

# KNOX COUNTY ACTIVE TRANSPORTATION PLAN

November 2021 |

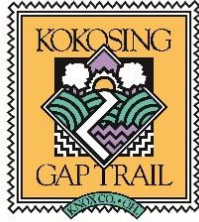


**TOOLE**  
DESIGN



 **Knox**  
**PUBLIC**  
**HEALTH**

## KNOX COUNTY ACTIVE TRANSPORTATION PLAN | DRAFT



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# CHAPTER 1

## INTRODUCTION



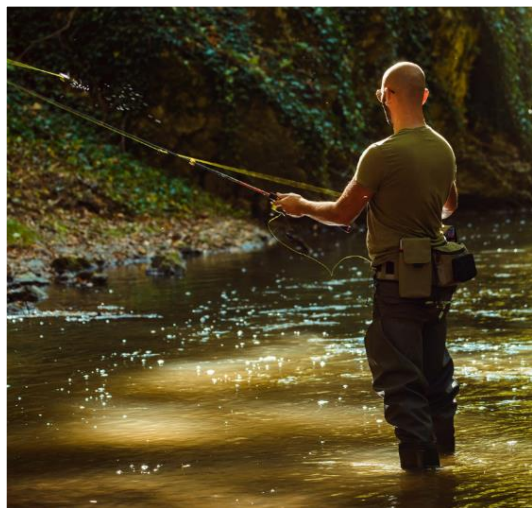
*Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Existing conditions have not been field-verified. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.*

# INTRODUCTION

Knox County is a rural community with a population of 62,721 located in the geographical center of Ohio, approximately 50 miles northeast of the Columbus (US Census, 2020). Agricultural fields and woodlands cover much of the county's gently rolling hills, broken by several streams that feed the Kokosing and Mohican State Scenic Rivers. Approximately 58% of Knox County is farmland. A local manufacturing company, Ariel Corporation, Knox Community Hospital, and Kenyon College are the top three employment providers (Area Development Foundation, Inc., 2017). Knox County's population is divided between one city, six villages and 22 townships. Approximately 40% of the population lives in the City of Mount Vernon, or the Villages of Centerburg, Danville, Fredericktown, Gambier, Gann and Martinsburg. The rest of the population lives throughout the remaining 22 townships.



For economic development, transportation and regional planning purposes, Knox County is part of the 11-county Columbus Region (Columbus2020). This connection to Columbus is critically important for our community's health and growth prospects. Planners estimate the Columbus Region will grow by at least 500,000 new residents by 2050 (MORPC; Columbus2020; ULI-Columbus; Calthorpe Associates, 2015). It is highly likely that some proportion of these new residents to the region will desire to live in an intact rural community offering low cost of living and a quieter lifestyle; that is, a home in Knox County (Knox Regional Planning Update 2018). It is also important to note that Knox County is a member of the Central



Ohio Rural Planning Organization (CORPO) and the Mid-Ohio Regional Planning Commission (MORPC). CORPO/MORPC assisted with a long-range transportation plan for our region and are committed to assisting Knox County with future active transportation work.

Nationally, rural areas typically experience a higher rate of obesity & physical inactivity and Knox County is no exception. According to the 2021 Community Health Assessment (CHA), 37% of adult residents are obese. Additionally, 41% have been diagnosed with high blood pressure, and 27% with high cholesterol. All are known risk factors for heart disease, the leading cause of mortality in Knox County.

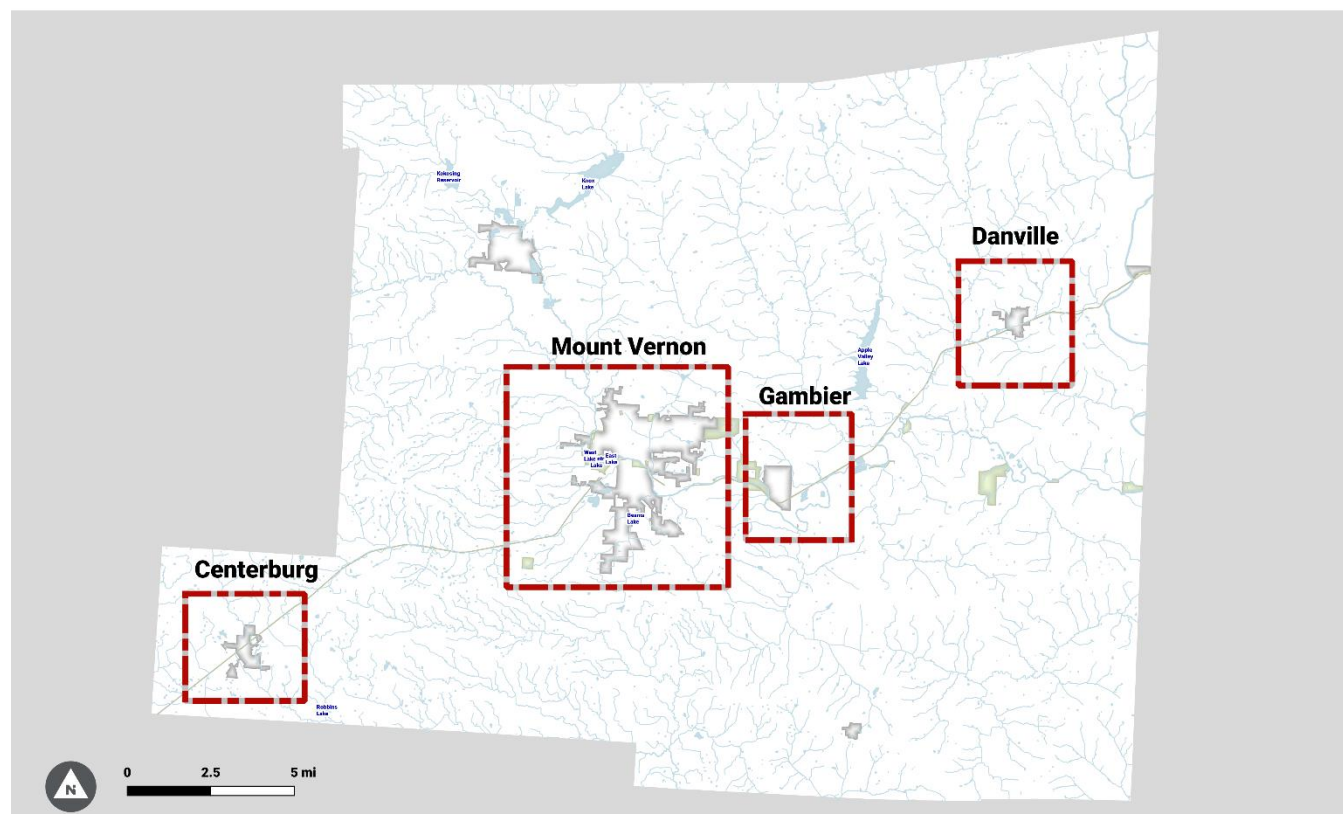
The US Census Bureau 2019 reports 11.3% of Knox County residents are living in poverty. In addition, Knox County is home to a growing number of older adults and an estimated 13.6 percent of residents live with a disability (51% of them ambulatory). Access to healthcare, healthy affordable food, physical activity, and transportation is even more challenging for people with a disability, putting them at greater risk for health issues.

These health disparities are prevalent in Knox County due in part to the lack of opportunities for healthy food access and physical activity. The initial focus for this Active Transportation Plan came from the need to address these barriers and lack of resources by providing safe choices of transportation for all populations. The development of this plan has chiefly been facilitated by the Knox Public Health (KPH) through their Creating Healthy Communities program. Funding for this plan was secured through the Ohio Department of Health (ODH). Highlighting the existing infrastructure such as the multi-use trail system that crosses the county, this plan establishes Knox County with health-focused and sustainable recommendations to improve the active mobility of the community.

Due to the nature of this planning process and the makeup of the team, most of this plan focuses on the areas connected to the existing trail system – namely, the City of Mount Vernon and the Villages of Centerburg, Danville, and Gambier. Additional planning could take place to address active transportation in the rural areas of the county.

**Figure 1: Active Transportation Plan Target Communities**

### Knox County Active Transportation Plan: Target Areas





## ACTIVE TRANSPORTATION



“Active Transportation” is an umbrella term for all the ways people can get around without using a motorized vehicle – walking or biking, using mobility assistance devices (such as wheelchairs and scooters), skating or skateboarding, and more. Physically active forms of transportation play a crucial role in improving community health. The term active transportation emphasizes that bicycling and walking are valid forms of transportation, not just forms of recreation. Active transportation planning involves a comprehensive approach to the transportation system. It recognizes the importance of integrating active transportation with public transit and addresses associated infrastructure needs like bike routes and lanes, and wheelchair ramps.

Supporting active transportation is one way that communities can help make the active choice the easy choice for their residents, by providing comfortable, active-friendly routes to everyday destinations. Active transportation supports many community benefits beyond personal mobility, such as public health, economic development, quality of life, and environmental quality. To obtain these benefits, it is important to invest in the infrastructure and programs that support active transportation; developing an Active Transportation Plan is a first step towards that investment.

## OHIO ACTION INSTITUTE 2021

The Ohio Action Institute 2021 was an interactive, guided planning process for Ohio cities, villages and counties interested in making their communities safer and more accessible for walking, bicycling, and transit. All sub-grantees of the Ohio Department of Health (ODH)'s [Creating Healthy Communities \(CHC\) Program](#) were invited to bring together a cross-sector team to apply to the Action Institute. Through the Action Institute they learned about active transportation, received hands-on training and technical assistance from local, state, and national experts, and ultimately developed a recommended active transportation network and action plan for their community. The Action Institute was funded by the Centers for Disease Control and Prevention (CDC)'s [State Activity and Physical Nutrition \(SPAN\) Grant](#), which helps state recipients to implement evidence-based strategies at state and local levels to improve nutrition and physical activity, and was coordinated by CHC, partners at the Ohio Department of Transportation (ODOT), and the active transportation consulting firm Toole Design. CHC is a chronic disease prevention program that funds coordinators at 23 local health departments to improve access to and affordability of healthy food and increase opportunities for physical activity where Ohioans live, work and play. Each team was led by the local CHC coordinator and was comprised of eight or more local partners from local government, planning organizations, engineering offices, health departments and more. Toole Design provided personalized assistance to each community throughout the process. Teams participated together in two workshops. The first workshop covered how to analyze existing conditions for active transportation and how to effectively engage communities; teams developed a draft active

transportation network, engagement messaging, and an action plan for the summer. Each team received resources and tools to conduct community engagement to gather feedback on the draft transportation network, primarily through an online interactive map. At the second workshop teams finalized the active transportation network maps and finished developing an action plan for implementation, then completed this document as the final product of the Action Institute.



*Kokosing Gap Trail sculpture installed at the Mount Vernon Avenue Trailhead in Mount Vernon, Ohio, commemorating the trails 30<sup>th</sup> Anniversary.*

## KNOX ACTIVE TRANSPORTATION GOALS

- 1** Community members will have easy access to safe and integrated active transportation options (i.e., walking and biking).
- 2** Active transportation options will be inclusive of diverse users.
- 3** Increase awareness and acceptance of active transportation.



*Kokosing Gap Trail*

# CHAPTER 2

## EXISTING CONDITIONS





# EXISTING CONDITIONS ANALYSIS

*This section contains a description of current conditions for walking and biking in the community, planning processes and projects already underway, and community needs.*

## EXISTING PLANS

Type of Plan	Potential Author(s)	List plans available for your jurisdiction or N/A
Comprehensive Plan	Knox County	<a href="#">Knox County Comprehensive Plan Update 2018</a>
Thoroughfare Plan	City of Mount Vernon	Major Thoroughfare Plan 1974
School Travel Plan (Safe Routes to School Plan)	Fredericktown Local Schools Mount Vernon City Schools	<a href="#">Fredericktown School Travel Plan 2010</a> <a href="#">Mount Vernon School Travel Plan 2011</a>
Regional Transportation Planning Organization (RTPO) Long Range Transportation Plan	Central Ohio Rural Planning Organization (CORPO)	CORPO Transportation Plan 2018
Complete Streets Policy	City of Mount Vernon	Complete Streets Resolution 2020
Parks Plan	City of Mount Vernon	<a href="#">City Parks Master Plan</a>
Locally Developed Coordinated Public Transit-Human Services Transportation Plan	Knox Count Mobility Manager, Knox Area Transit	<a href="#">Knox County Coordinated Public Transit-Human Services Transportation Plan 2021</a>
Zoning Codes	Knox County Mount Vernon Centerburg Danville Fredericktown Gambier	<a href="#">Knox Regional Planning Zoning Codes</a> <a href="#">Mount Vernon Zoning Codes</a> <a href="#">Centerburg Zoning Codes</a> <a href="#">Danville Zoning Codes</a> <a href="#">Fredericktown Zoning Codes</a> <a href="#">Gambier Zoning Codes</a>
<b>Other</b> Village Strategic Plans	Centerburg, Danville, Fredericktown, Gambier	<a href="#">Knox County Village Strategic Plans 2020</a>
Mount Vernon Downtown Plan Mount Vernon Strategic Plan	Mount Vernon	Mount Vernon Downtown Plan 2019 Mount Vernon Strategic Plan 2021
Fredericktown Downtown Revitalization Plan	Fredericktown	<a href="#">Village of Fredericktown Revitalization Study 2017</a>

Many of the existing plans and policies include strategies that align with active transportation improvements. Each document was reviewed to identify and summarize these strategies except for zoning codes as all participating jurisdiction were updating the codes during the planning process.

Note that plans from the Village of Fredericktown were included. However, additional work is necessary to fully integrate the village into the Knox County Active Transportation Plan.

### **Plan Name: Knox County Comprehensive Plan Update**

### **Jurisdiction covered: Knox County**

### **Year written: 2018**

The Knox County Comprehensive Plan Update provides a snapshot of the county in early 2018 and sets forth a blueprint for a realistic vision for future development, health, and environment during the next five to ten years. It contains thorough analysis of aspects of Knox County's existing conditions including land use maps and transportation and bike path corridors.

### **Key plan considerations relating to active transportation include:**

- **Diversify the County's Housing Stock**  
Affordability, changes in household size, an aging population, and a growing preference for walkability, will all continue to reshape Knox County's residential development patterns moving forward. An attractive, high-quality, and safe housing stock is important for retaining and attracting residents. Residents want to live within walking distance to work, school, and recreational areas. Plans to research diversified housing or clustered housing are recommended.
- **Maintain County Parks and Trails to Meet the Needs of Knox County Residents and Visitors**  
Popular amenities in Knox County are its parks and trails. The parks and trails provide recreational opportunities for residents and tourists, connect Knox County to the regional trail network, and have potential to provide an economic boost to communities. The Comprehensive plan stresses the importance of maintaining these assets. A description of the parks follows.

### **Parks and Recreation**

The Knox County Park District (link: [www.knoxcountyparks.org](http://www.knoxcountyparks.org)) was created in 1995 and is tasked with acquiring, conserving, and managing Knox County's natural resources to preserve our rural character. Currently, the Park District manages more than 955 acres across nine park locations, ten river access points, and 14 parking areas (Knox County Park District). They also collaborate with the Kokosing Gap Trail and the Heart of Ohio Trail in caring for approximately 35 miles of bike trails.

