
<hr/>			
Construction Cost Range	\$	4,669,000	\$ 5,136,000
<hr/>			
2025 Segment 2 Project Costs:		\$	5,838,680

SEGMENT 3			
Segment 3A	\$	3,274,000	\$ 3,602,000
Segment 3B	\$	828,000	\$ 911,000
<hr/>			
Construction Cost Range	\$	4,102,000	\$ 4,513,000
<hr/>			
2025 Segment 3 Project Costs:		\$	5,134,690

SEGMENT 4			
Segment 4	\$	2,914,000	\$ 3,206,000
<hr/>			
Construction Cost Range	\$	2,914,000	\$ 3,206,000
<hr/>			
2025 Segment 4 Project Costs:		\$	3,657,780

SEGMENT 5			
Segment 5	\$	3,061,000	\$ 3,368,000
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Construction Cost Range	\$	3,061,000	\$ 3,368,000
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2025 Segment 5 Project Costs:		\$	3,840,840

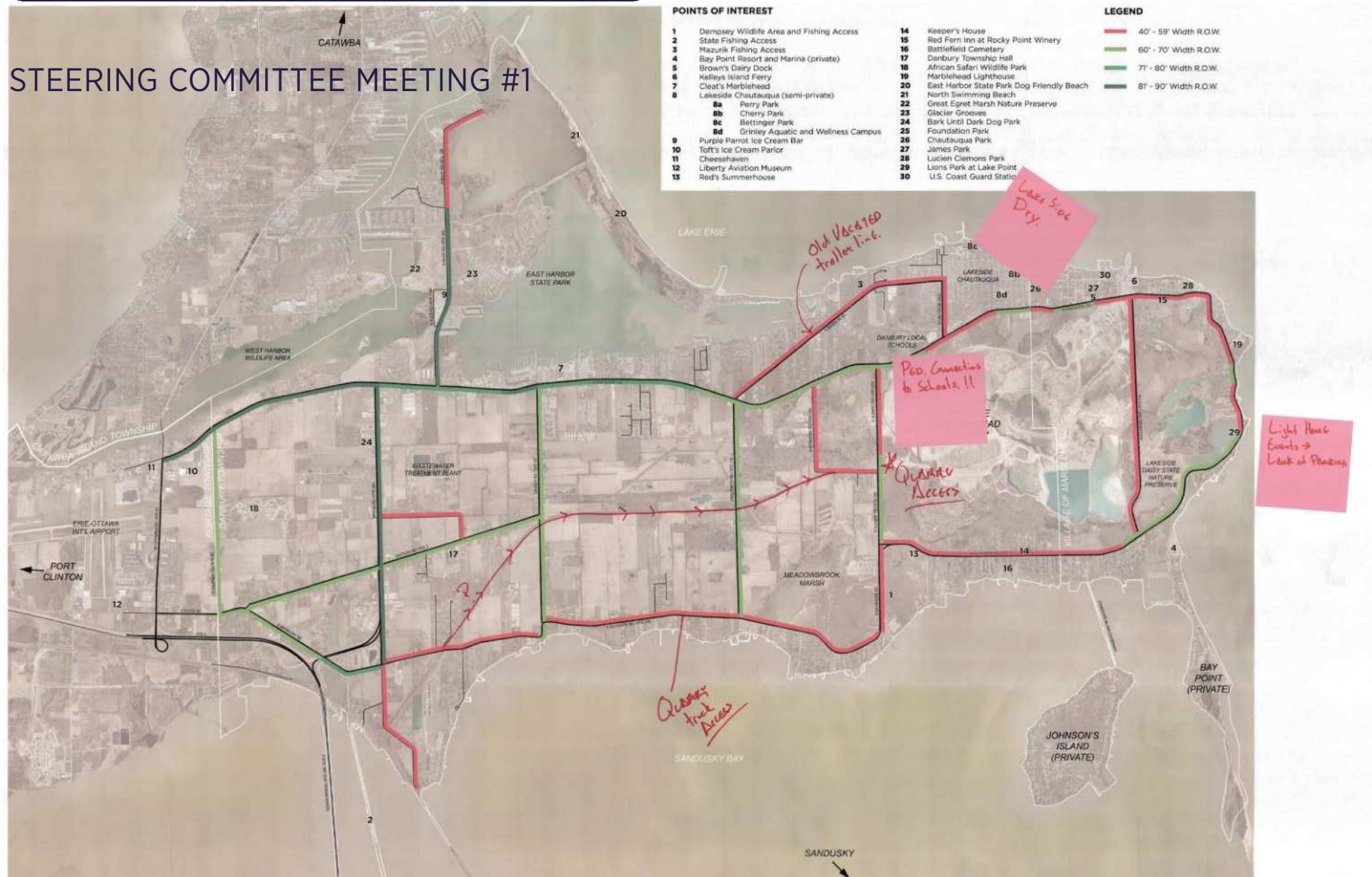
SEGMENT 6			
Segment 6A	\$	2,127,000	\$ 2,340,000
Segment 6B	\$	2,963,000	\$ 3,260,000
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Construction Cost Range	\$	2,127,000	\$ 2,340,000
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2025 Segment 6 Project Costs:		\$	2,679,200

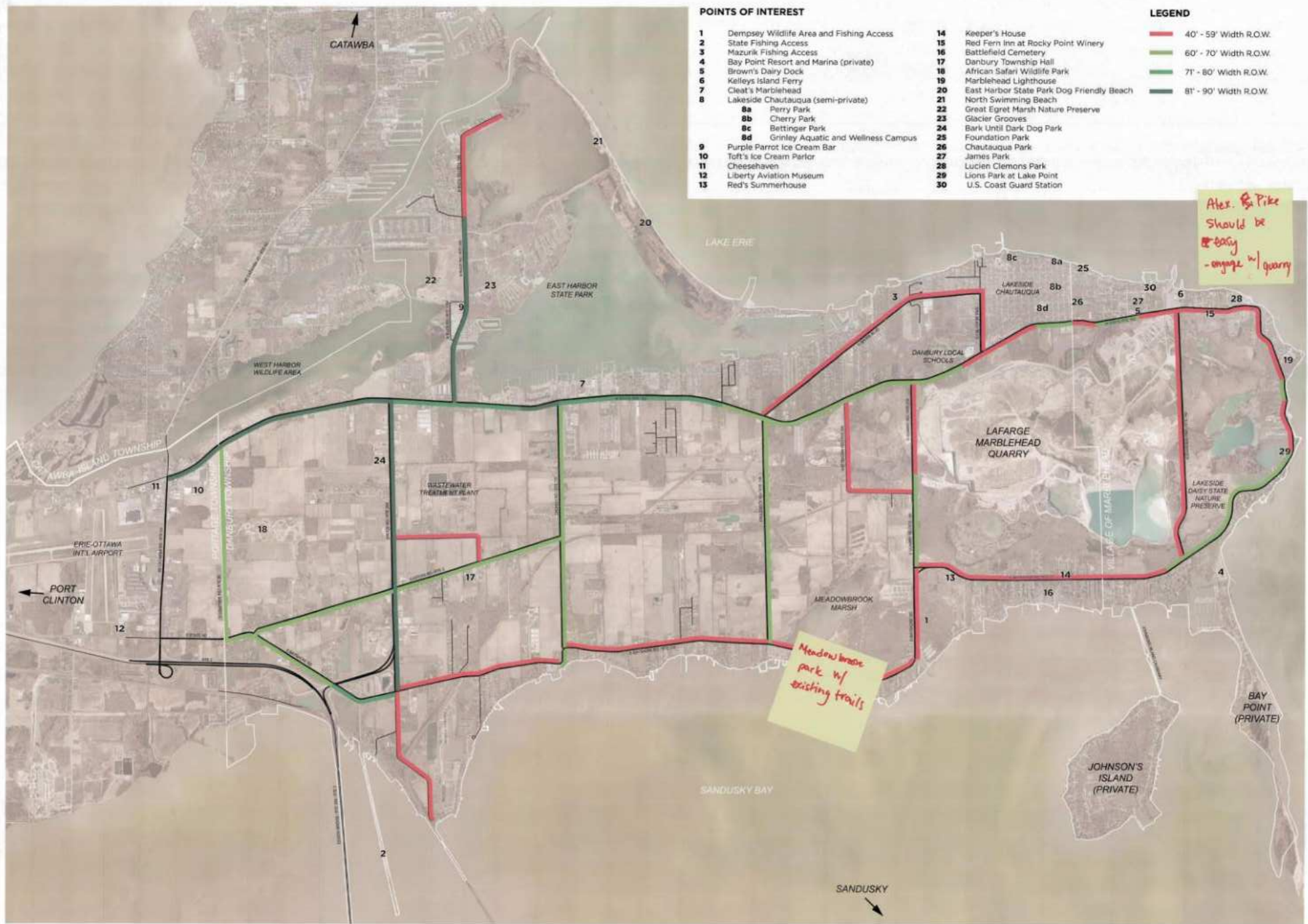
SEGMENT 7			
Segment 7A	\$	3,675,000	\$ 4,043,000
Segment 7B	\$	2,887,000	\$ 3,176,000
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Construction Cost Range	\$	6,562,000	\$ 7,219,000
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2025 Segment 7 Project Costs:		\$	8,192,470

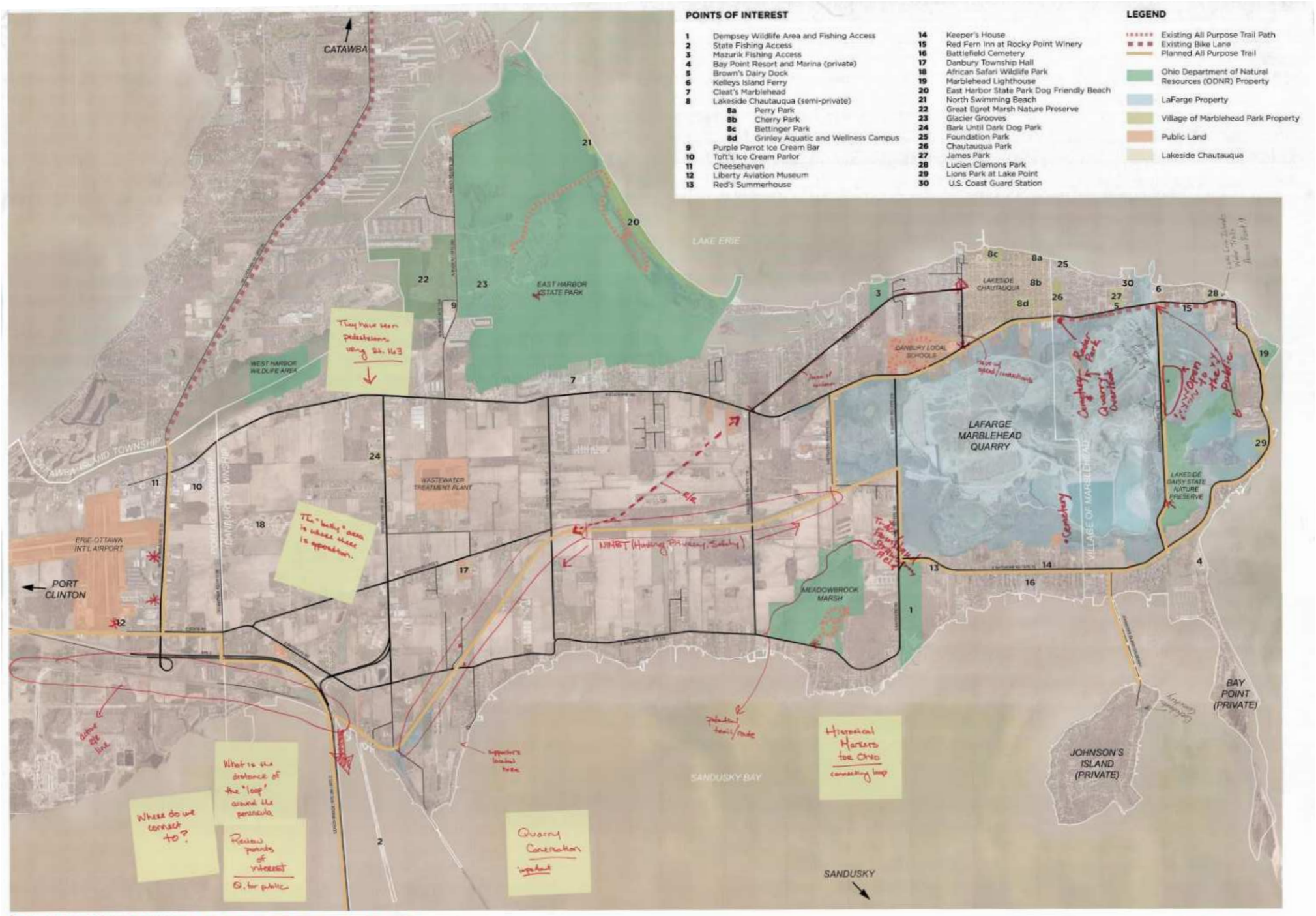
Total 2025 Overall Project Costs: \$ 34,619,600