### **Current Park Locations**

#### **Park Address**

Bat Nest Park	30500 Walhonding Road, Danville 43014
Brinkhaven Park	US62, Brinkhaven, Ohio 43006
Hellbender Preserve	23316 Coshocton Road, Howard 43028
Honey Run Highlands	10865 Hazel Dell Road, Howard 43028
Honey Run Waterfall	10865 Hazel Dell Road, Howard 43028
Indianfield Bluffs Park	10855 Sapp Road, Gambier, 43022
Thayer Ridge Park	7077 Thayer Road, Mount Vernon 43050
Wolf Run Regional Park & Bark Park	17621 Yauger Road, Mount Vernon 43050
Zuck Riparian Preserve	28300 Zuck Road, Howard, Ohio 43028

- **Ensure responsible growth**

Continue to promote tourism, arts, outdoor recreation, and cultural assets, to residents of, and visitors to, Knox County. An active and inviting arts scene, attractive event spaces, bike paths, hiking trails, river access, and well-attended festivals directly contribute to the overall sense that our community has done much to prepare for the day an investor or site selector drives through on the look-out for business opportunities.

***The following maps & tables from the Knox Comprehensive Plan Update can be found in Appendix A***

- Mount Vernon Designated Bicycle Routes
- Existing Knox County Bikeways
- Knox County's Connection to Regional Bikeways

### **Plan Name: CORPO Transportation Plan (Knox County Section Only)**

**Jurisdiction covered: Knox County**

**Year written: 2018**

Three of the primary goals identified by the CORPO Transportation Plan (Knox County's Section) relate to active transportation. All three goals remain relevant today and can be advanced by active transportation activities.

1. A safe transportation system for all users. Minimize crashes including pedestrian and bicycle related crashes.
2. Provide accessibility and mobility options for all users. Build facilities that accommodate all users such as those using transit, walking, and bicycling. Expand public transportation, bicycle, and pedestrian networks within and between communities.
3. Preserve and enhance environmental resources and sustainability through the transportation system by increasing the use of non-single occupant vehicles (i.e., local transit, intercity transit, ridesharing, biking, and walking).

### **Plan Name: Complete Streets Policy Resolution**

**Jurisdiction covered: Mount Vernon**

**Year written: 2020**

Complete Streets are connected multi-modal transportation networks that accommodate ALL users. Adopted by the city of Mount Vernon in 2020, the Complete Streets Policy Resolution institutionalizes and standardizes how new and reconstruction transportation projects improve access and livability throughout Mount Vernon.

The Complete Streets Policy directly aligns with and supports active transportation efforts. Complete Streets Policy goals include:

1. Promote activity friendly neighborhoods.
2. Expand recreational and transportation opportunities for bicyclists and pedestrians including their ability to get to work, school, parks and more.

3. Create a safer transportation environment and reduce crashes.
4. Enhance city's local economy by increasing walk, bike and transit traffic for local businesses.
5. Protect and preserve the environment by reducing the emission of greenhouse gases and reducing consumption of resources.

### Plan Name: City Parks Master Plan

Jurisdiction covered: Mount Vernon

Year written: 2021

The plan includes a comprehensive inventory of existing conditions and goals for making improvements in all parks located within the City of Mount Vernon. Safety, community engagement and reinvigorate parks are the three main objectives of the master plan all of which support and relate to a more walkable and bikeable community.

### Plan Name: Village Strategic Plans

Jurisdictions covered: Danville, Centerburg, Fredericktown and Gambier

Year written: 2020

In 2020, the Area Development Foundation of Knox County, through funding from the Knox County Foundation, initiated the process to create guiding land use documents for the Villages of Centerburg, Danville, Fredericktown, and Gambier. The resulting documents - strategic plans for each village - are intended to reflect both countywide and village specific visions, market conditions, and long-term goals.

The plans provide a one-stop shop for understanding local conditions and demographics, as well as long-term, inclusive objectives. Strategies within each plan are categorized into one of the following topics: Land Use & Development, Housing & Neighborhoods, Mobility and Infrastructure, Parks and Recreation, and Communications and Branding. These plans are living documents to be reviewed and updated on a regular basis so that they most accurately reflect the dynamic views of each community.

**The village strategic plans contain many similar goals and strategies that support the active transportation improvements. The following lists summarizes the common strategies. Additional strategies specific to each jurisdiction are listed below. Many of these goals will be addressed by recommendations made in this Active Transportation Plan.**

1. Complete zoning code updates to promote desired development patterns. Include strategies for commercial and residential mixed-use properties.
2. Enhance and maintain the quality and affordability of existing neighborhoods while increasing and/or diversifying housing stock. Develop housing that is within walking and biking distance to every day destinations within the community.
3. Encourage efforts to expand regional tourism. Promote recreational and cultural tourism.
4. Improve connectivity of the multi-use trail system to villages. Install wayfinding signage to direct residents and visitors to and from the trails into the village business district. Strengthen the fiscal impact of the trails within each community.
5. Enhance the main artery of the downtown area. Improve pedestrian safety and comfort (walkability and bike ability) within each village. Create a well-defined business district.
6. Enhance existing parks, trails and open space.



7. Pursue Trail Town designation.
8. Develop a marketing plan.
9. Transform under used or vacant properties for housing or business use.
10. Improve multi-modal access to, from and within the village.
11. Increase public transit option for residents.

### ***Centerburg***

- Enhance the gateway to Centerburg on US-36 / Columbus Rd.

### ***Danville***

- Develop standards for property maintenance. Continue to maintain residential sidewalks, street trees, and public infrastructure.
- Re-imagine the Market Street - Main Street intersection.

### ***Fredericktown***

- Promote the development of older adult living options to meet demand.
- Reduce residential parking minimums to provide flexibility in adapting to changing demographics and household structures.
- Coordinate with regional partners to identify opportunities for trail access to Mount Vernon and nearby communities.
- Identify opportunities for shuttle and/or public transit service between Downtown Fredericktown and Knox Lake and Kokosing Lake.
- Strengthen internal connectivity between the Owl Creek Trail and points of interest in the Village.

### ***Gambier***

- Support small businesses and preserve environmentally sensitive areas are important development priorities.
- Create a crosswalk, or ODOT approved safe crossing, on SR-229 for non-vehicular travel from Wiggin Street to Laymon Road.
- Explore implementation of a crossing at Duff Street and SR-229.
- Determine priority areas for increased pedestrian-scaled lighting to promote safety and usability of sidewalks, parks, and trails.

## **Plan Name: Mount Vernon Downtown Plan**

## **Jurisdiction covered: City of Mount Vernon**

## **Year written: 2018**

The Ariel Foundation funded the Mount Vernon Development Company to commission this 2018 plan. The Mount Vernon Downtown Plan includes many goals and recommendations related to active transportation. The plan proposes a set of strategies to build on the existing strengths of the Mount Vernon district. Ideas are outlined to increase the walkability in and around the square and the roadways leading into downtown. Strategies also address connectivity to the regional trail system and to Ariel-Foundation Park. In addition, opportunities for mixed-use development are identified throughout the downtown area.

The following list of **Project Focus Areas** were selected based on a walking tour, existing conditions analysis, and public feedback.

- Southern Gateway- The plan states a need to make safety and design enhancements to the southern entrance to the city on the north side of the river, particularly the area between the bike trail and the new Kenyon College building. Improvements were completed in 2020 by rerouting the bike trail under the viaduct and creating Riverview Park along the river.
- West High Street – An area west of the city square is also being considered for improvement.
- Green Bike Alleyway- The Ohio-to-Erie multi-use trail runs along the southern edge of the downtown area. An existing bicycle-pedestrian bridge takes visitors across the river to the newly created Riverview Park. Creating a green bike alleyway will connect travelers to the downtown business district.
- Public Square – The plan includes a vision to redesign the Public Square to better serve pedestrians and calm the truck traffic.

**The following projects/goals from the Downtown Mount Vernon Plan could be advanced or complemented by active transportation**

- Encourage Alternate Transportation
- Alternative Modes of Transportation Parking
- Landscape Design
- Link Trails and Parks to Downtown Area
- Repurpose Blackberry Alley

### **Plan Name: Mount Vernon Healthy Outcomes Zoning Code Review**

**Jurisdiction covered: Mount Vernon**

**Year written: 2020**

The report provides a review and analysis of how the city of Mount Vernon zoning codes can have an effect on walkability, bikeability, connectivity, open space, and green spaces, all of which are important to community health.

#### **Recommendations**

Zoning changes could be made through updates to the zoning standards, development of zoning overlays, and/or adoption of design guidelines.

### **Plan Name: Fredericktown Revitalization Plan**

**Jurisdiction covered: Fredericktown**

**Year written: 2017**

The Village of Fredericktown, with assistance from the Neighborhood Design Center, developed the Fredericktown Revitalization Plan. The Downtown revitalization priority area includes infrastructure along Main Street from Sandusky Street to Mill Street. The boundary was extended to include the Leve Agriman Mill site and the Fredericktown First Presbyterian Church property. The north end of the Downtown District has the densest concentration of buildings. The plan focuses on implementing improvements to this area and includes the following goals related to active transportation

- Create consistent and uniform signage throughout the downtown district and improve greenspace.

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- Install new lighting to improve safety and contribute to the uniform appearance of the downtown district.
- Place directional signage at high traffic areas to provide wayfinding for visitors.
- Redefine public space to create pedestrian and bicycle amenities.
- Improve accessibility of streets and sidewalks to accommodate pedestrian right of way.

### TRANSIT SERVICES

Type of Plan	Potential Author(s)	List plans available for your jurisdiction or N/A
Locally Developed Coordinated Public Transit-Human Services Transportation Plan	Knox County Mobility Manager, Knox Area Transit	<a href="#">Knox County Coordinated Public Transit-Human Services Transportation Plan 2021</a>

Knox Area Transit (KAT) is the main public transportation provider for Knox County, operating under grants from the Federal Transit Administration, the Ohio Department of Transportation, the City of Mount Vernon, and the Knox County Board of Commissioners. KAT offers a combination of demand responsive “door-to-door” service (in and out of Knox County) and scheduled shuttle service. KAT established a Village



*Knox Area Transit Director demonstrates how to load a bike on the shuttle bus.*



Express route shuttle service to take passengers from the Villages of Centerburg, Danville, and Fredericktown to the city of Mount Vernon in the morning and afternoon. This fixed route service is utilized by many to get to their place of employment. The Village Express service was modified during the

COVID-19 pandemic in 2020 due to lack of ridership. Plans to reestablish the routes are under development. In 2018, the addition of bike racks to nine public transit buses increased opportunities for

bicyclists to reach trails, shopping, and employment. This also provided an alternative transportation option for residents who have limited vehicle access.

Completion of the Coordinated Public Transit-Human Services Transportation Plan led to the hiring of the Knox County Mobility Manager. Engaging with people most at higher risk of health disparities, the mobility manager serves those living in poverty, people with disabilities, and the aging population. Knox County Mobility Management works closely with Knox Area Transit and multiple transportation providers to meet the transportation needs of area residents. The mobility manager is responsible for implementation of the Knox County Coordinated Public Transit-Human Services Transportation Plan. Local working partners meet with mobility management quarterly to receive transportation updates and to offer feedback. Knox County Mobility Management actively participates in active transportation planning. According to the 2021 Coordinated Plan, the mobility manager will develop education materials that promote safety measures for walking, biking and using public transit, as well as promote active transportation at community events. Additionally, the plan supports the implementation of the Complete Streets Policy in the city of Mount Vernon, and infrastructure such as bike racks on the transit buses. All these goals support the advancement of active transportation initiatives.

GoBus, a federally-funded intercity bus service administered by Hocking Athens Perry Community Action's Transportation Division, helps to connect Knox County's rural residents with urban centers and beyond. GoBus runs seven days a week, 365 days of the year. The Wooster to Columbus north and southbound route has stops in Mount Vernon, Gambier, and Martinsburg within the county. A fourth stop, located in Harrison Township, is available; however, passengers must call to schedule pick-up (Source: [ridegobus.com](https://ridegobus.com)). (Link to map of GoBus route: <https://ridegobus.com/wp-content/uploads/2018/03/gobus-routes.pdf>)

Two additional transportation providers offer services to specific populations within the county. The Station Break Senior Center provides transportation to medical appointments, shopping and to on-site meals for those ages 60 or older. The Knox County Veterans Services transports local veterans to medical appointments to approved Veterans Administration clinics.

## EXISTING INFRASTRUCTURE

### Knox County's Multi-Use Trail System

In the late 1980s, Knox County began to explore the idea of taking the abandoned rail beds and converting them to multi-use recreational trails. This project is nearly complete as Knox County trails include the Heart of Ohio Trail, Kokosing Gap Trail, and Mohican Valley Trail which is part of a regional trail system called the Ohio to Erie Trail, also known as State Bike Route 1 or US Bike Route 21 and spans 326 miles from Cincinnati to Cleveland (Knox County Park District). The trail system connects communities throughout the county, and many use it to travel to and from work as well as recreation.

#### Heart of Ohio Trail



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The Heart of Ohio Trail offers 16 miles for walking, hiking, in-line skating, geocaching, and biking. The trail surface is comprised of smooth, high-grade asphalt and is maintained by the Heart of Ohio Trail group, a 501c3 volunteer board, and organization (Knox County Park District).

The Heart of Ohio Trail begins at the southwest corner of Knox County, runs through Centerburg, and Mount Liberty, ending at Riverview Park in Mount Vernon. Trail users moving east toward Mount Vernon pass alongside Ariel Foundation Park. This park was built on the former site of a glass making factory. It offers architectural ruins, lakes, observation tower, walking trails, steel sculptures, a museum (ohiobikeways.net). The newest section of the Heart of Ohio Trail was completed in 2016. This section includes a 182' pre-fabricated pedestrian bridge where the once occupied Pennsylvania Railroad Bridge stood. The bridge is located on the trail at the US 36/State Route 3, and Lytle Road. This project was made possible through an Ohio Department of Transportation grant, with a required local match from the Knox County Park District. The last segment of unfinished trail southwest of the bridge and into Licking County, is scheduled to be completed by 2022.

Parking access and supportive infrastructure for cyclists and pedestrians for the Heart of Ohio Trail can be found at:

Heart of Ohio Trail Parking Access	Accessible	Bike or Pedestrian Facilities
501 S. Main Street, Mount Vernon 43050 at C.A.&C. Depot	X	Restrooms, Water Bottle Filling Station, Bicycle Repair Station, Parking, Trailside Shelter, and Visitor Information
7760 Thayer Road, Mount Vernon 43050		Port-a-Jon, Parking
7500 Patton Road, Mount Vernon 43050	X	Port-a-Jon, Parking
7180 Simmons Church Road, Centerburg 43011 (Mount Liberty)		Gravel Parking Lot, Trailside Shelter and Playground Area
59 Johnsville Road, Centerburg 43011 (Memorial Park)	X	Parking
115 N Hartford Street, Centerburg 43011		Bicycle Repair Station, Parking, Future site of the Welcome Center
2750 Huffman Road, Centerburg 43011		Parking

The Heart of Ohio Trail coming from the west and the Kokosing Gap Trail coming from the east meet at the historical Cleveland, Akron, & Columbus (C.A.&C.) Depot. Trail users can cross South Main Street (SR 13) to access the connector bridge to downtown or use the new underpass to avoid crossing five lanes of South Main Street. The C.A.&C. Depot is located at the intersection between the two trails providing restrooms, water, a bicycle repair station, picnic shelter, and visitor information to the multi-use trail users.



*Historical C.A.&C. Depot, Mount Vernon, Ohio.*

### **Kokosing Gap Trail**

The Kokosing Gap Trail is a 14-mile recreational trail built on a former Pennsylvania Railroad line, with endpoints in Mount Vernon and Danville, Ohio. Much of the trail is tree-lined with the Kokosing River weaving its way alongside. Visitors will traverse the Kokosing River twice on railroad bridges more than 250 feet long with forests, wetlands, agriculture and villages along the way. A 1940 Alco 0-6-0 locomotive and a 1924 Chesapeake & Ohio caboose sit next to the trail in Gambier. In Howard, Ohio, the trail passes through a historical stone arch and a wonderful park with play structure is adjacent to the trail ([kokosinggaptrail.org](http://kokosinggaptrail.org)).

In Danville, trail users can ride a couple of blocks into town to find restrooms, water, and shelter at Danville Memorial Park. A few blocks further through town and trail users connect to the Mohican Valley Trail ([ohiobikeways.net](http://ohiobikeways.net)).

Trail improvements, since 2012 included bridge deck replacement, grading along the trail shoulders, and center bollard replacement along the entire bikeway. The rigid bollards were replaced with a flexible, fold-over design. The Kokosing Gap Trail is one of several Ohio trails that has received improvements intended to mitigate the trail bollard hazard ([ohiobikeways.net](http://ohiobikeways.net))

A map of the Kokosing Gap Trail can be found [here](#).

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Parking access and supportive infrastructure for cyclists and pedestrians for the Kokosing Gap Trail can be found at:

Kokosing Gap Trail Parking Access	Accessible	Bike or Pedestrian Facilities
C.A.C. Depot, 501 S Main St., Mount Vernon	X	Restrooms, Water Fountain, Bicycle Repair Station, Parking, Trailside Shelter, and Visitor Information
500 Mount Vernon Ave., Mount Vernon	X	Porta-a-Jon, Water Fountain, Parking, and Trailside Shelter
9943 Laymon Rd., Gambier		Parking
297 Duff St., Gambier	X	Restrooms, Water Fountain, Bicycle Repair Station, Parking, Trailside Shelter, and Visitor Information
10921 Killduff Rd., Gambier		Parking
22500 Stull Rd., Gambier		Parking
23316 Coshocton Rd., Howard	X	Restrooms, Playground, Trailside Shelter, Water Fountain, and Parking
715 Trail Dr., Danville	X	Porta-a-Jon, Water Fountain, Bicycle Repair Station, Parking, and Trailside Shelter

### Mohican Valley Trail

The Mohican Valley Trail is a 4.4-mile span between the Kokosing Gap and the Holmes County Trails in Knox County, Ohio. The three trails follow the same former rail corridor and comprise a significant part of the larger [Ohio-to-Erie Trail](#), a cross-state bikeway. The Mohican Valley's southwestern endpoint is in Danville, while the northeastern end lies just west of the Rt. 62 tunnel, near Brinkhaven. The Mohican Valley Trail is the only multi-use trail in Knox County that is horse friendly(ohiobikeways.net).

Where the trail crosses the Mohican River you pass over the 370' long Bridge of Dreams that has been constructed atop an old railroad bridge. This covered bridge is reported to be the 2nd longest in Ohio and the 3rd longest in the nation (ohiobikeways.net).

Portable toilets can be found at the trail terminus in Danville and at the Hunter Road parking area. The Danville trailhead also provides a picnic area, and water.

Parking access and supportive infrastructure for cyclists and pedestrians for the Mohican Valley Trail can be found at:

Mohican Valley Trail	Accessible	Bike or Pedestrian Facilities
402 East St., Danville		Parking, Water Fountain, Porta-a-Jon, Picnic Tables
27825 Buckeye Rd., Danville		Parking
15700 Tiger Valley Rd., Danville		Parking
Bridge of Dreams, 16606 Hunter Rd., Brinkhaven		Parking, and Trailside Shelter

### Owl Creek Trail

Fredericktown's Owl Creek Trail is a mile-and-a-half of smooth asphalt pathway for pedestrians and cyclists. The trail's starting point is the Fredericktown Community Park, which hosts many town events and features facilities for everyday recreation, including picnics and sports like swimming, baseball and volleyball. The park is also an access point for those interested in fishing the North Branch of the Kokosing River ([traillink.com](http://traillink.com)).

Making use of a former railroad corridor, the trail heads south from the park through a mix of residential and commercial areas. It ends on Hyatt Road, but the undeveloped corridor extends further south, and there is potential for a trail reaching Mount Vernon. Parking is available at the trail's northern endpoint, the Frederick Community Park located at 10 Ankneytown Rd, Fredericktown, OH ([traillink.com](http://traillink.com))

### Bike Route 9

Bike Route 9 is a Knox County designated bike route. The *Mount Vernon Existing Bike Routes Map* (Appendix A) shows the bike route beginning on the southside of Mount Vernon, traveling north to Fairgrounds Road.

## EXISTING INFRASTRUCTURE SPECIFIC TO EACH JURISDICTION

### CENTERBURG

- There is a consistent network of sidewalks within the Village; however, some secondary streets have gaps between sections of sidewalks, and other existing sidewalks need repaired. Curb cuts are needed to improve accessibility for people using mobility devices or strollers.
- Existing crosswalks are marked clearly on the major roadways. Plans are being developed to add additional crossings.
- The Heart of Ohio Trail runs parallel to Main Street in Centerburg. This 16-mile multi-use trail is part of the Ohio to Erie Trail, and connects residents to the city of Mount Vernon and Licking County.
- Bike parking is available at the Gazebo Park, and in front of RE/MAX Peak Realtors. Additional bike racks are located on the Heart of Ohio Trail next to a bicycle repair station and at Centerburg Memorial Park.

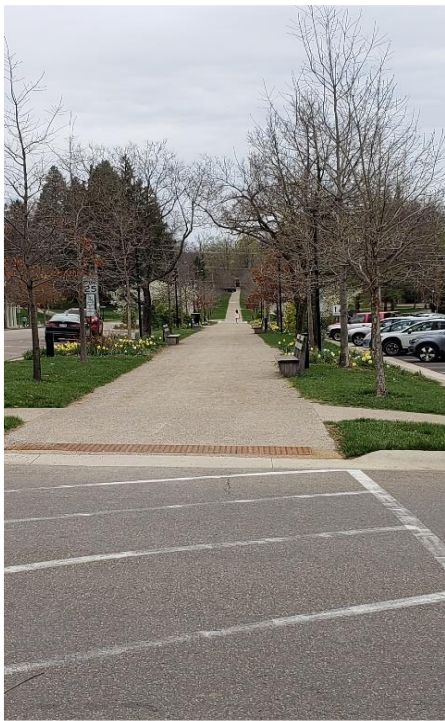


### DANVILLE

- A local business, Danville Outdoors, LLC., offers free bike lending service and bike parking facilities.
- The Kokosing Gap Trail and the Mohican Valley Trail terminus are located on opposite sides of the village. Water, a bike fix-it station, accessible restrooms, picnic areas and public information is available at these sites.
- Sharrows painted on the streets notify drivers that bicyclists are expected on the road and indicate to bicyclists a route between the two multi-use trails.



*Danville Outdoors, LLC., bike lending storage.*



*'Middle Path', Gambier Ohio, connects the Village Gambier to Kenyon College*

### GAMBIER

- Gambier is home to historic Kenyon College which was delicately structured around the well-traveled, 'Middle Path'. This famed path is a 3,600-foot-long, 8-foot-wide walkway that bisects the community. Some consider Middle Path to be the spine of the village because a dozen crosswalks branch from it connecting the campus to the village. A sidewalk inventory identified a few gaps throughout the area.
- Village crosswalks are updated annually using thermoplastic paint. The type of paint is reflective, making crossings more visible at night.
- Streets stenciled with sharrows guide bicyclists from the Kokosing Gap Trail into the village. Recently installed bike parking facilities invite bicyclists to stop for coffee, browse through the bookstore, or grab lunch at a local restaurant.
- The Kokosing Gap Trail Welcome Center is a popular destination within the village. It provides restrooms, water, and a bicycle repair station, in addition to being the location of a historic steam locomotive and caboose.



MOUNT VERNON

- A recently conducted sidewalk inventory noted no continuous sidewalk networks within the city of Mount Vernon. Most platted neighborhoods have sidewalks but there are several areas in town with no sidewalks or sparse sidewalks. Outside of the downtown, many neighborhoods are missing sidewalks. These include Edgewood Dr., North Mansfield Ave. and more.



*Ohio Local Technical Assistance Program conducts a Walk Audit Training in the City of Mount Vernon training.*

- Existing crosswalks are painted annually by the Mount Vernon Streets Department. Historic sandstone curb is often an impediment to ADA accessibility. The city is working to identify and correct these whenever project work is being performed. In addition, the city is looking into adding audible crosswalk signals to assist people who are visually impaired.
- There are numerous bike lanes, shared lanes and multi-use trails in Mount Vernon. Locations and description are listed below.

*Existing bike lane*

- Mount Vernon Avenue

*Shared lanes (marked with sharrows)*

- Blackjack Rd to Newark Rd (SR 13 North) to Riley Street to South Division (end at MV Avenue)
- Phillips Park – Liberty Street to South Rogers Street to East High Street to Brown Street to Sychar Road to Fairgrounds (end at Old Mansfield Road)
- North Mechanic Street to South Mechanic Street to Phillips Drive

*Existing Shared-Use Path*

- Kokosing Gap Trail, Heart of Ohio Trail, Cougar Drive, Yellow Jacket Drive, Campus Drive, Phillips Park Trail, Mount Vernon Avenue, and Trail – under viaduct

*Existing Trails*

- CA&C Depot to the Kiwanis Pavilion (Ariel Foundation Park)
- Trails within Ariel Foundation Park
- Wolf Run Regional Park
- Bike parking facilities are located at Ariel Foundation Park, the C.A.&C. Depot, and Paragraphs Bookstore (side entrance). Newly constructed parking lots in the downtown area include transit stations and bike parking facilities.
- An inclusive parking pad, portable restroom, shelter, and water bottle filling station can be found at Kokosing Gap Trail trailhead on Mount Vernon Avenue.

## EXISTING PROGRAMS

*The following programs and policies promote walking, biking and transit in the community.*

Program Name	Program Lead (organization)	Intended Audience	How does this program support active transportation?
Bike Lending Programs	Danville Outdoors, LLC. and the Fredericktown Community Library	All Knox County residents and visitors	Danville Outdoors and the Fredericktown Community Library offer bike lending at no cost. Adult bikes are available at both locations as well as bike trailers for kids.
Bike Rentals and Group Bike Rides	Y-Not Cycling & Fitness	All Knox County residents and visitors	<p>Store locations in Mount Vernon and Lexington. Bike rentals are available Monday thru Saturday at either location. Hourly, daily, or weekly rates are available. Sunday hours are available upon request.</p> <p>Weekly bike rides are hosted at the Lexington location on Tuesdays and Thursdays.</p>
Complete Streets Policy	City of Mount Vernon	City of Mount Vernon residents and visitors	Complete Streets are connected multi-modal transportation networks designed to accommodate ALL users including but not limited to pedestrians, bicyclists, and public transportation users. The city of Mount Vernon's Complete Streets Policy provides a standard set of guidelines for how all new and reconstruction transportation projects will improve access and livability throughout Mount Vernon.
Heart of Ohio Cyclopaths	Heart of Ohio Cyclopaths	All Knox County residents and visitors	The Heart of Ohio Cyclopaths is a social cycling community for casual and recreational cyclists. Rides explore the trails (and occasionally quiet roads) in the Heart of Ohio.
Historic Mount Vernon Walking Tour	Mount Vernon third, fourth and fifth grade elementary school students	All Knox County residents and visitors	<p>Created by a group of third, fourth, and fifth grade academically gifted students in the Mount Vernon City Schools, the Historic Mount Vernon Walking Tour is designed to introduce the visitor and resident alike, to some of the people and ideas that helped shape our town and make it what it is today. An informational brochure and map can be downloaded from this website <a href="http://mountvernonwalkingtour.info/the-brochure">http://mountvernonwalkingtour.info/the-brochure</a>.</p>

## KNOX COUNTY ACTIVE TRANSPORTATION PLAN | DRAFT

Program Name	Program Lead (organization)	Intended Audience	How does this program support active transportation?
Knox Area Transit	Knox County Commissioners	All Knox County residents and visitors	Knox Area Transit partnered with Creating Healthy Communities (CHC) to install bike racks on nine shuttles. KAT promotes and supports active transportation through marketing of the bike racks.
Knox Public Health-Creating Healthy Communities (Knox-CHC) Program	Knox Public Health	All Knox County residents	The CHC program funds a full-time grant coordinator who is responsible for promoting active transportation throughout Knox County. This promotion takes the form of active transportation plan development, data collection and assessment, encouragement of current and future walking and bicycle infrastructure for all populations, facilitating safe biking and walking education events, and developing and maintaining community partnerships focused on active transportation policy, systems, and environmental changes.
Knox County Mobility Management Program	Knox County Commissioners	All Knox County residents with an intended audience of older adults, individuals with disabilities, and low-income populations.	The development of the Knox County Coordinated Transportation Plan identified active transportation as a priority strategy. The plan will assist the CHC program, transportation partners, and other community partners with improving active transportation options in Knox County.
Knox County Park District Geocaching and Scavenger Hunts	Knox County Park District	Knox County residents and visitors	The Knox County Park District offers community members an opportunity to get to know Knox County's greenspace by walking and hiking throughout the county's parks and trails.
Knox County Park District's Storybook Trail	Knox County Park District, Public Library of Mount Vernon and Knox County	Knox County residents and visitors	The Storybook Trail is a fun, educational activity that places the pages from a children's story along a trail and encourages walkers to read the book page by page on the journey. The featured book changes quarterly on the Trail. Locations for current and future locations can be found on the <a href="#">Knox County Park District's website</a> .