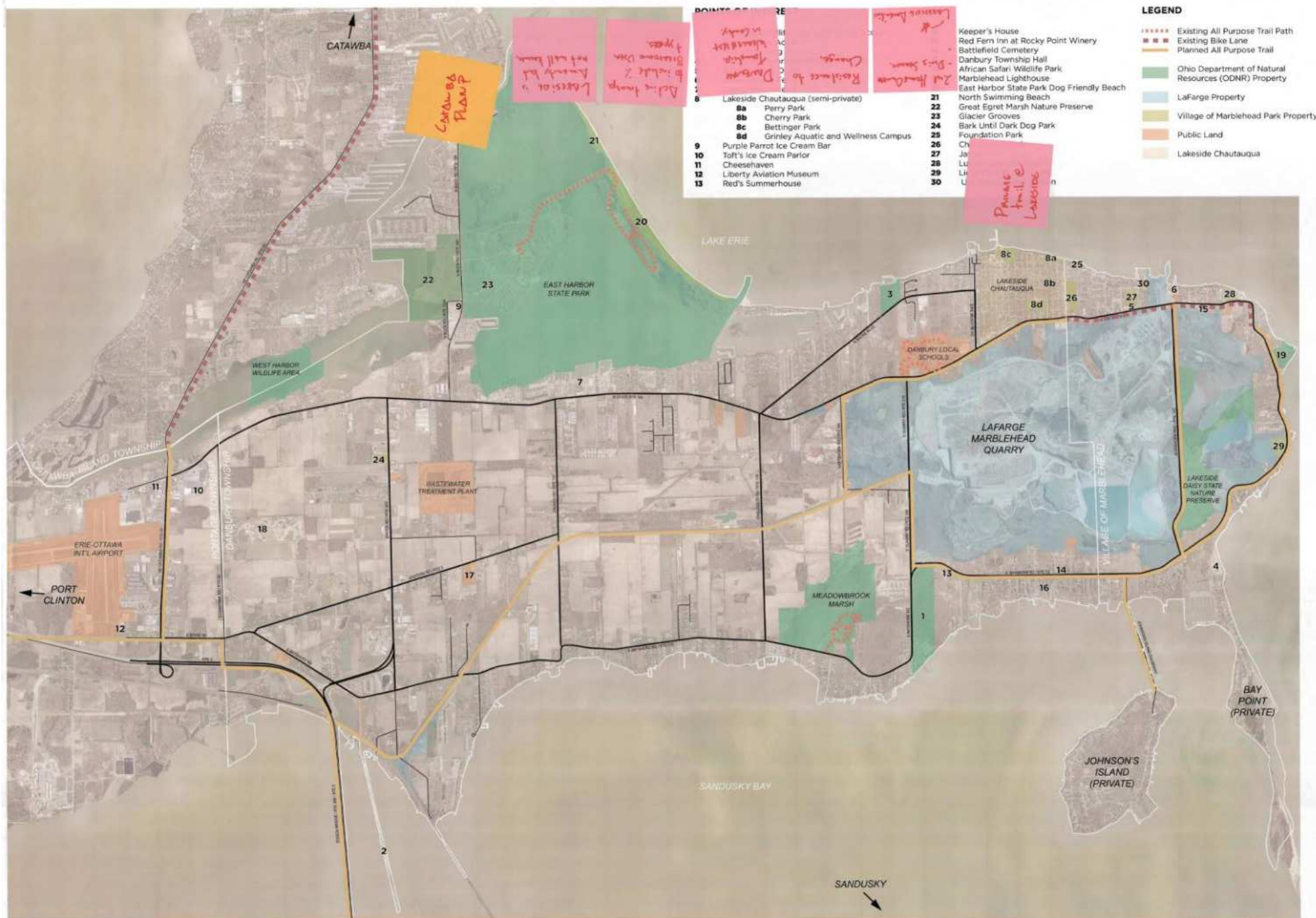
MAP ENLARGEMENTS

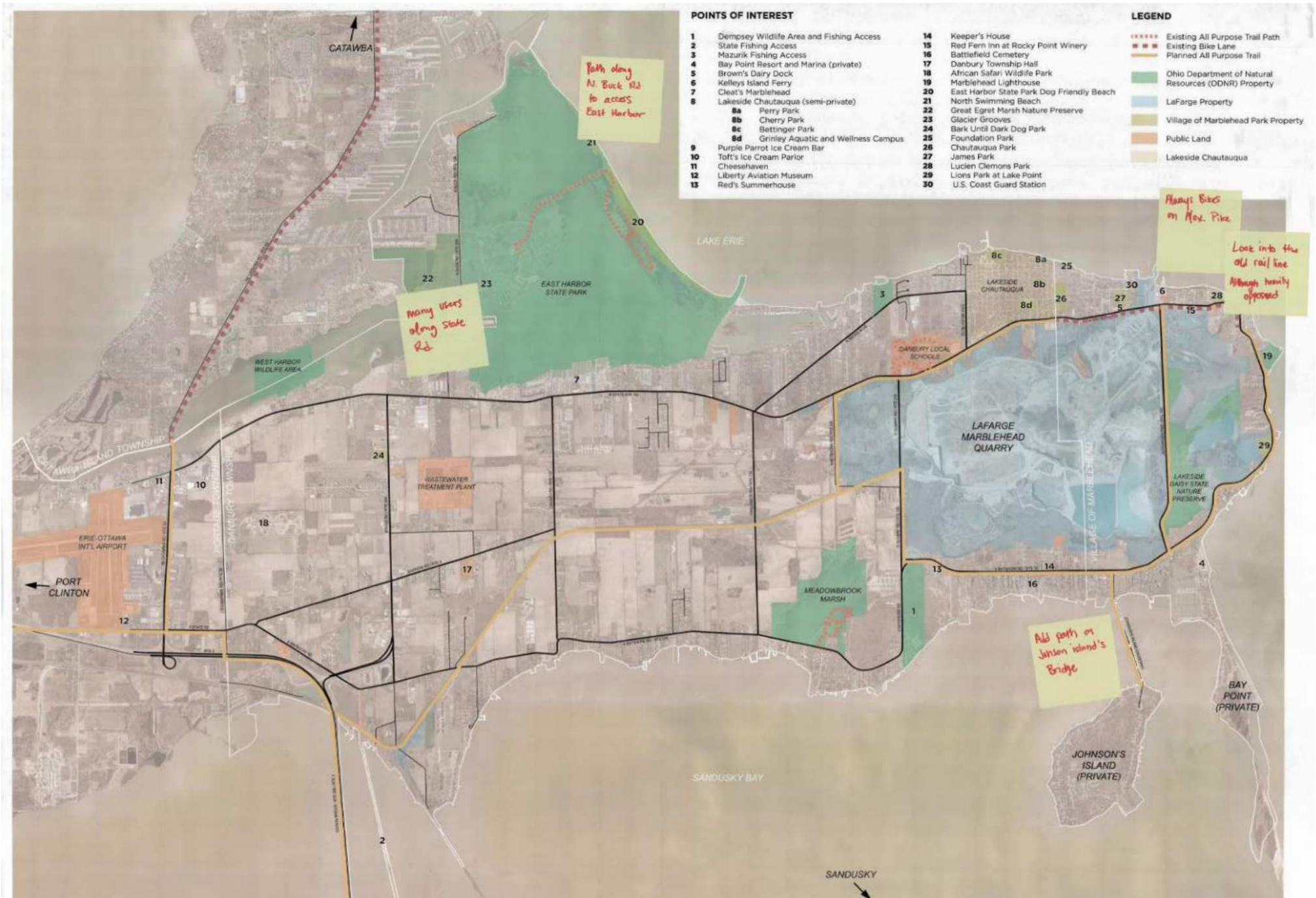
STEERING COMMITTEE MEETING #1



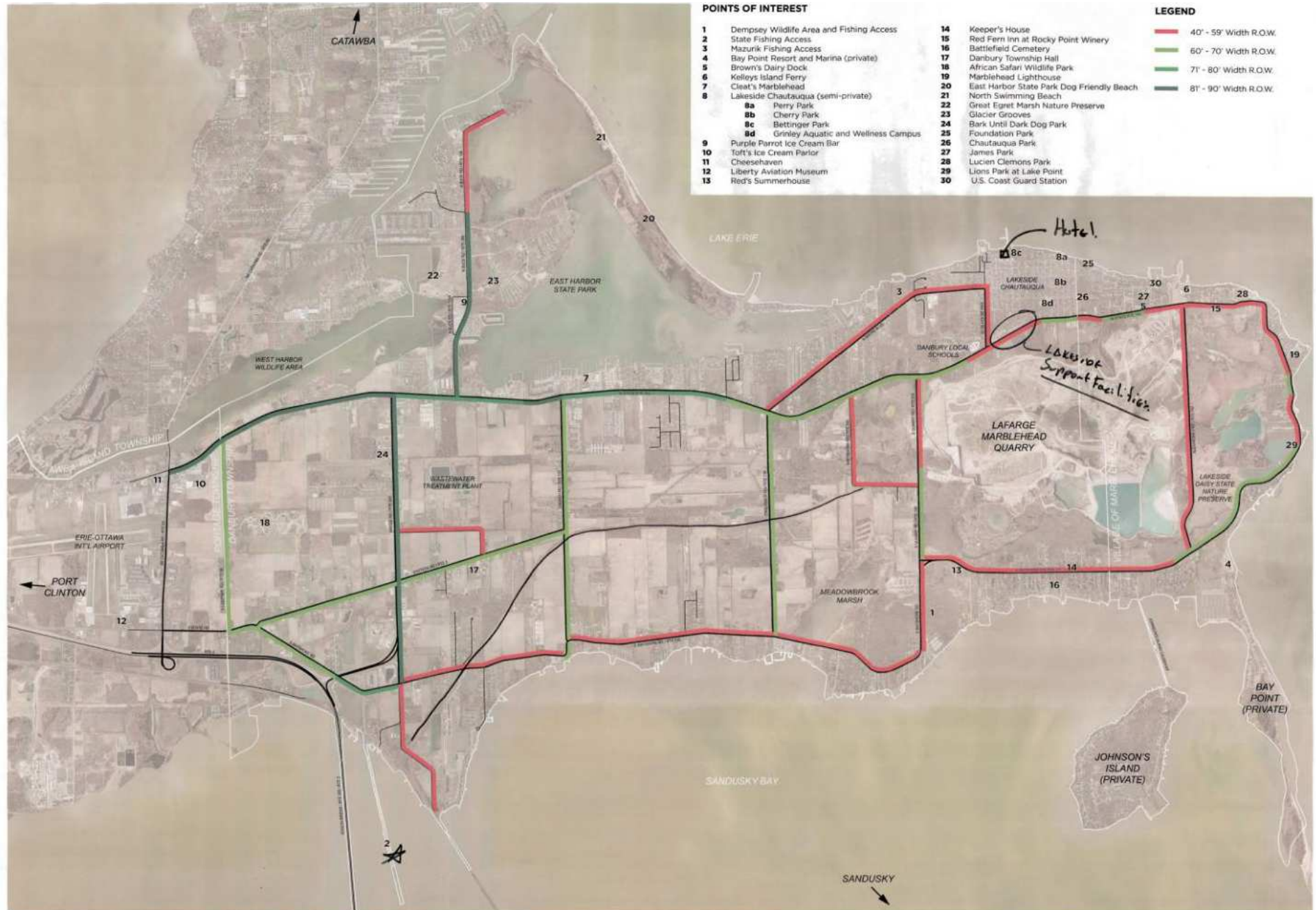


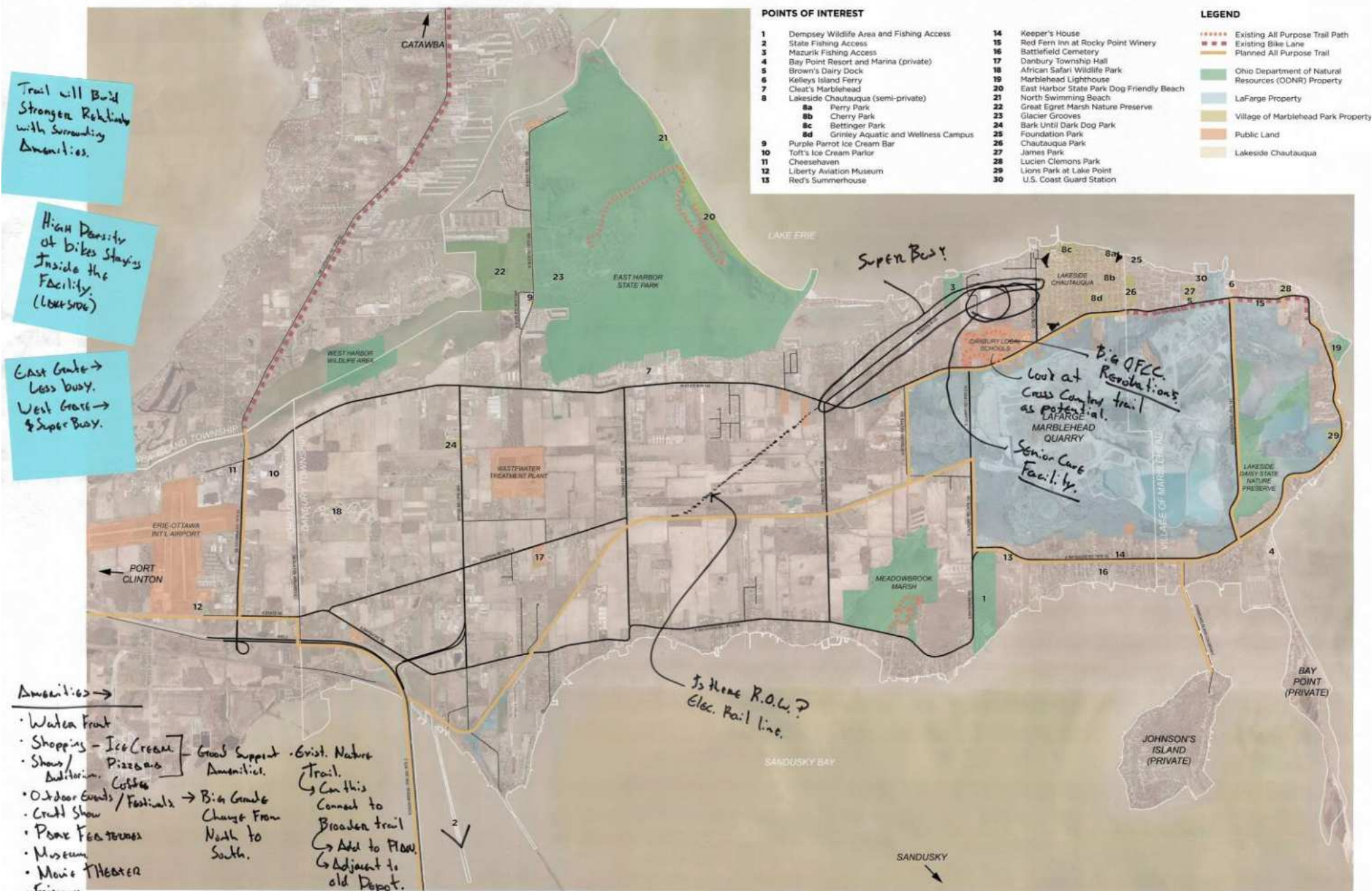