## KNOX COUNTY ACTIVE TRANSPORTATION PLAN | DRAFT

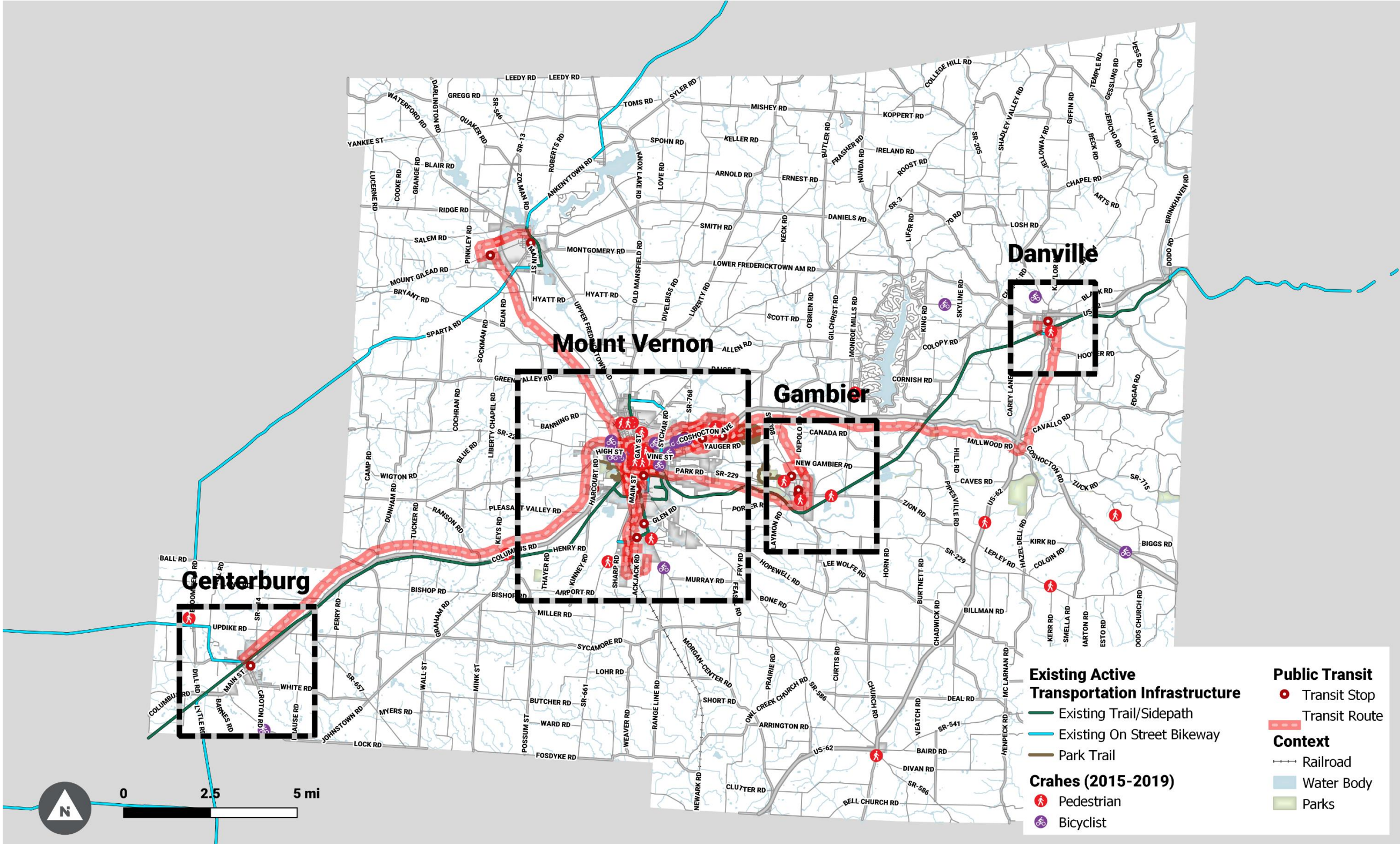
Program Name	Program Lead (organization)	Intended Audience	How does this program support active transportation?
Knox County Veteran's Office Transportation Services	Knox County Veteran's Office	Veterans of Knox County	Knox County Veteran's Office provides transportation for Knox County Veterans to local and out of county medical appointments. Rides are scheduled a week in advance. Pick up sites are located throughout the county.
Multi-Use Trail Counts	Knox Public Health-Creating Healthy Communities	Knox County residents and visitors	Performs bicycle and pedestrian counts to evaluate active transportation projects such as the addition of bike parking or wayfinding signage. Data is collected before and after installation of bike/pedestrian infrastructure and is used to support network expansion and future active transportation investments.
Station Break Transportation Service	Station Break Senior Citizens Center	Knox County resident's age 60 plus	Station Break Senior Citizens Center provides rides for residents who are age 60 or older to medical appointments, shopping, and to their facility to eat meals on-site. Requests are first come, first serve and must be scheduled in advance. The transportation cost is based on the destination and is calculated for the round-trip service. The suggested donation for each trip is posted in the vehicles.

*Elected officials, law enforcement, and community partners participate in the Professional Development Bike Ride led by Toole Design Group.*





Figure 1: Existing Conditions – Knox County



**Knox County Active Transportation: Existing Conditions**



Figure 2: Existing Conditions - Centerburg

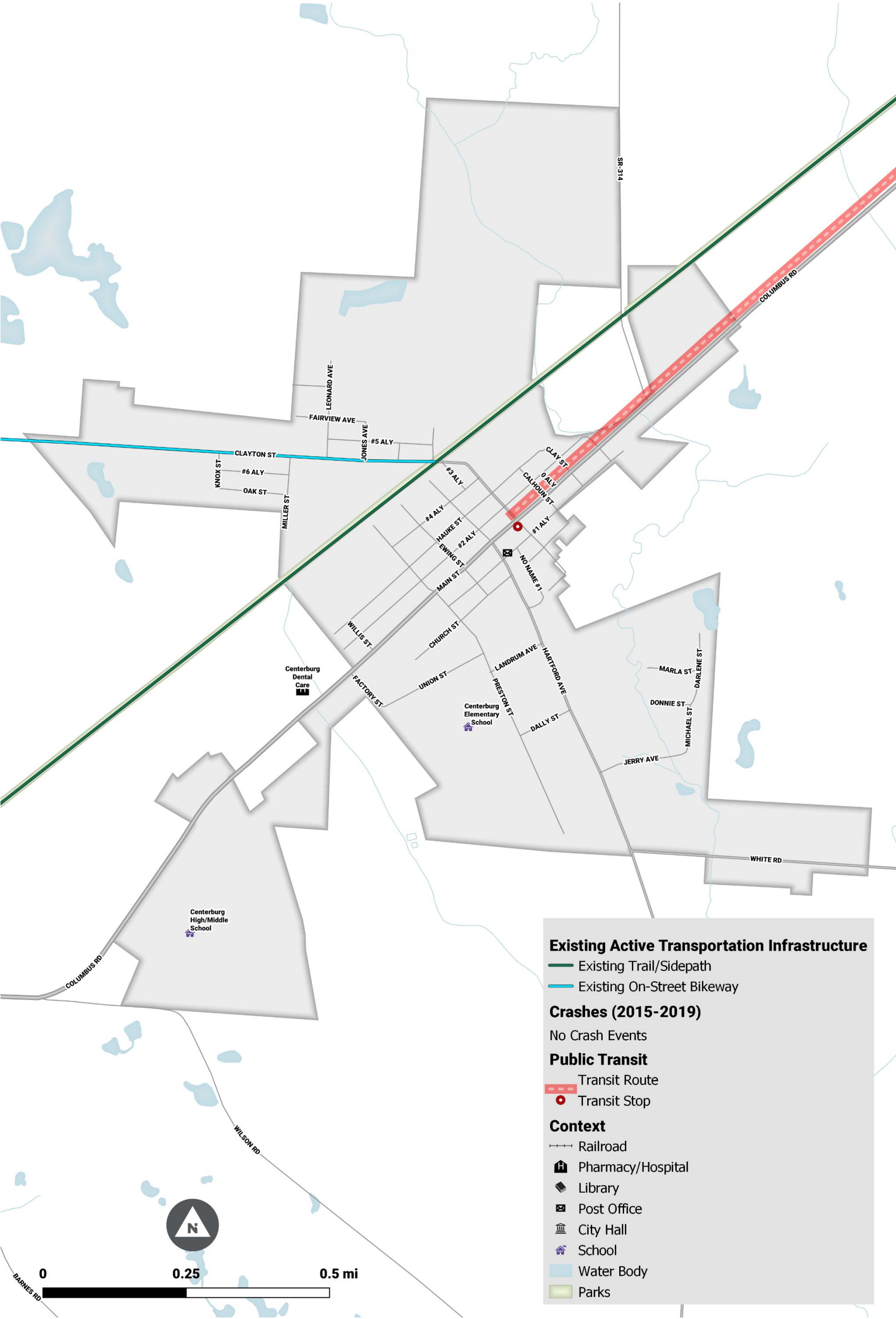
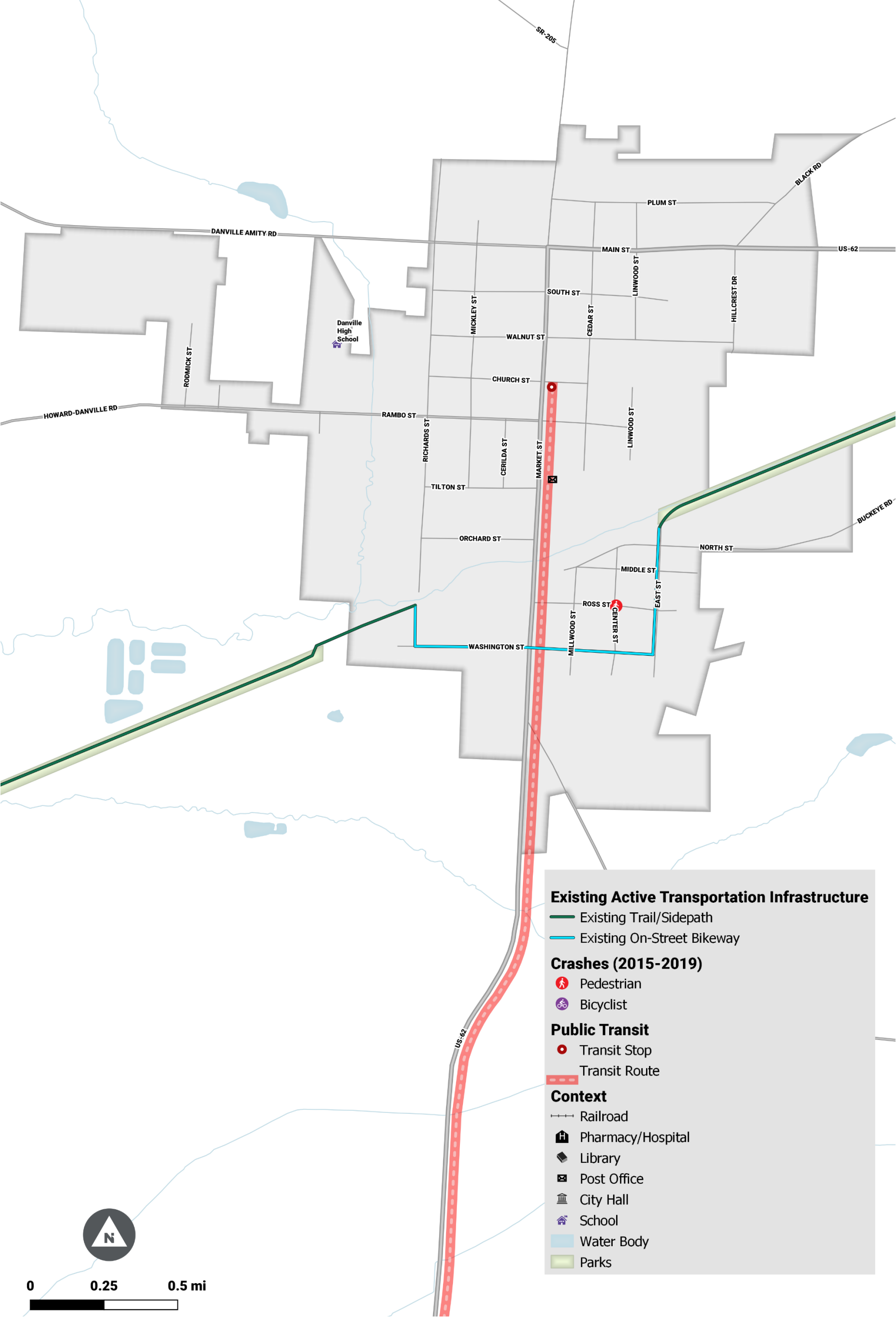
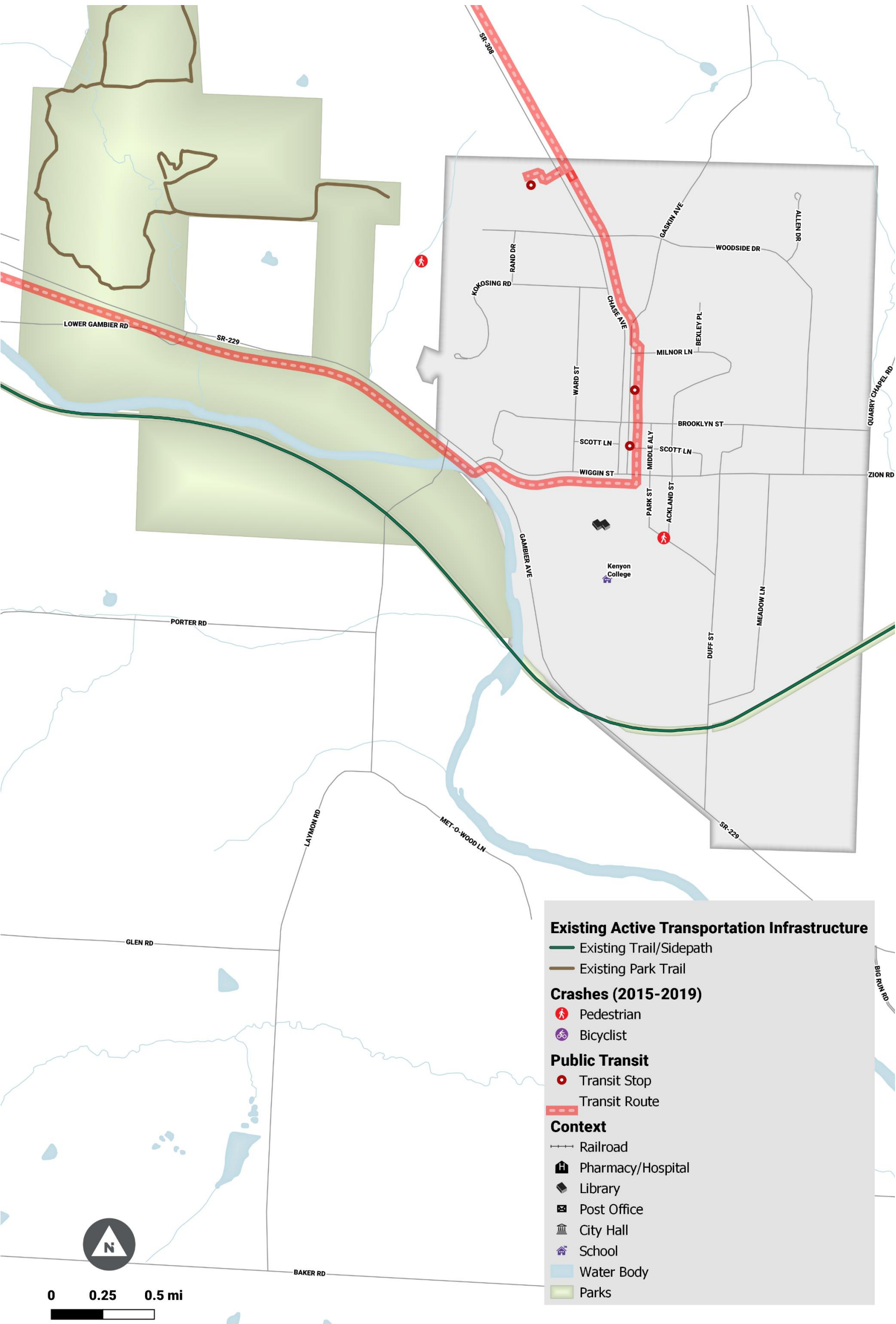