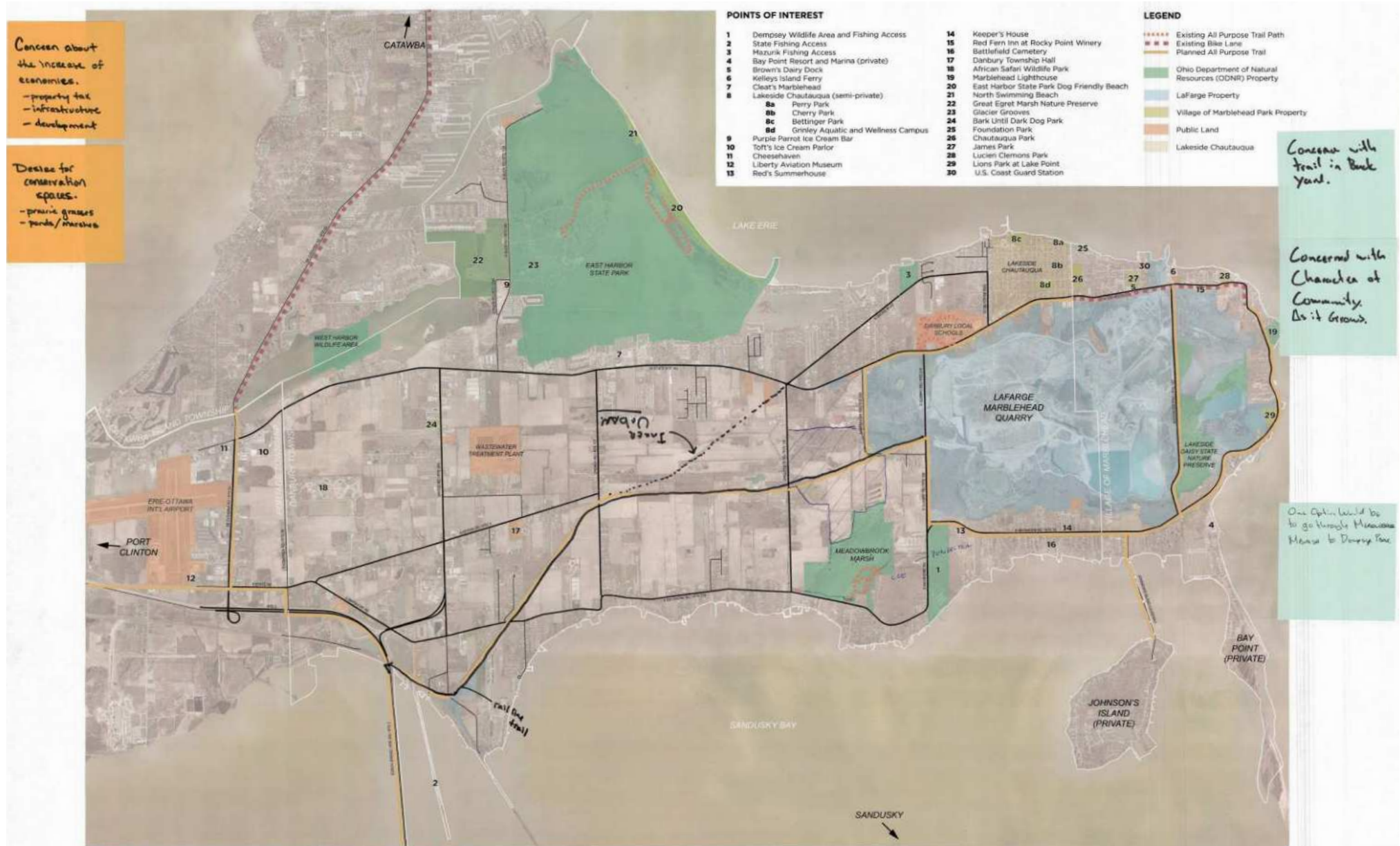


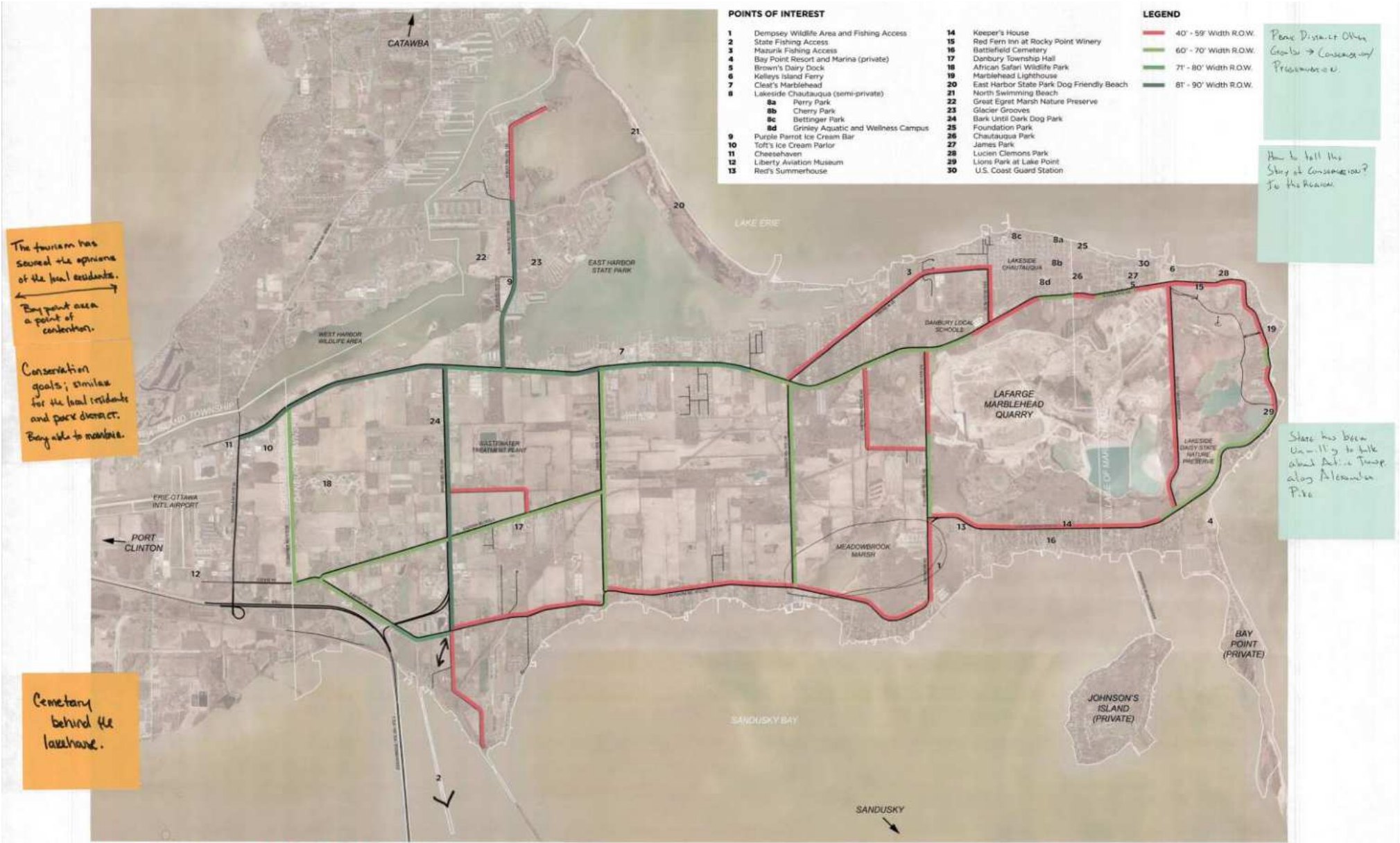


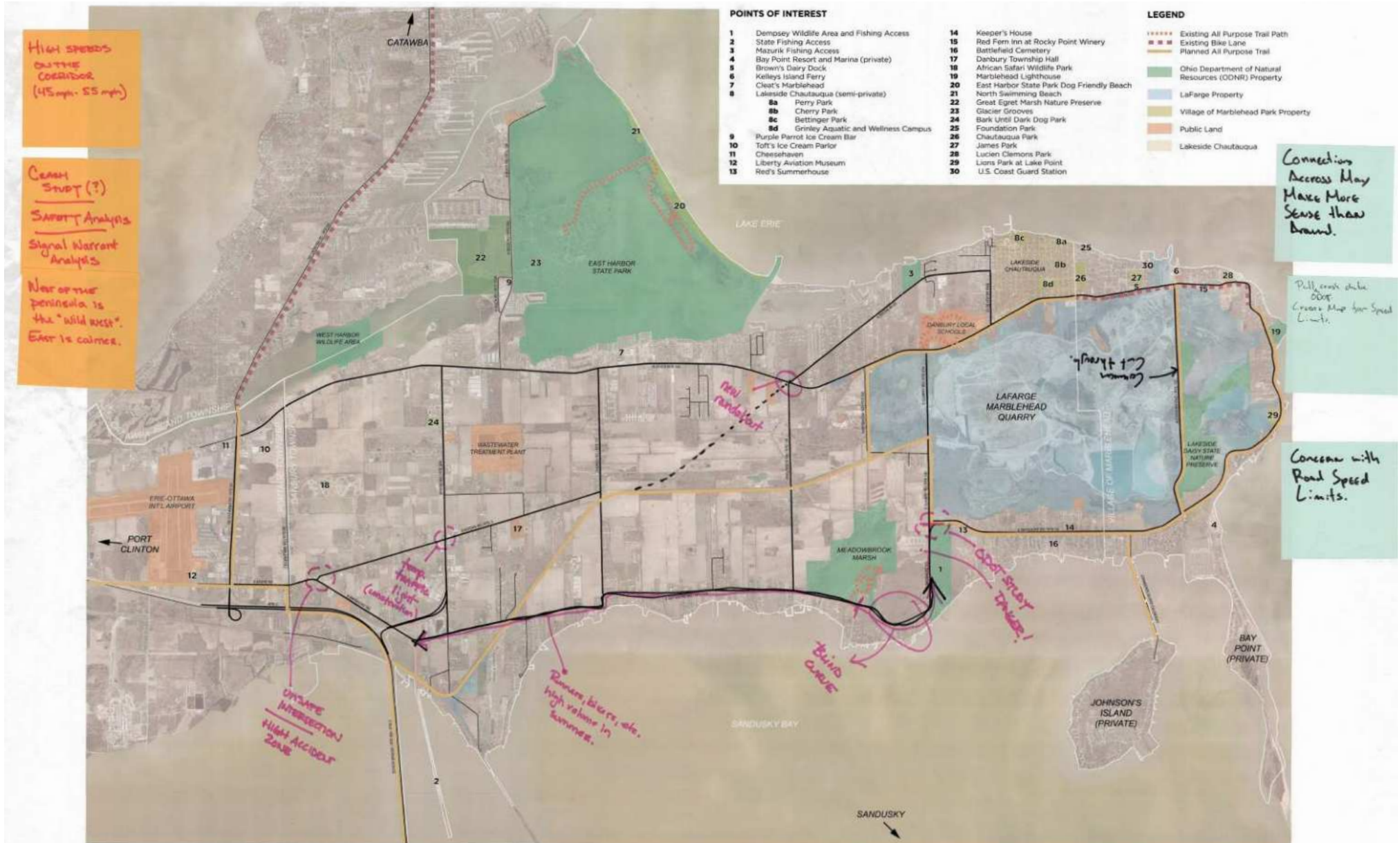
SPECIAL INTEREST GROUP MEETING #1

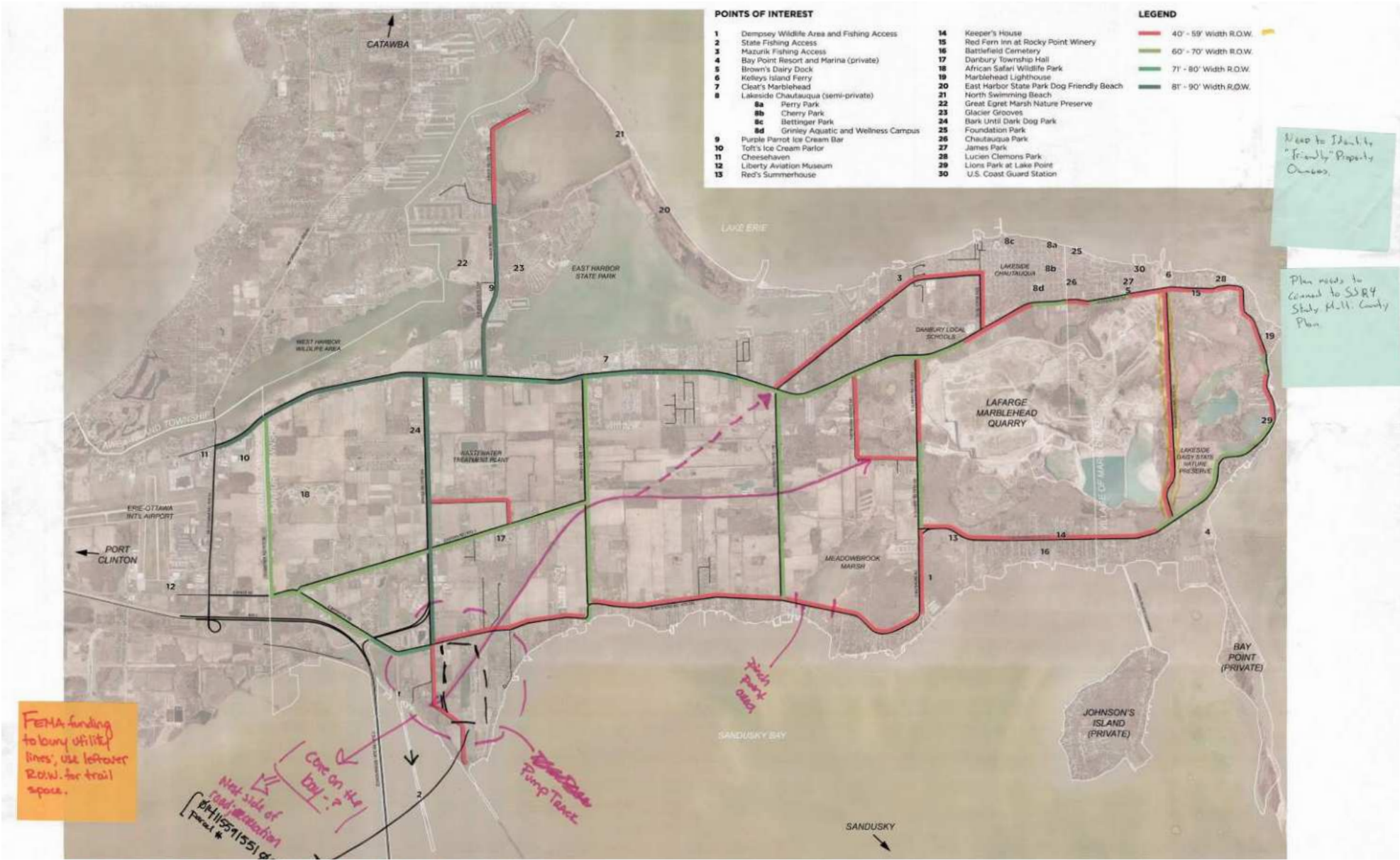




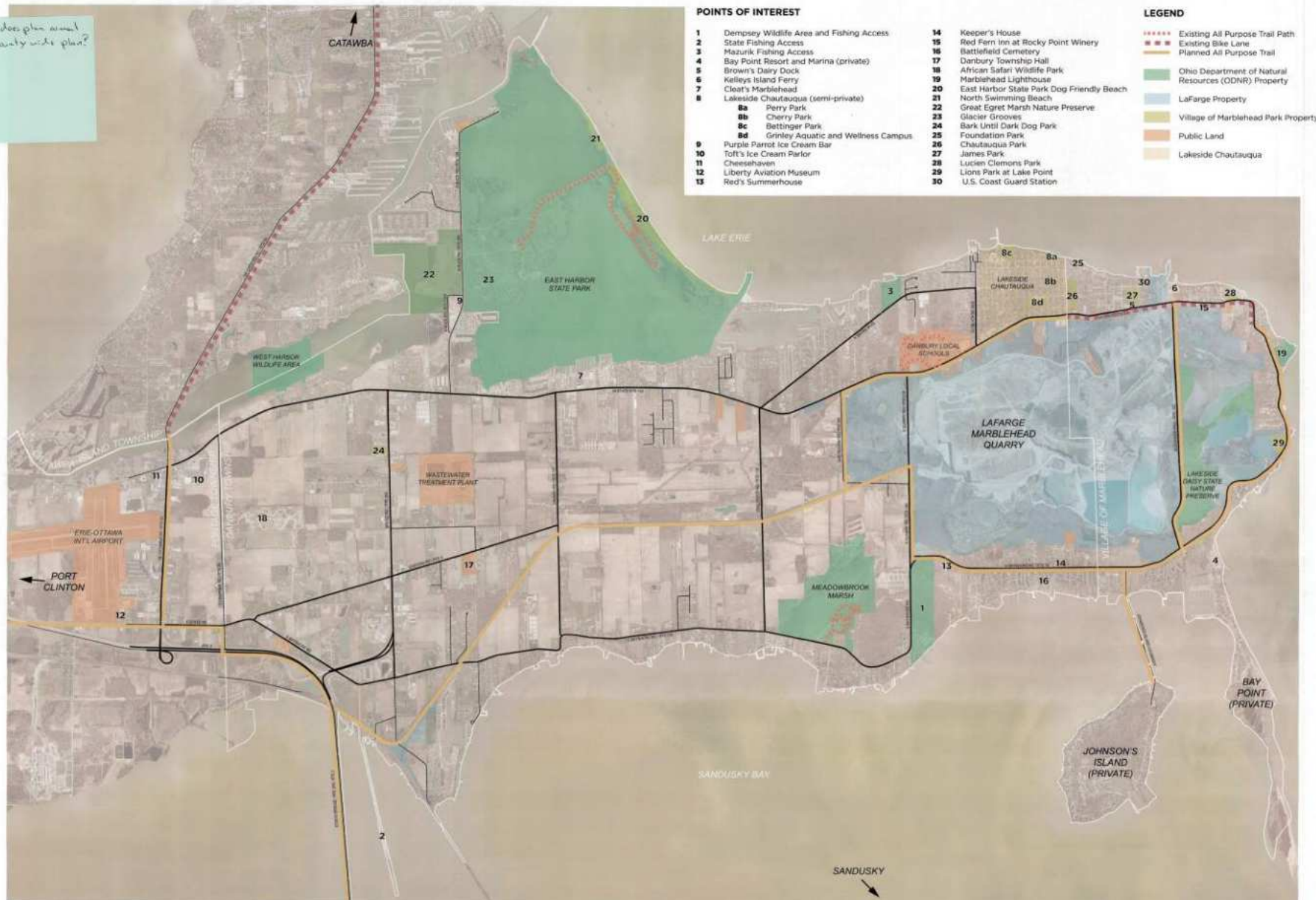