Figure 3: Existing Conditions - Danville



Danville – Knox County Active Transportation Plan:  
Existing Conditions

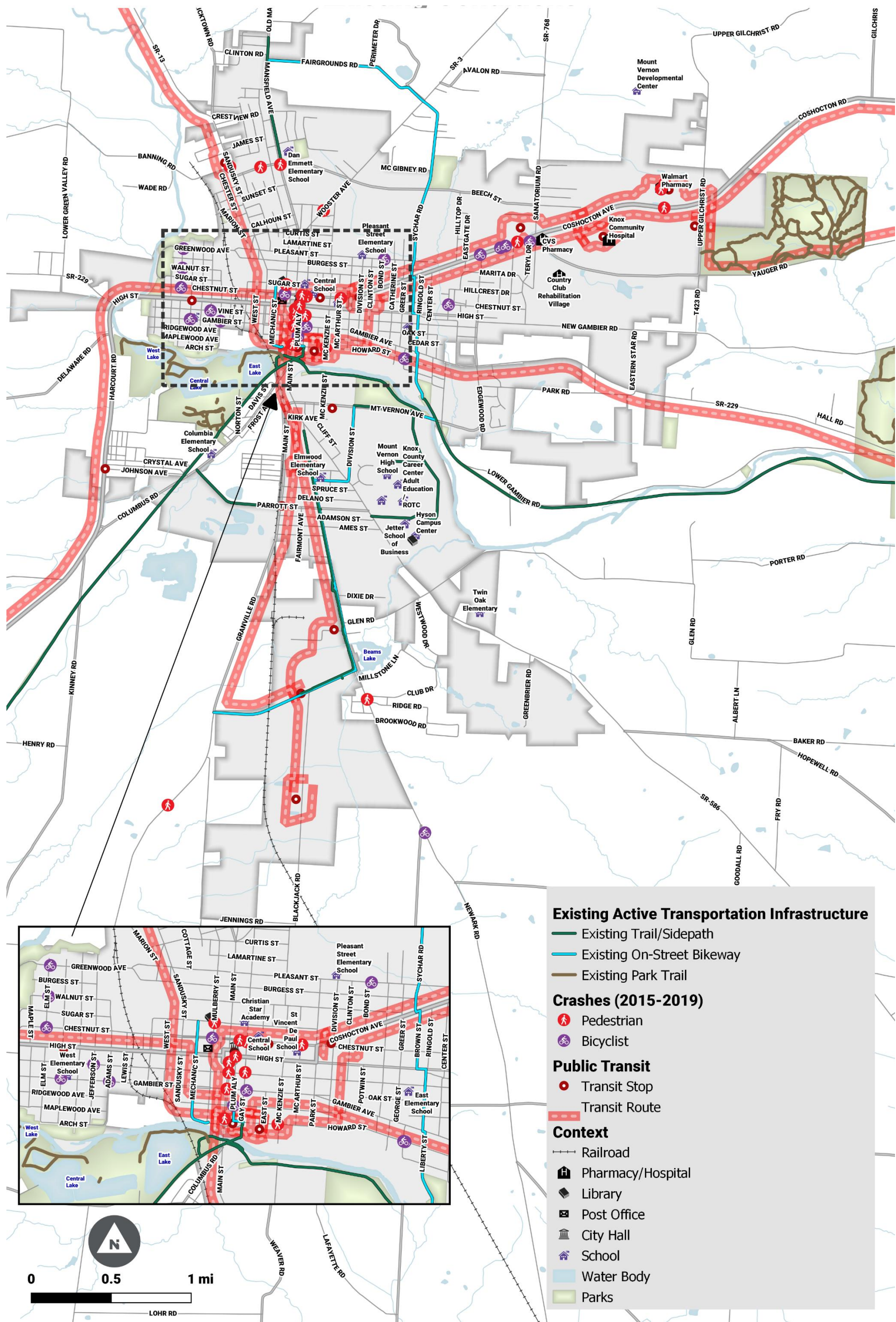
Figure 4: Existing Conditions - Gambier



Gambier – Knox County Active Transportation Plan:  
Existing Conditions



Figure 5: Existing Conditions - Mount Vernon



Mount Vernon – Knox County Active Transportation Plan:  
Existing Conditions

# STRENGTHS, OPPORTUNITIES AND CHALLENGES

## STRENGTHS & OPPORTUNITIES

### KNOX

Knox County leadership and residents strongly support bicycle and pedestrian improvements as demonstrated by participating in the active transportation planning process. Many opportunities are available within the county to enhance and improve active transportation projects. County-wide examples of strengths and opportunities are followed by strengths and opportunities specific to each jurisdiction.

- Knox County has an all-county public transit system which is a real asset for a rural county.
- All jurisdictions participating in the active transportation process completed sidewalk audits and/or inventories to determine locations for new and repaired sidewalks.
- Zoning Code reviews are being conducted in all jurisdictions making this an opportune time to discuss changes that support active transportation.
- MORPC has been awarded \$20,000 from the Columbus Foundation Green Funds Committee to develop a blueprint for communities to implement Trail Town strategies for Central Ohio. Knox County has been invited to participate in this pilot program.
- Waterways, beautiful greenspace, inclusive playgrounds, and parks make Knox County a great place to live or visit. The local economy benefits from tourism and active transportation will have positive effects on population health.
- Existing plans include many strategies related to active transportation planning. The Active Transportation Plan will assist in obtaining funding for such strategies.

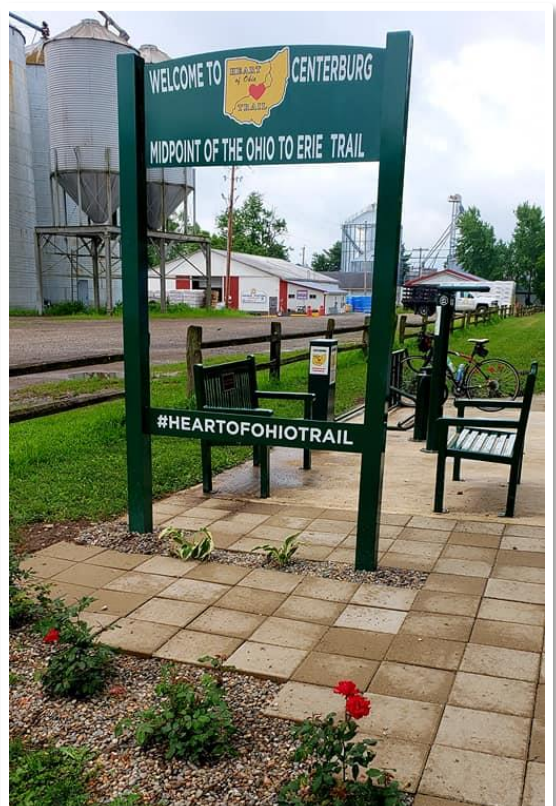
### CENTERBURG

- In 2020, Centerburg partnered with Knox Public Health-Creating Healthy Communities and MORPC to complete a study to identify the safest route to direct tourists and residents from the Heart of Ohio Trail into the village's business district. In Danville and Gambier similar studies are warranted to safely navigate travelers from the Kokosing Gap Trail into the villages to visit local businesses. Identifying transportation facility needs to support all modes of transportation is essential to economic growth and health of the community.
- Centerburg is the "Heart of Ohio", known for being located at the geographical center of the state makes the village an important stop on the Ohio to Erie Trail or Heart of Ohio Trail (HOOT). The HOOT runs parallel to Main Street and the business district attracts bicyclists and walkers from near and far. Plans for a Welcome Center to be constructed along the HOOT are complete. The future site will offer accessible and inclusive restrooms, water filling stations, a bike fix-it station and a picnic area. MORPC recently conducted a study to identify the safest route from off the trail



to uptown destinations. Several options for bike lanes, sharrows and additional sidewalks are being considered. Knox County Prosecutor is working on getting easements across two properties to make this happen.

- Funding has been secured to complete the final mile of construction of the Heart of Ohio Trail, connecting Knox County to Licking County, and is scheduled to be completed in 2022.
- Bell Park, located at the Clayton Street and East Main Street intersection in Centerburg, is a starting point for many bicyclists and pedestrians traveling to the uptown business district. Adding attractive bike parking facilities to this area to make it more inviting is in the works. A public transit stop is located across Main Street at Gazebo Park.
- Knox County Park District provided an ADA accessible parking lot and portable restroom located at Patton Road for access to the Heart of Ohio Trail.



*Future site of the Heart of Ohio Welcome Center.*

- Recent improvements were made to the Heart of Ohio Trail trailhead in Mount Liberty with the addition of a new parking lot. Plans include making this an ADA inclusive trail access. Kids enjoy the playground area at this stop as well.
- Businesses along the trail may possibly provide lodging, and other services for trail user.
- Popular downtown destinations: Centerburg Public Library, Gazebo Park, Memorial Rock, and historical murals.

## DANVILLE

- Popular destinations in Danville include: The Hangout - a lunch stop for bicyclist, The Blonde Robin – a unique retail shop, and a local winery. Danville Outdoors, LLC. offers lodging and a free bike lending program.
- Two existing multi-use trails, the Kokosing Gap Trail and the Mohican Valley Trail, bring bicyclists and pedestrians to the village located in what is called “the gateway to Amish country”.
- Danville Memorial Park attracts all people of all ages and abilities with an accessible swing and newly revitalized basketball courts. Located adjacent to the Danville Blue Devils stadium and baseball parks making restrooms and water accessible for travelers.
- Public Transit stop located at the local food pantry. Residents can take the village shuttle into the city for employment or shopping.
- The Mohican Valley Trail makes bicycling to the Bridge of Dreams easy.

## GAMBIER

- Studies are underway to identify a solution to improve a dangerous intersection at State Route 229, State Route 308, and Laymon Road.
- Traffic counts were recently conducted within the village which can be used for funding applications.
- Founded in 1824, Kenyon College, located in Gambier, is the oldest private liberal arts college in Ohio. The village partners with Kenyon on many projects sharing costs which is a benefit to both parties.
- Two Bed and Breakfasts located in the downtown area provide lodging for traveling cyclists.
- The Kokosing Gap Trail intersects with the Gambier area in three locations: Duff Street, Laymon Road, and Zion Road. A trail rest area includes the popular attraction of a locomotive and caboose along with the amenities of water, restrooms, bicycle repair station, and picnic area.
- Sharrows, pavement markings designating that bicycles share the road with vehicles, are strategically placed throughout the village.
- Sidewalk inventory was recently completed to identify gaps.
- Two public transit stops in the village connect Gambier residents, students, and visitors to Mount Vernon.
- Proposed dedicated shared path from the Kokosing Gap Trail at Laymon Road to downtown Gambier.
- The Brown Family Environmental Center (BFEC), located in Gambier just off the Kokosing Gap Trail, offers nine miles of walking trails, and public programs, such as stargazing, and moonlit hikes.
- Electric car charging stations are located near Middle Path and the Kenyon College bookstore.
- Village leadership passed Ordinance No. 2001 – 04 Imposing A Duty to Keep Sidewalks in Repair and Clean. The Ordinance requires home owners to be responsible for sidewalk maintenance and for keeping it free from debris.



## MOUNT VERNON

- The recently completed trail underpass below South Main Street (SR 13) offers bicyclists and pedestrians a safe passage. Downtown Mount Vernon is easily accessed by a connector trail on a historic trestle bridge. Next, steps will be added on each side of the bridge. Studies have been completed to extend the trail network along the levee on the northwest side of the Kokosing River, hopefully connecting Mount Vernon to Fredericktown. New parks and parking lots with bike parking will also be developed.

- A major bridge renovation located at the Kokosing Gap Trail trailhead on Mount Vernon Avenue was completed in 2021. New transit facilities along the bridge include two-way pedestrian sidewalks and bike lanes. The ADA accessible sidewalk improves access to Mount Vernon's inclusive playground- Harmony Park - located in Memorial Park. The city also added sidewalks from the Industrial Park into the city of Mount Vernon.
- Plum Alley and the majority of Blackberry Alley is complete and offers bicyclists and pedestrians a safe route downtown.
- Mount Vernon City Council recently adopted a Complete Streets Policy.
- There is opportunity to improve zoning codes for active transportation accommodations for participating jurisdictions. Mount Vernon already began their zoning code update with the Healthy Outcomes Zoning Code review conducted by Toole Design.
- Popular destinations for bicyclists and pedestrians include: Hiawatha Water Park, Ariel Foundation Park, Woodward Opera House, the Dog Fountain, and the City Square.

## CHALLENGES

### KNOX COUNTY

Being a rural community is one of the biggest challenges Knox County faces when it comes to creating safer environments that encourage walking, bicycling, and public transit. Some areas lack updated zoning codes; funding and resources are also barriers. Knox County's Active Transportation Team is committed to identifying ways to build on current active transportation facilities that support active living, including but not limited to, connecting bike trails to business districts, repairing, or constructing new sidewalks, shared-use paths, and public transit improvements. Additional county-wide challenges include:

- Lack of places to stay overnight along the trail system.
- Bicyclists do not feel safe when riding on roads.
- Maintenance of sidewalks is a primary issue in all communities. Who pays for maintenance? Who completes the maintenance?
- The trail system does not connect to the Village of Fredericktown.

### CENTERBURG

- The proposed network map shows where sidewalks are missing around the school property. Missing sidewalks make walking to school a challenge for students of all ages. New sidewalks are needed to improve the safety of children and residents.

- Main Street (SR 3/36) is the main thoroughfare that runs through the center of the Village. Crossing this state route can be dangerous.
- There are no sidewalks from town to the local grocery store, Hometown Market, and no Access to hometown Market from the Heart of Ohio Trail. A crosswalk and sidewalk are needed near Dollar General.
- The recently updated bridge, located on the east side of Centerburg on SR 3/36, does not have sidewalks. This creates a barrier for pedestrians and cyclists traveling to and from the village business district, especially for residents of the Center Point Nursing Center who use motorized wheelchairs. These individuals travel in the street to reach the downtown area. The addition of sidewalks would also allow residents to walk to Memorial Park and Foster's Pharmacy.
- There are no trail crossings within the village at SR 3/36 for Heart of Ohio Trail users.



*Mount Vernon Nazarene University student  
conducting sidewalk assessment*

### DANVILLE

- Danville is lacks wayfinding signage to connect bicyclists and pedestrians to local amenities.
- Sidewalks are missing from Danville Memorial Park to the Hometown Market and Dollar Store.
- There is no traffic light on Market Street for children to cross the busy State Route when walking to and from school.

### GAMBIER

- Two crossings are need improvement to safety for pedestrians and bicyclist, one at the intersection of SR 308 and SR 229 and one where the Kokosing Gap Trail crosses 229.
- Wayfinding signage is needed to help bicyclists and pedestrians reach destination within the village and Kenyon campus areas.
- The current Safe Routes to School Plan does not include Wiggin Street Elementary in Gambier. Wiggin Street is part of the Mount Vernon School District and Ohio Department of Transportation limited communities to four schools at that time.



### MOUNT VERNON

- A sidewalk assessment within the city of Mount Vernon revealed sidewalks in need of repair and areas where sidewalks are missing. The following is a list of some of these locations:
  - Pleasant Street and Dan Emmett Elementary schools - sidewalks damaged by tree roots
  - Twin Oak Elementary School – no safe way to travel to and from school by bike or by walking
  - The business district located on Harcourt Road has limited walkability. Sidewalks would improve access to Ariel Foundation Park
  - The Learning Center at 900 West Vine Street
  - Martinsburg Road leading to and from the High School and Middle School from residential areas. Crosswalks are also needed at this location.
  - Ariel Training Center
- The Industrial Park in Mount Vernon is home to many local employment providers. Access to jobs is a challenge for many who don't have reliable transportation, especially those who work evening shifts as public transit does not run during evening hours.
- Safety is a major issue for bicyclists and pedestrians traveling to grocery stores, retail shops, and restaurants along Coshocton Avenue. Traffic volumes and lack of sidewalks and bicycle facilities leading to storefronts make walking and biking a challenge.



# Centerburg - Knox County Active Transportation Plan: Gaps and Barriers Analysis



Figure 7: Opportunities and Challenges - Danville

# Danville - Knox County Active Transportation Plan: Gaps and Barriers Analysis

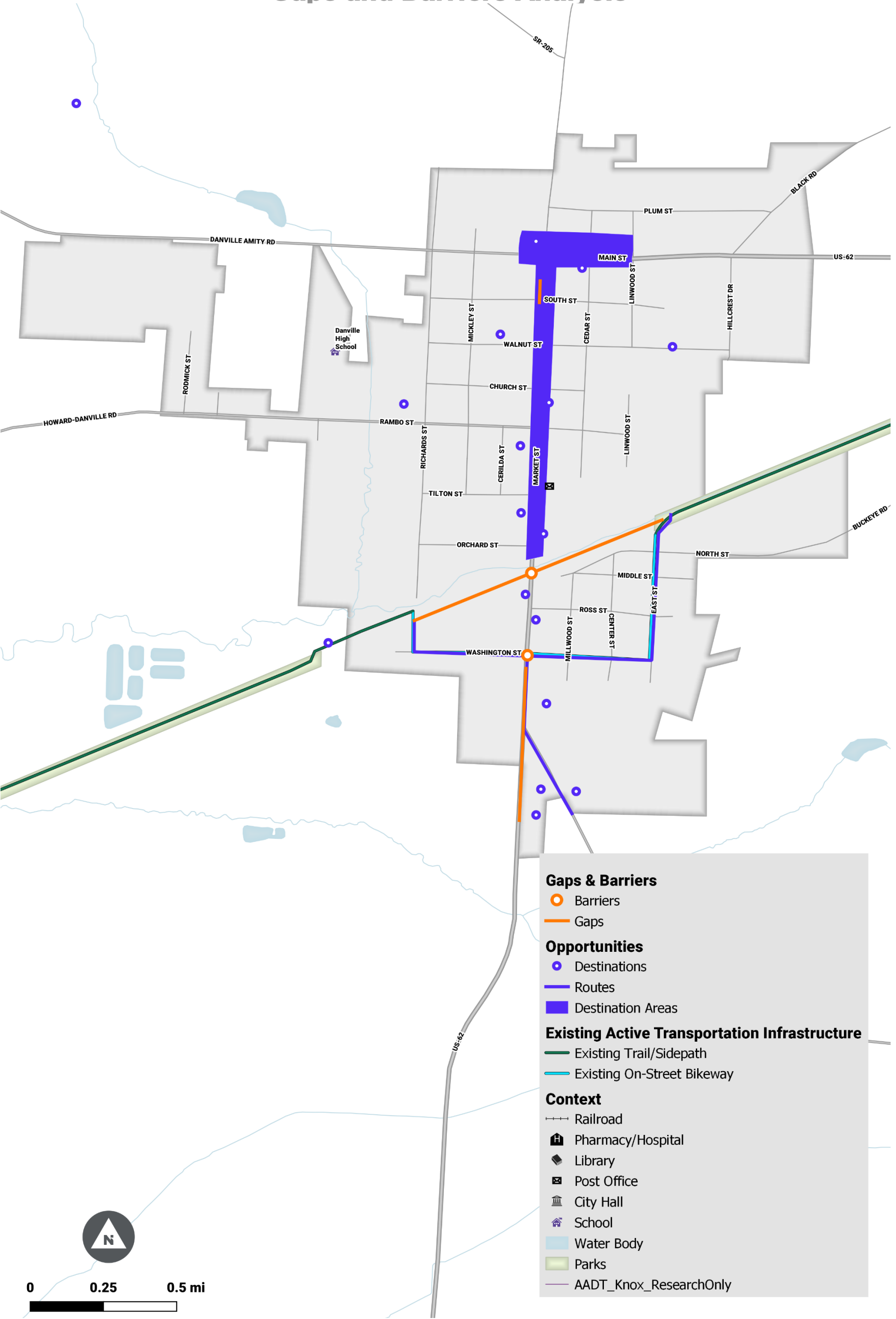


Figure 8: Opportunities and Challenges - Gambier

# Gambier - Knox County Active Transportation Plan: Gaps and Barriers Analysis

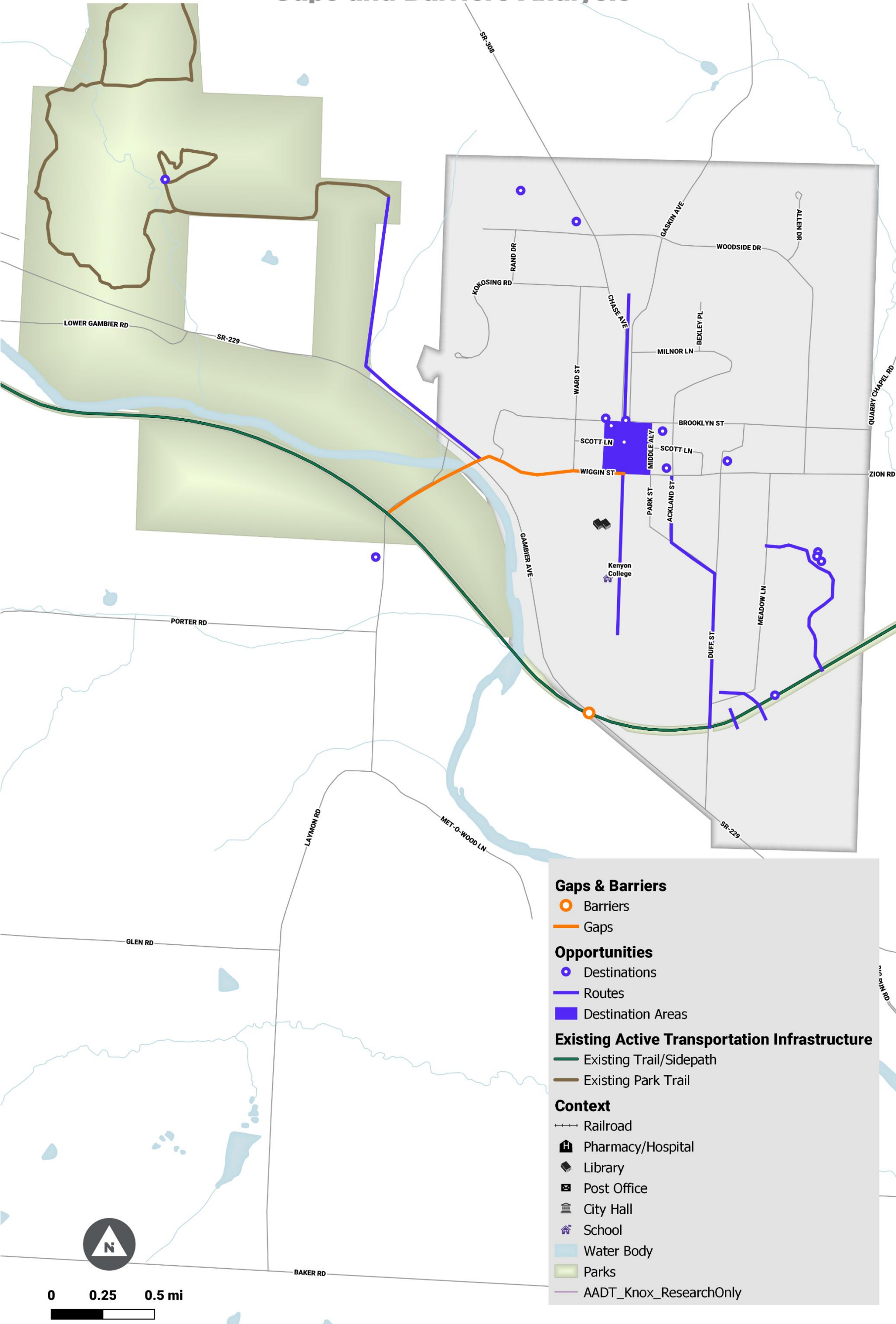
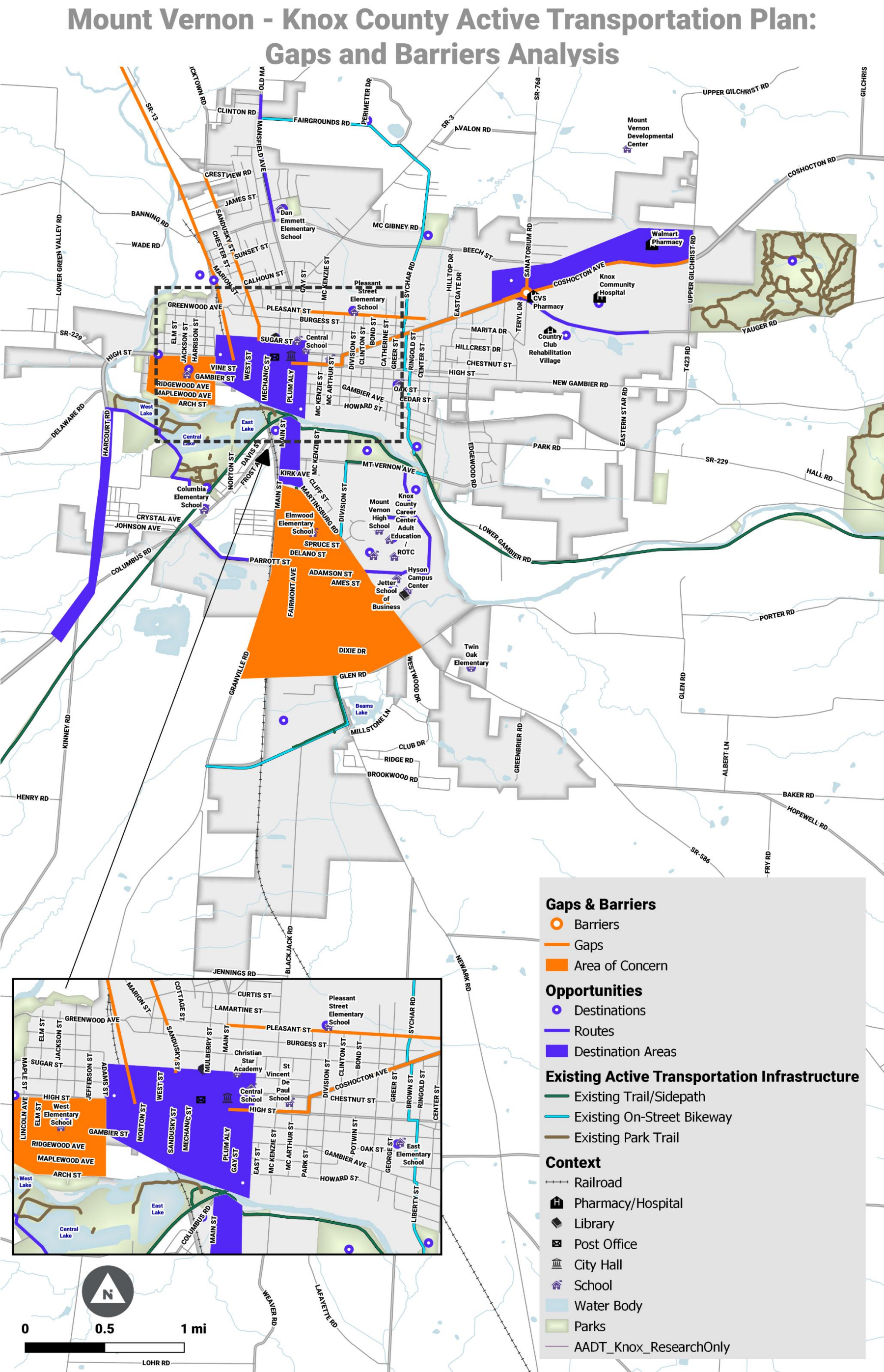




Figure 9: Opportunities and Challenges - Mt Vernon





# CHAPTER 3

## COMMUNITY ENGAGEMENT



# COMMUNITY ENGAGEMENT

*This section describes the community engagement strategies used to get input on the plan, and the results of outreach conducted.*

## STRATEGIES

*Description of outreach strategies and techniques used.*

### ENGAGEMENT STRATEGIES

Strategy	Populations Reached	Outcomes
Online & In-Person Surveying	Residents of All Ages and Abilities	The Knox County Bike and Walk survey was distributed to community members throughout the county during both Round 1 and Round 2 of the plan development process. Round 1 occurred prior to the first Ohio Action Institute workshop. An online survey link was sent to community partners and residents. In addition, flyers containing the survey link were distributed by local restaurants, at community events, and posted at trailhead and libraries. The information from over 300 surveys was used to develop the on-line interactive map used in Round 2 of the community engagement activities.
Online Interactive Map	Residents of All Ages and Abilities	Knox Public Health hosted an interactive Wikimap through their CHC Program webpage-getthehealthyknox.org. This map was promoted through the health district's social media platforms including their Facebook and Twitter pages. Additionally, the Active Transportation Team members shared the post on their respective social media pages and websites for additional data collection.
Listening Sessions	Aging Population Individuals with mobility and visual disabilities	Listening sessions took place on the Knox Area Transit (KAT) Mobility Service shuttle. Four individuals who use wheelchairs showed where they must ride in the streets to reach their destinations

## KNOX COUNTY ACTIVE TRANSPORTATION PLAN | DRAFT

		<p>because of missing sidewalks. One young person shared that it is almost too difficult to travel Coshocton Ave in Mount Vernon to Walmart without a motorized chair because of the steep incline and raised manhole covers in the middle of sidewalks cause his wheelchair to tip over.</p> <p>A local university student provided insight into transportation barriers for the visually impaired during an interview with team members. The student shared the challenges of finding affordable, and timely transportation for work, shopping and more. She shared that there is a need for audible crossing signals within the downtown areas enable her to travel independently.</p> <p>Interview notes were shared with city leadership.</p>
Pop Up Events	Residents of All Ages and Abilities	<p>Poster size versions of the online maps were posted at public library in each jurisdiction. Poster sessions were hosted at various events throughout the summer months such as Farmers Markets, Centerburg USA Days, Mount Vernon First Fridays and a July 4<sup>th</sup> Parade. Flyers with QR code and links to the online map were made available at each library and at all community events.</p>
Existing Meetings	Community Leaders, Partners, and Residents	<p>Team members shared the active transportation planning process at city and village council meetings, the Get Healthy Knox County Coalition (CHC Coalition), Board of Health, Trail Boards and other existing meetings throughout the community engagement period. Local leaders were encouraged to submit comments through the online map or to team members.</p>

## KNOX COUNTY ACTIVE TRANSPORTATION PLAN | DRAFT

Community Leader Professional Development Ride	Community Leaders, Media, Residents	Toole Design Group led a Professional Development Bike Ride for a group of elected officials and community partners in June 2021. Toole strategically developed a bike route that would allow participants to experience various types of road conditions, traffic volumes, and bike facilities. Frequent stops for discussions about what was seen or experienced were woven into the ride. The facilitator used this time to point out potential improvements that support all modes of transportation in the community. The local newspaper and media outlets covered the story.
Sidewalk Assessments	University Students and Professors	MVNU students conducted walk assessments throughout the county as part of a class on population health.