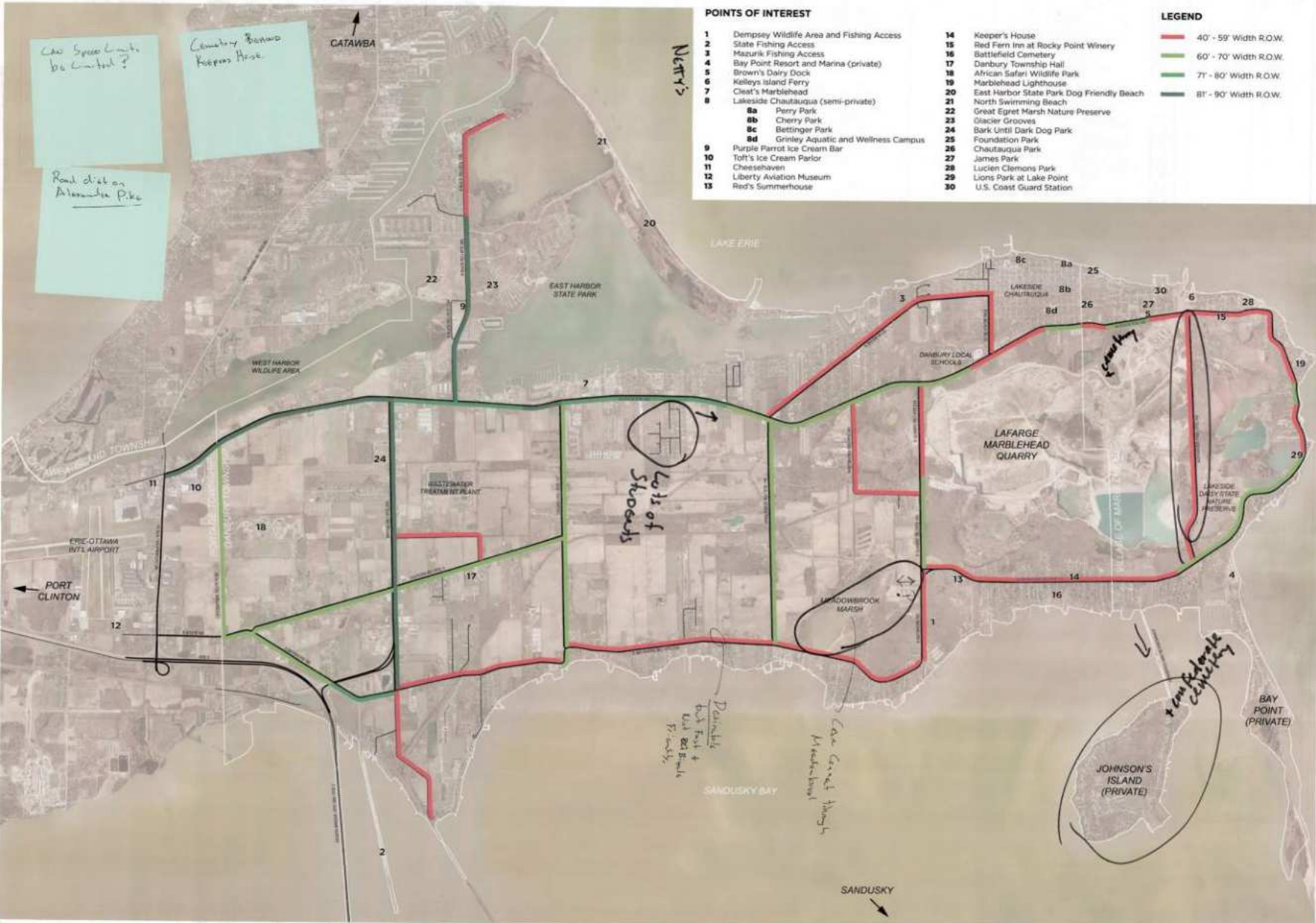






How does plan relate to county wide plan?



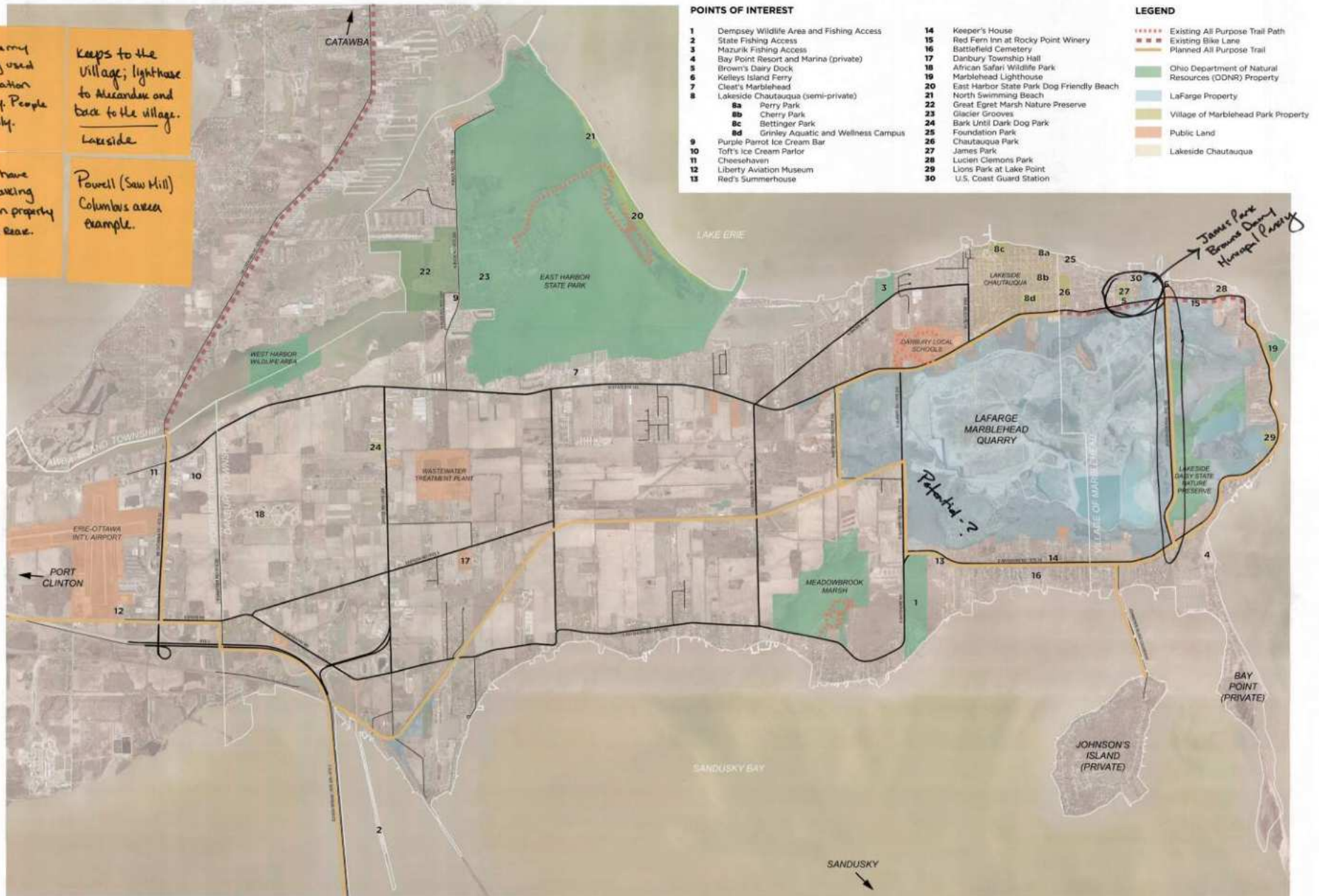


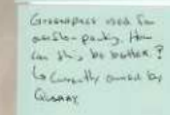