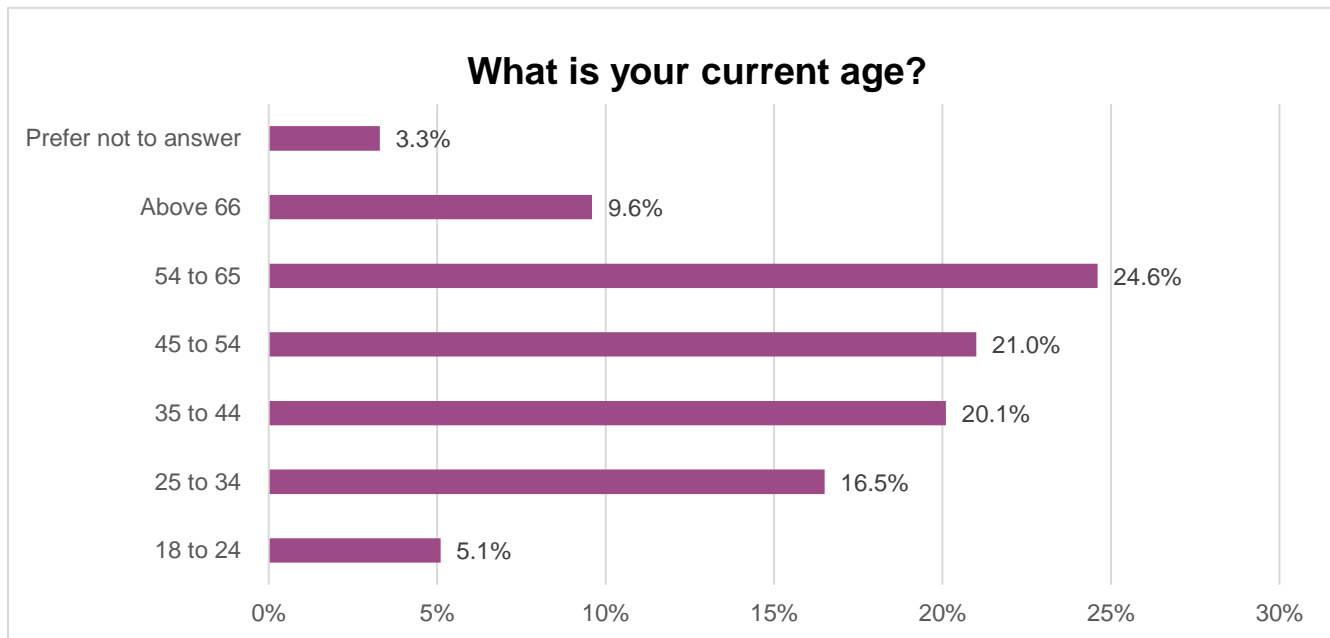
## WHO WE HEARD FROM

### ROUND 1: KNOX COUNTY BIKE AND WALK SURVEY

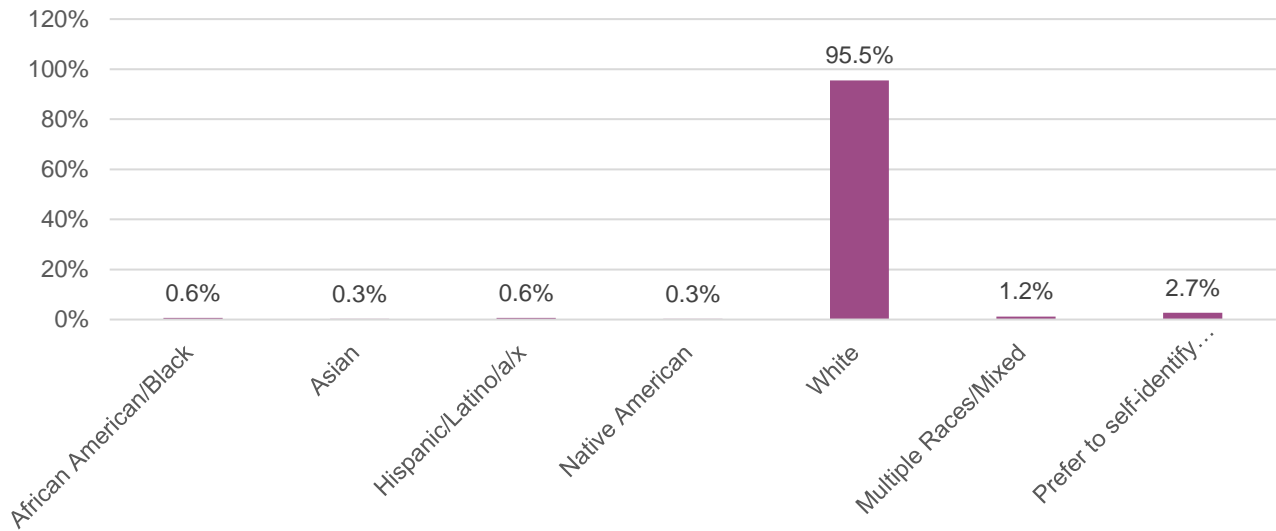
The *Knox County Bike and Walk Survey* was the initial survey that was sent out to the community from March 8<sup>th</sup> to March 26<sup>th</sup> (See Appendix C). The survey results were used to create the proposed bicycle and pedestrian improvement network that was used during Round 2 of the community engagement activities. Online links to the survey were shared via websites and social media. Flyers containing a QR code link were also printed and distributed throughout the county. A total of 506 people responded to at least some of the questions. The demographic results are as follows:

- 91% of 506 people accessing the survey were from Knox County
- Percent of respondents that live/visit: Mount Vernon 92%, Danville 33%, Centerburg 17%\*
- Most survey participants were female, and 35-65 years of age.

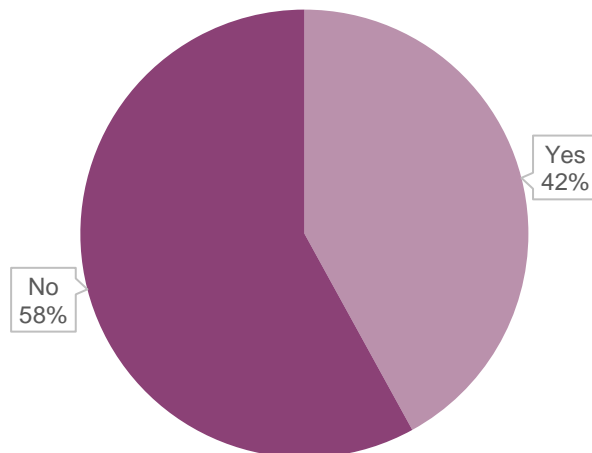
\*Gambier Village joined the active transportation planning team after the initial survey was distributed



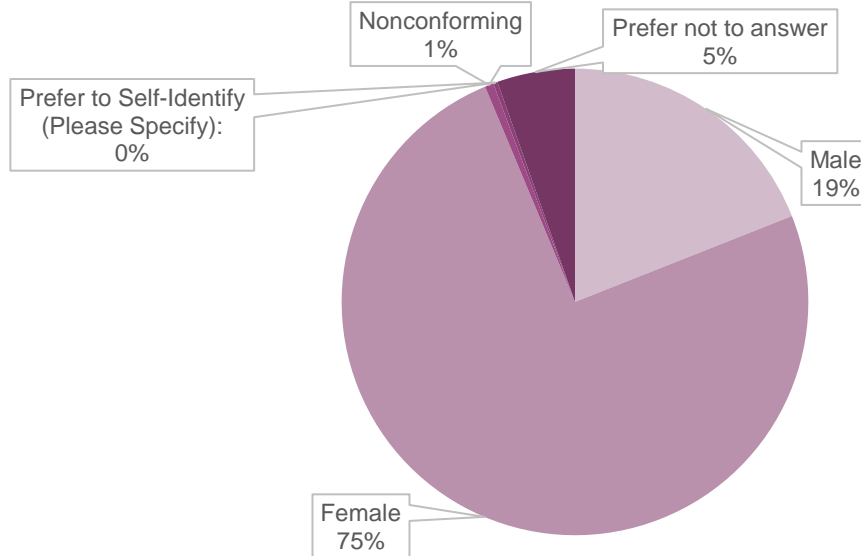
### What would best describe you? Select all that apply.



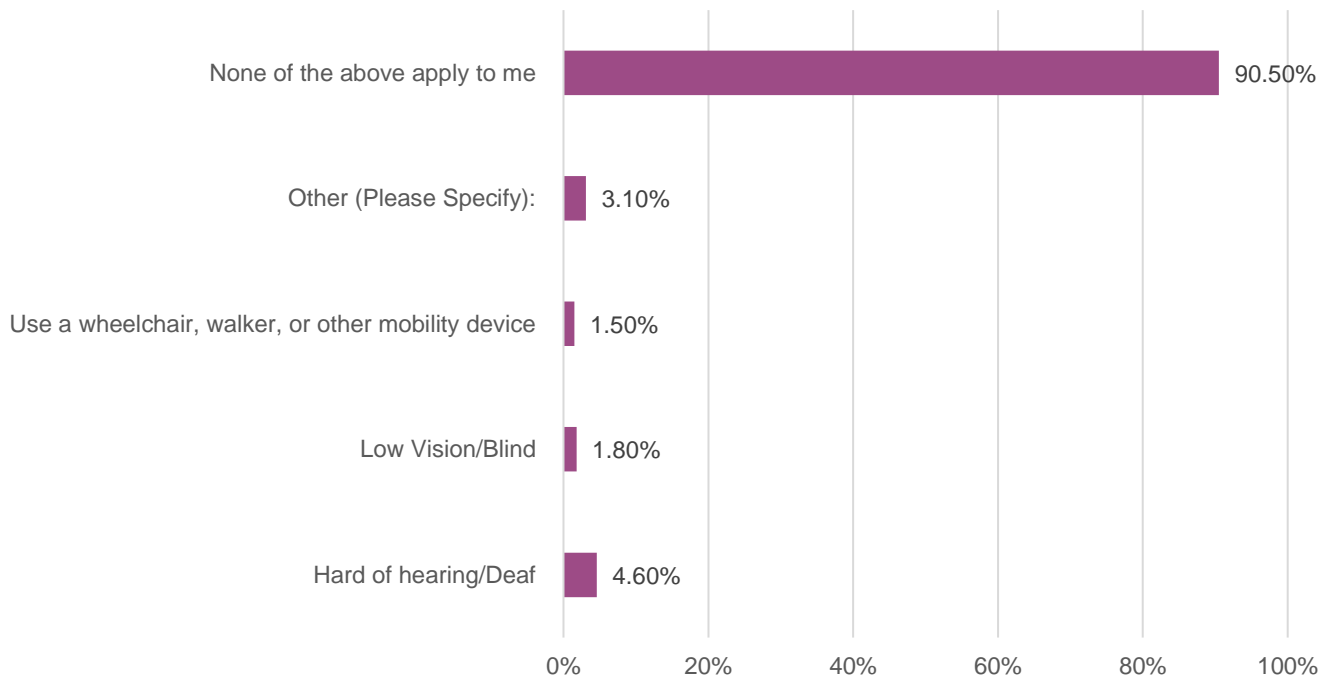
### Do you have responsibility for any school-age children?



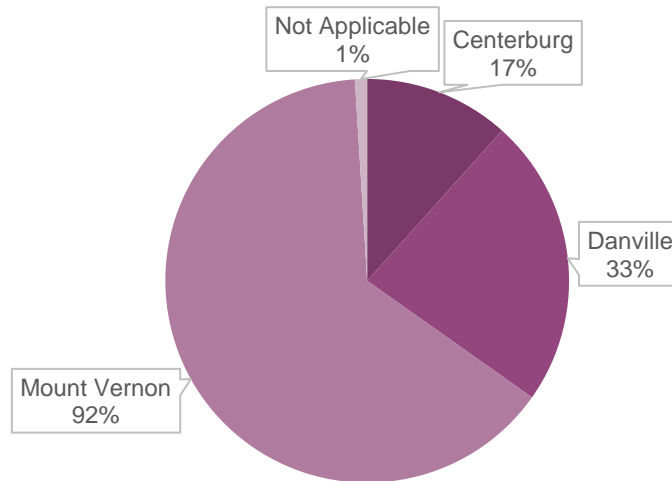
### Which gender do you identify most with?



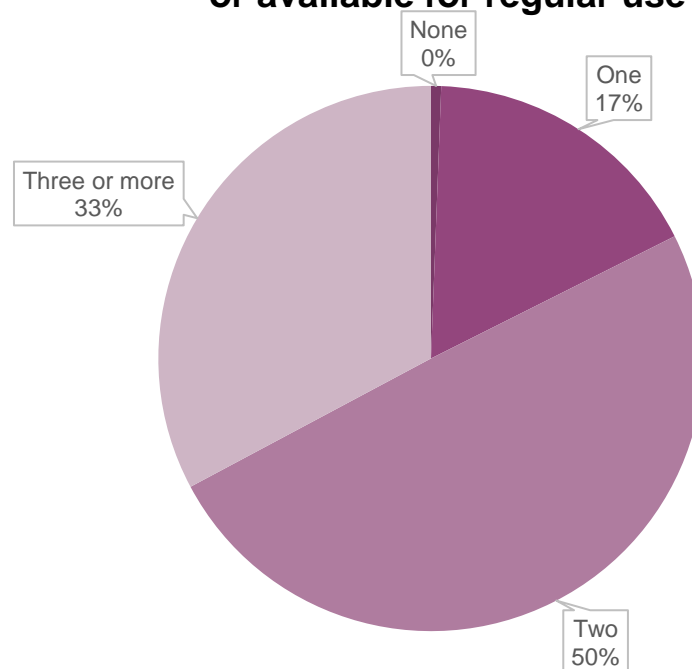
### Do any of the following physical limitations apply to you?