The Quarry is being used for recreation currently. People go naturally.

Keeps to the village; lighthouse to Alexander and back to the village. Lakeside

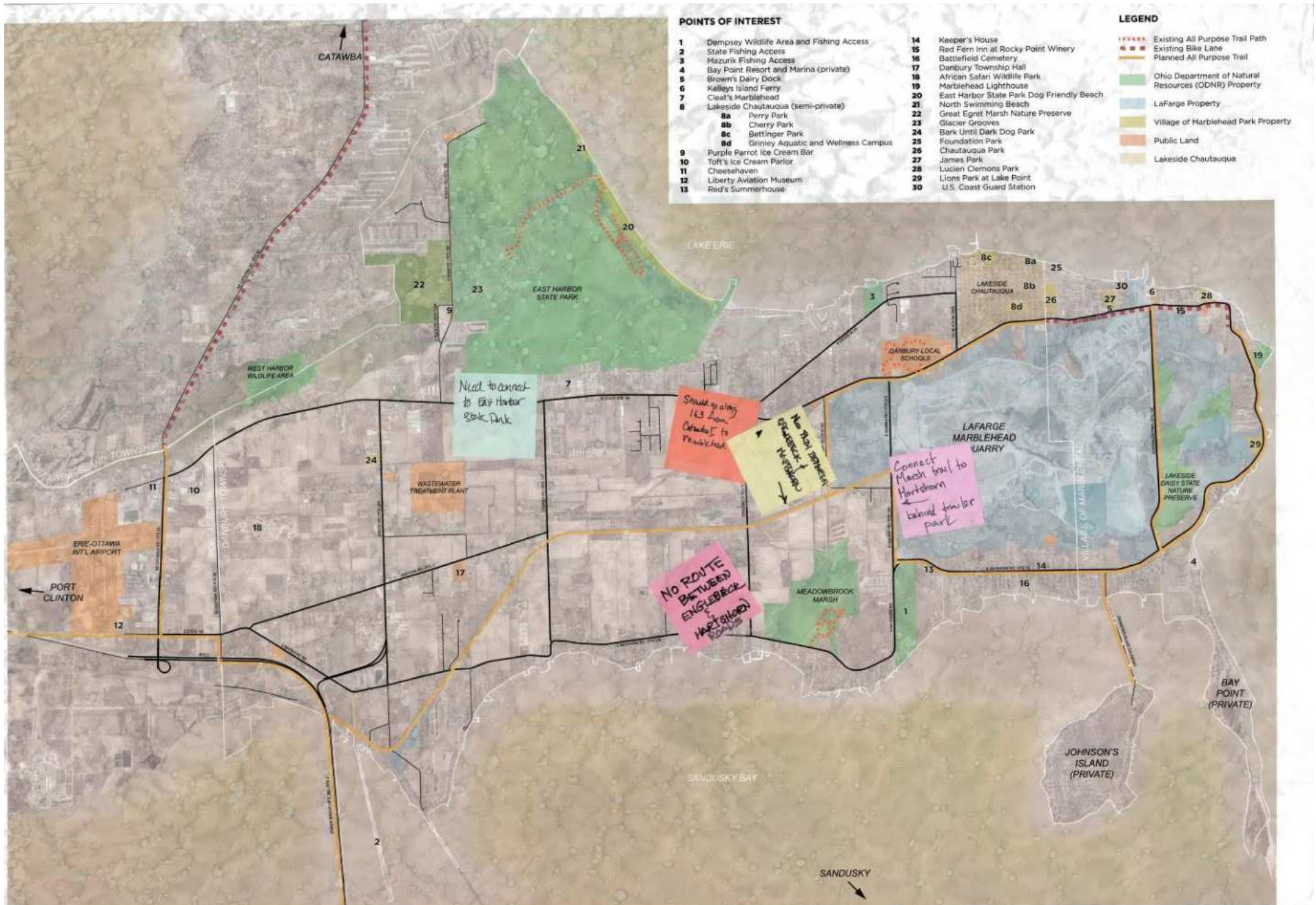
Schools have some walking paths on property or in the Rear.

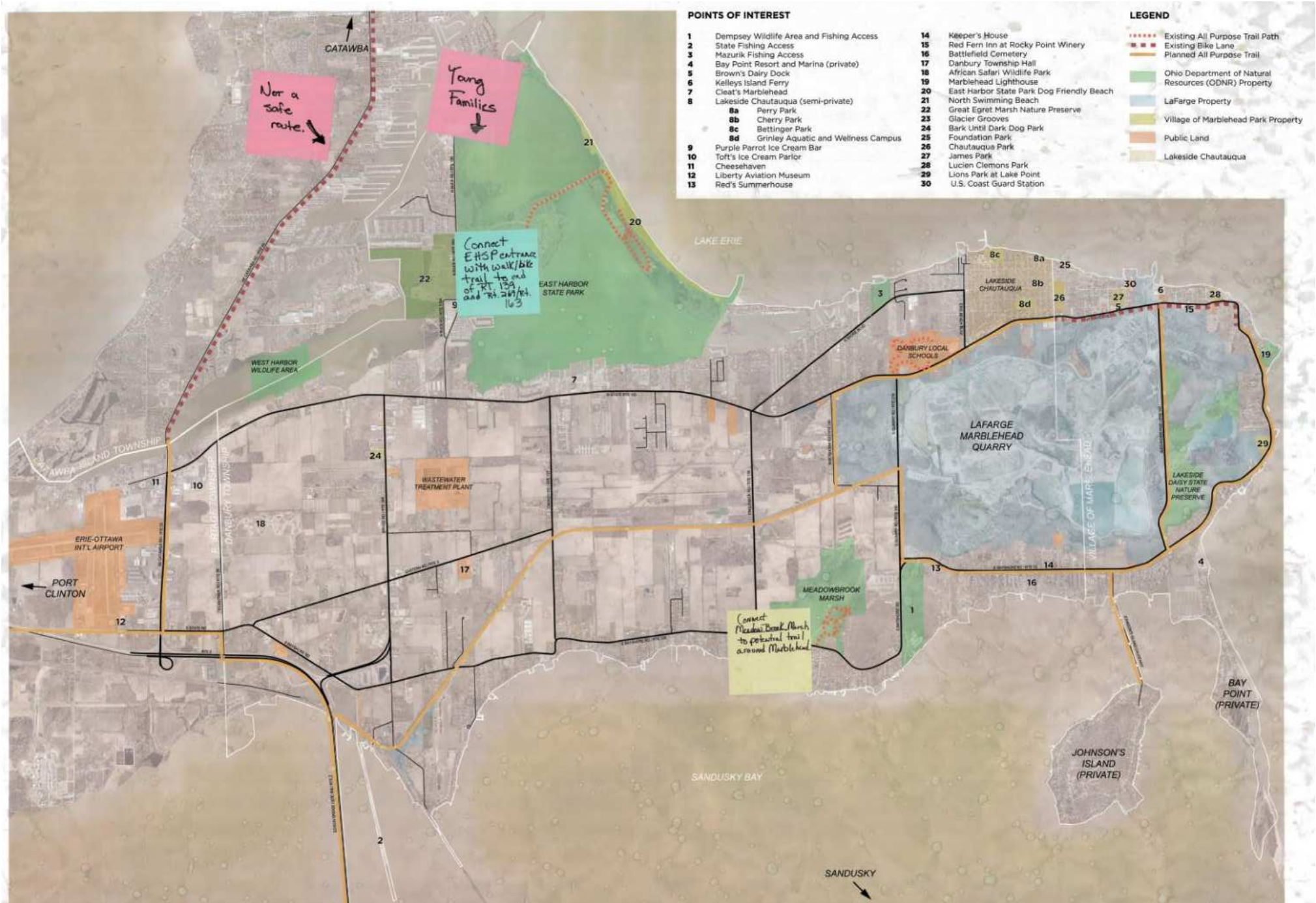
Powell (Saw Mill) Columbus area example.



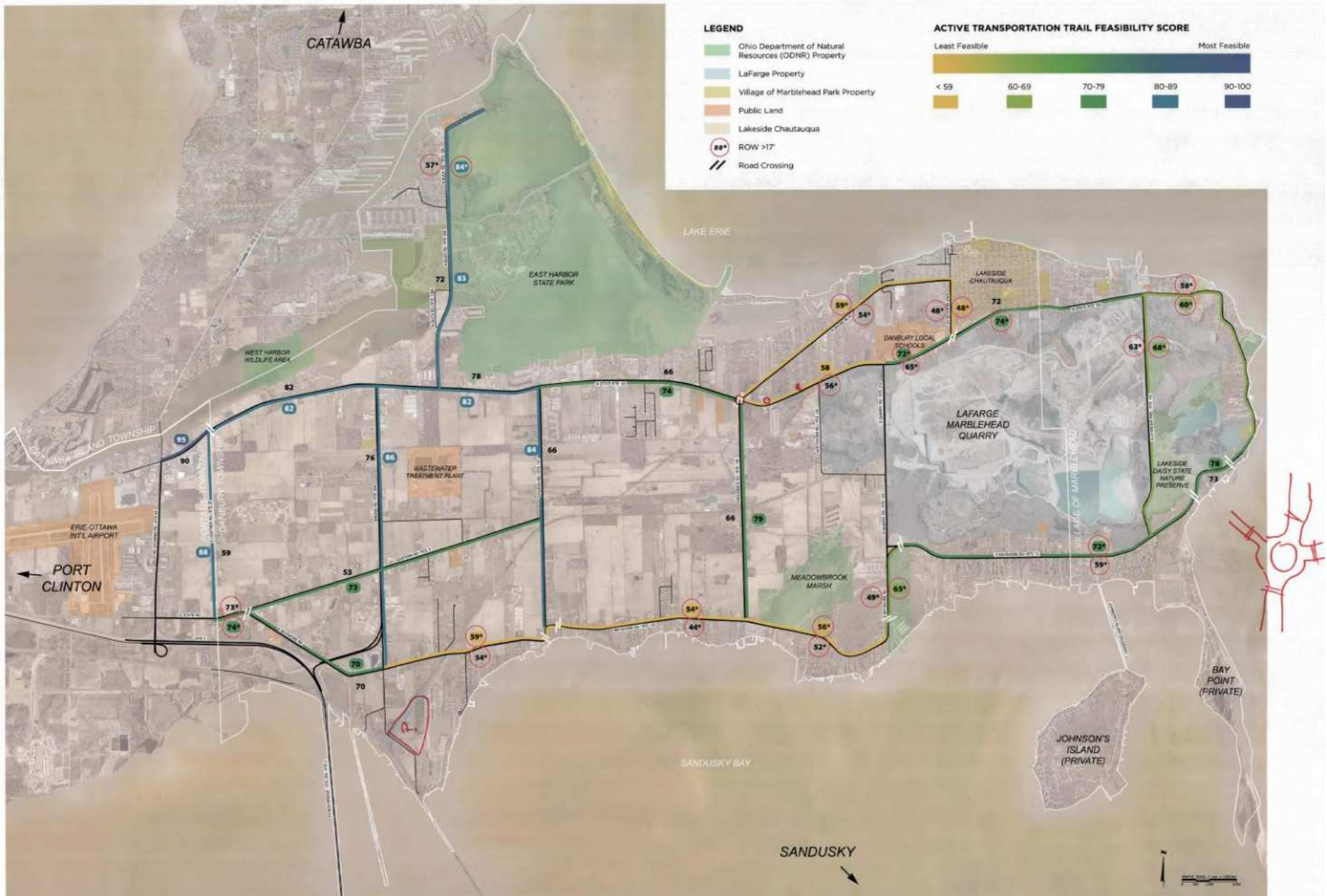


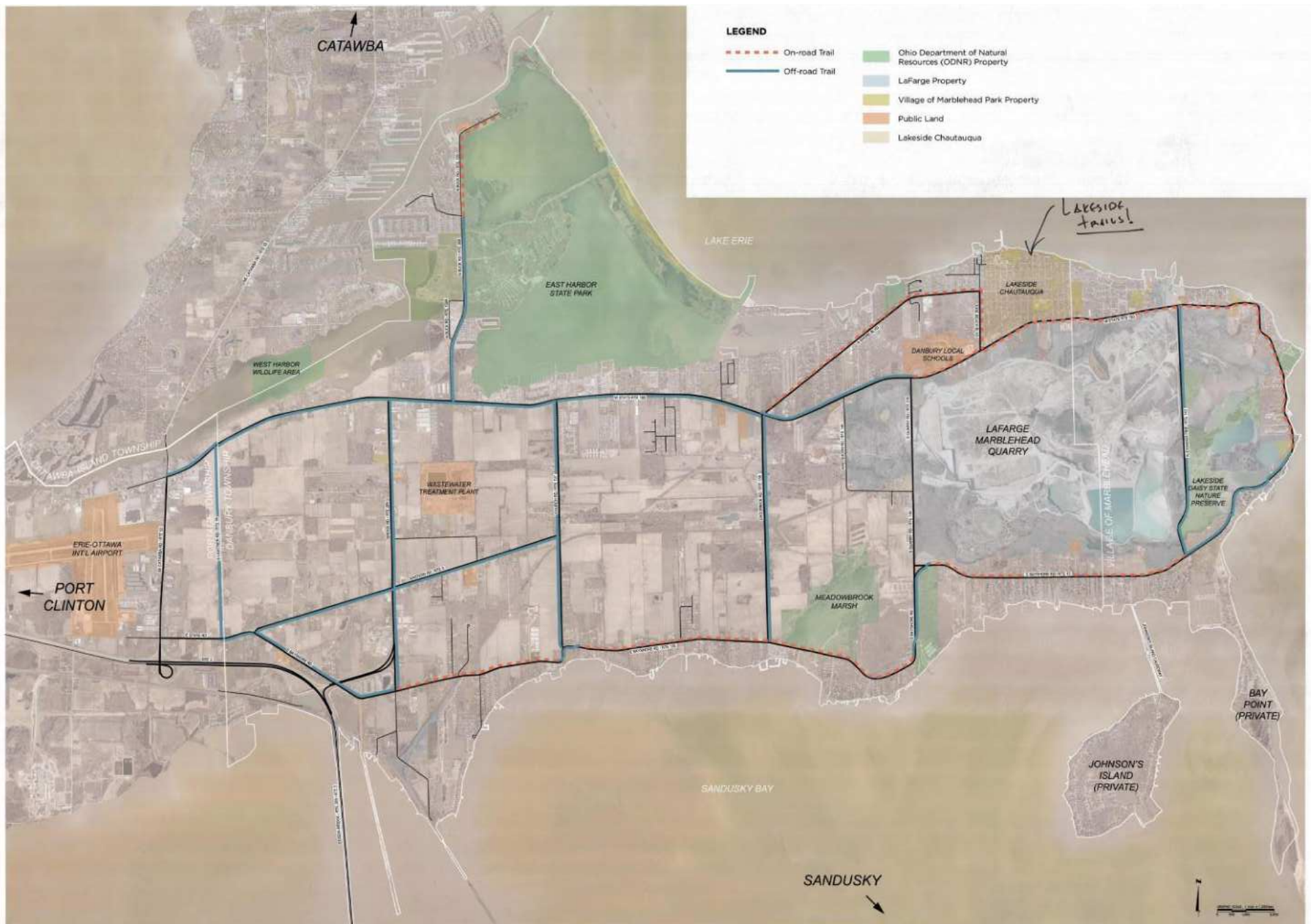
PUBLIC OPEN HOUSE #1

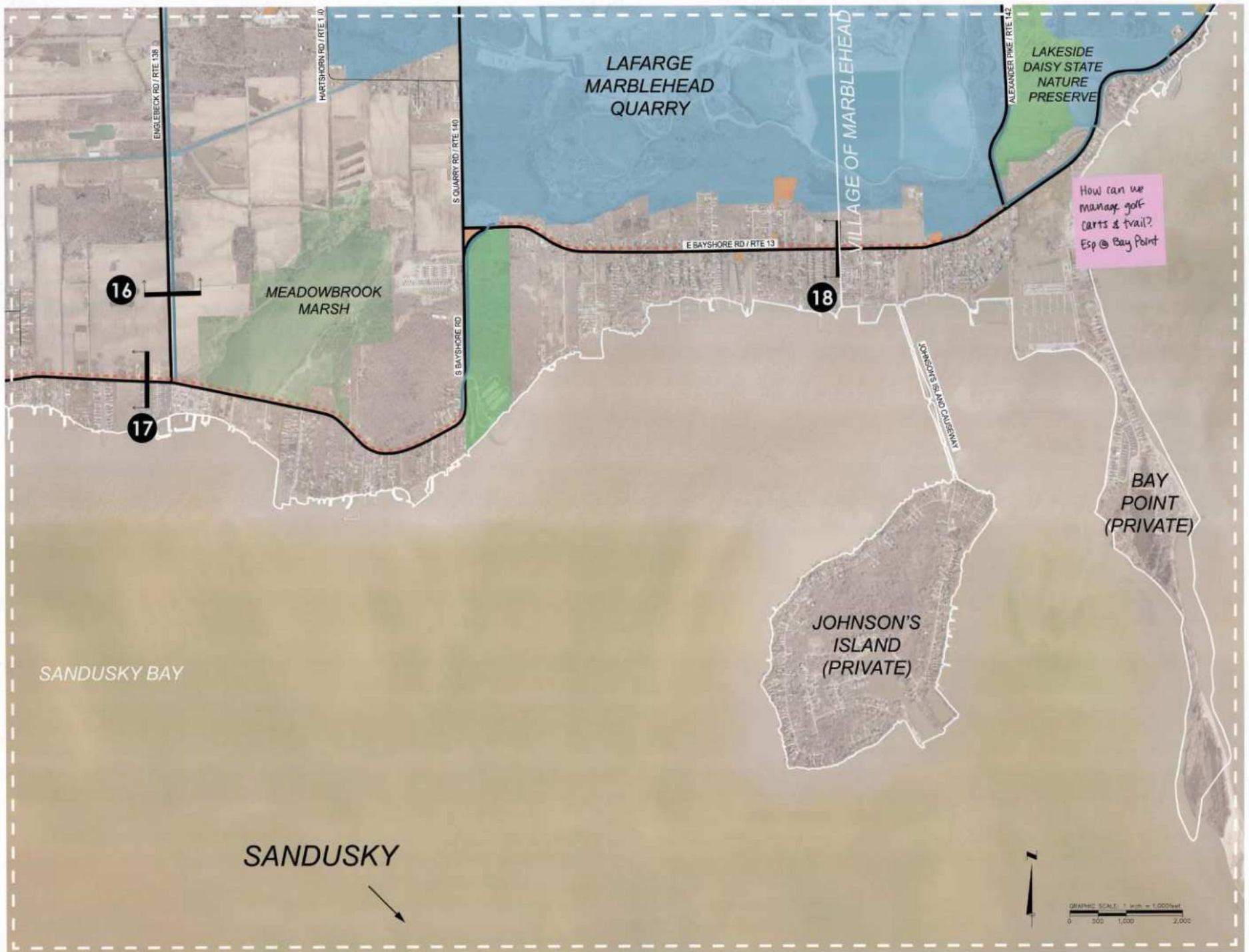


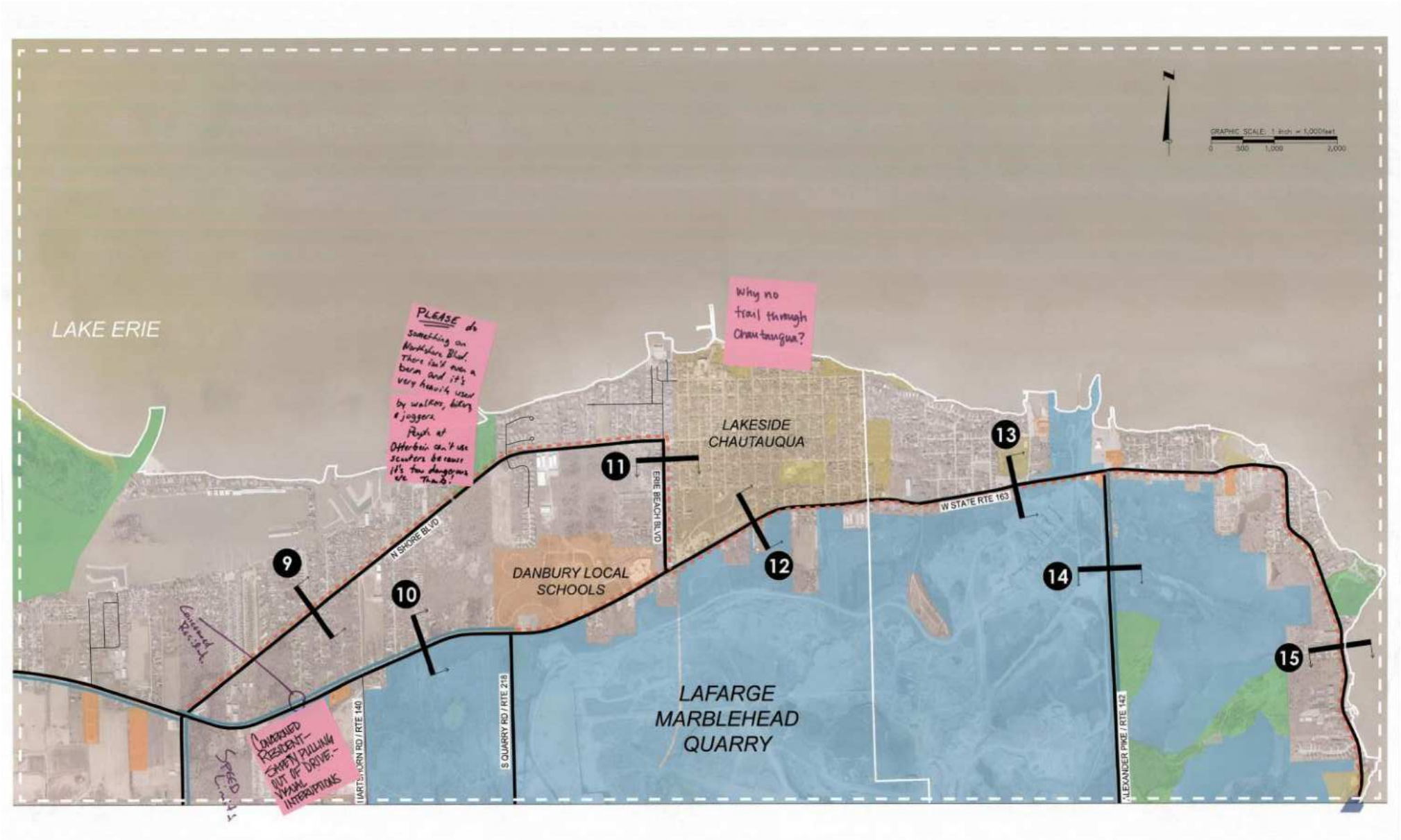


PUBLIC OPEN HOUSE #2











MARBLEHEAD PENINSULA 2024

TRAIL FEASIBILITY STUDY