**Do you live near or visit any of the following communities?**



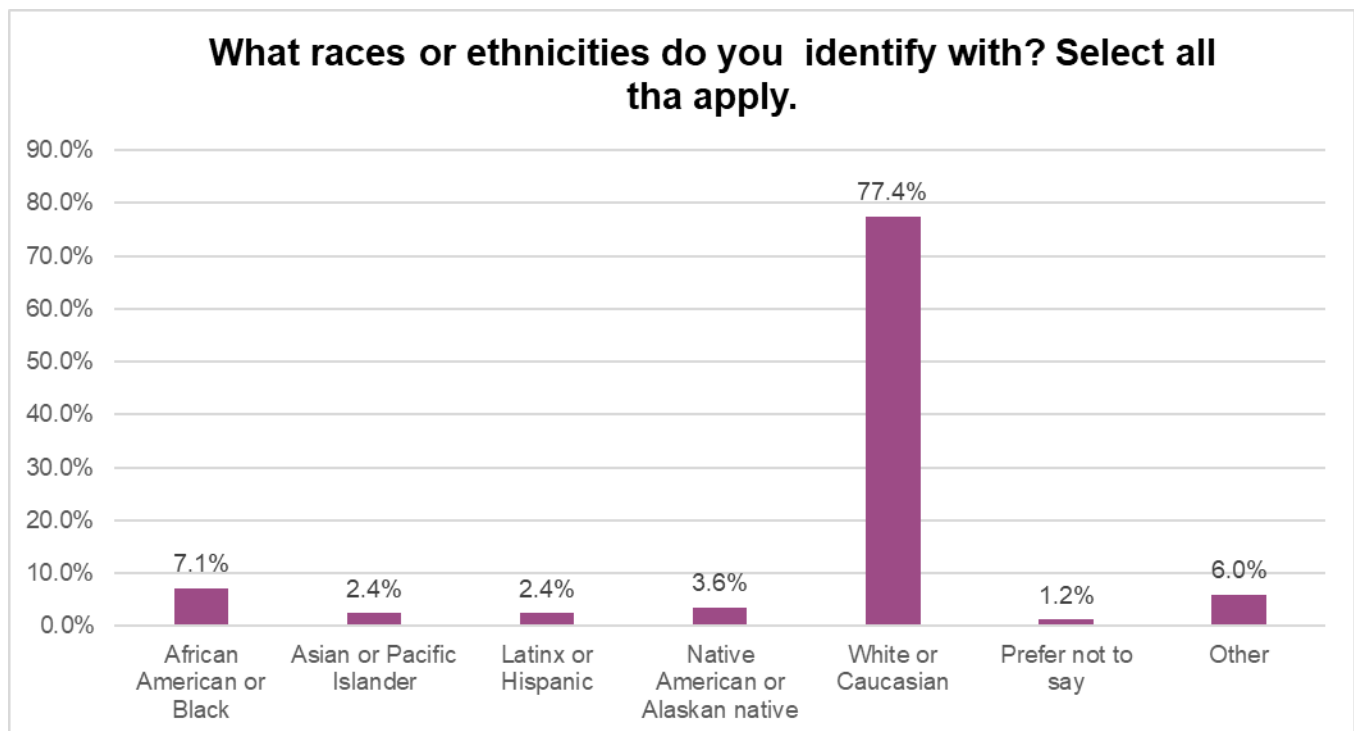
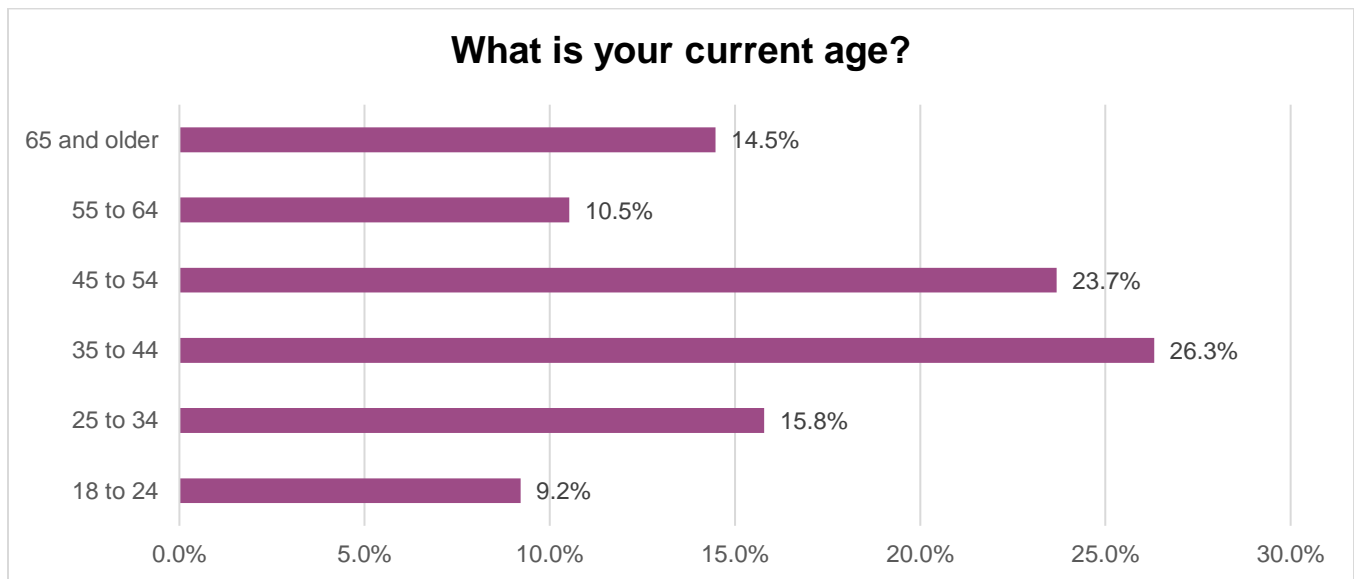
**In your household, how many vehicles are owned, leased, or available for regular use?**



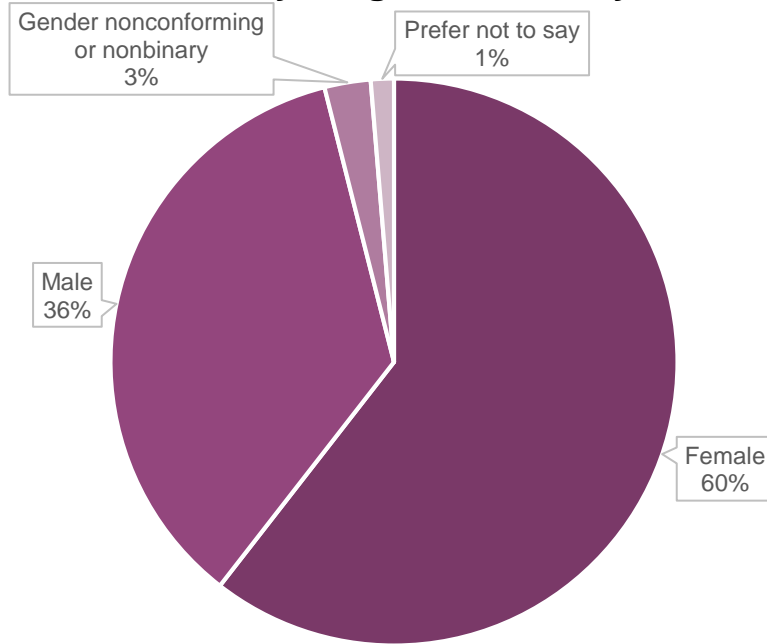


## ROUND 2 SURVEY & WEBMAP

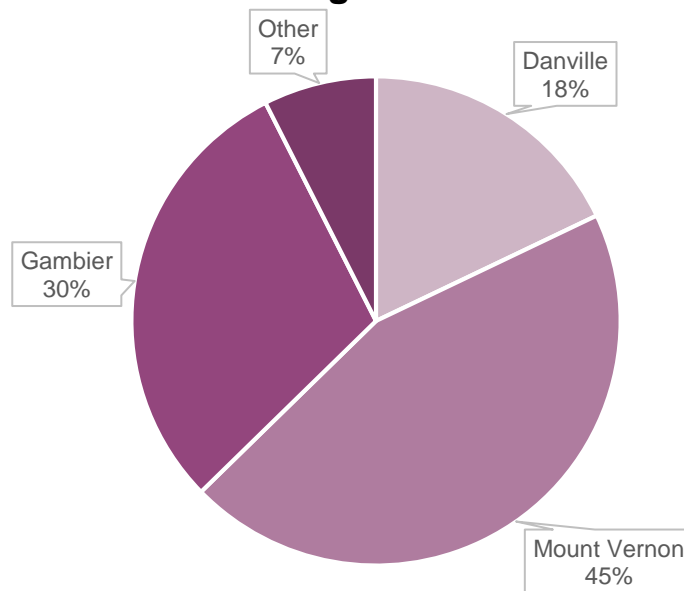
The online Wikimap of the draft proposed bicycle and pedestrian improvement network was open for public input from May 7, 2021 to July 5, 2021 and received responses from 75 people. The initial community survey, questions were included with the map. Results from the demographic portion of the survey from Round 2 are as follows:



### What is your gender identity?



### Do you live near or visit any of the following communities on a regular basis?



## WHAT WE HEARD

### ROUNDS 1 & 2 COMBINED RESULTS

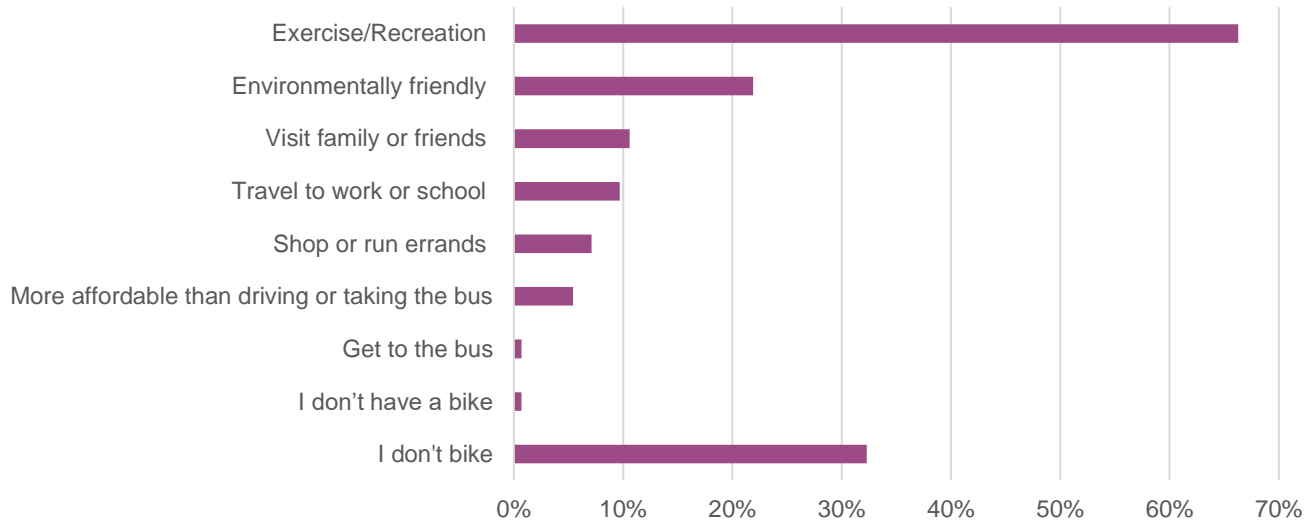
The non-demographic survey questions from Rounds 1 & 2 were combined and summarized in the following graphs. Community members also added comments to the Wikimap and/or other survey methods.

How do you normally get to the places you need to go on a regular basis? Select all that apply.							
	Drive a personal vehicle	Walk or Roll (including using a wheelchair or other assistance)	Bicycle	Public transit (Know Area Transit, Vanpool)	Pay someone to drive me (Cab, Uber, Lyft)	Get a ride from a family member or friend	Not applicable
Travel to work or school	74.30%	10.80%	7.10%	0.70%	0.90%	3%	3.20%
Get to a bus stop	4.70%	5%	0.60%	1.50%	0.60%	0.90%	86.60%
Visit family or friends	72.90%	14.30%	7.60%	0.40%	0.80%	2.90%	1.10%
Shop or run errands	77.60%	11.30%	5.10%	0.90%	0.90%	3.80%	0.40%
Travel to park, bike, trail, pool or other recreation	59.20%	19.70%	14.10%	0.60%	0.20%	3.30%	2.90%
Café or restaurant	71.40%	16.20%	5.90%	0.60%	0.80%	3.90%	1.20%
Church	61.60%	4.70%	1.80%	1.10%	0.50%	2.40%	27.90%

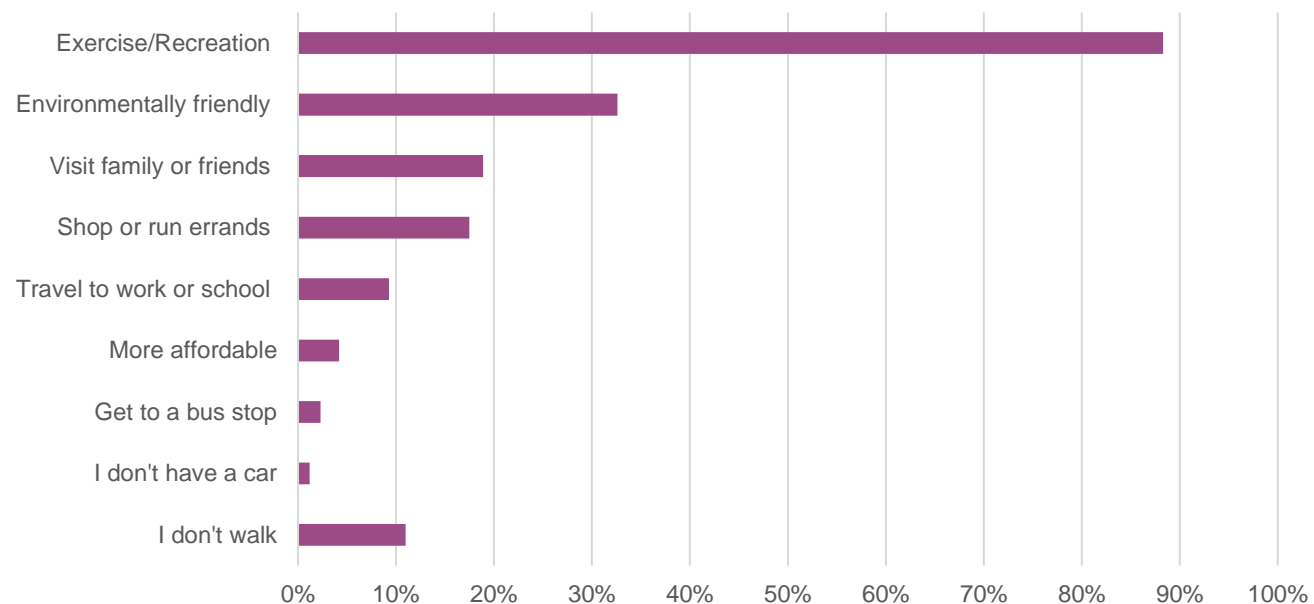
#### Data Summary

- Large majority of trips are taken by car.
- 5-20% of trips to work/school, family/friends, shopping/errands, recreation, café are walking.
- 5-15% of trips to work/school, family/friends, shopping/errands, recreation, café are bicycling.
- Few respondents (< 2%) use public transit or taxi services. Bus stops are accessed by walking or driving.
- 2-3% of respondents have friend/family transport them.

### What are your reasons for biking?

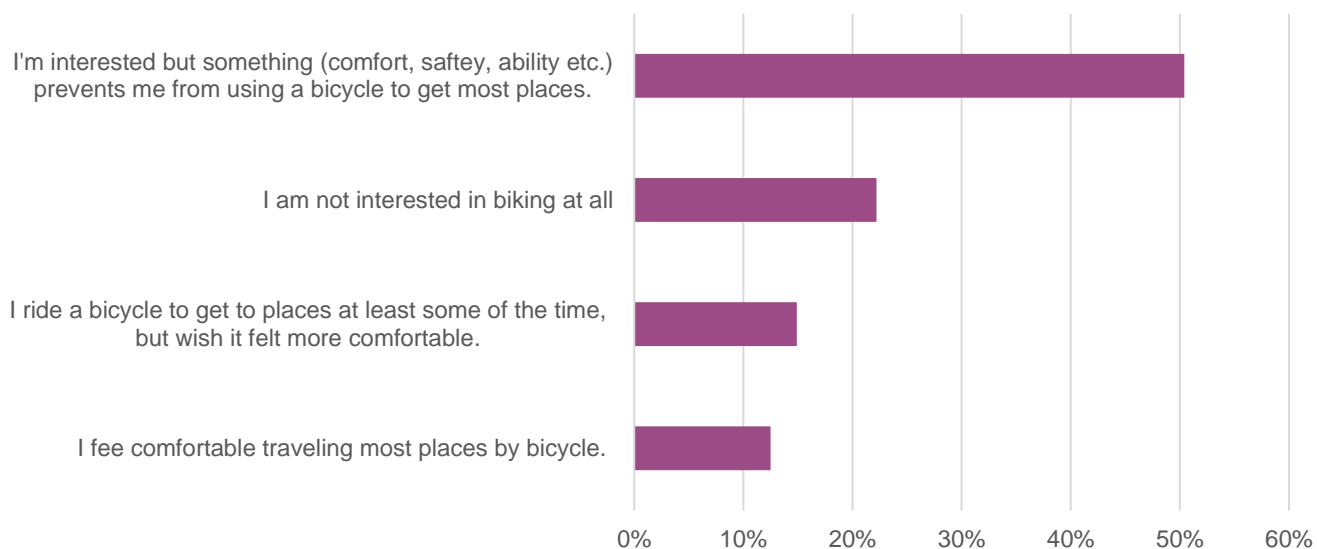


### What are your reasons for walking?



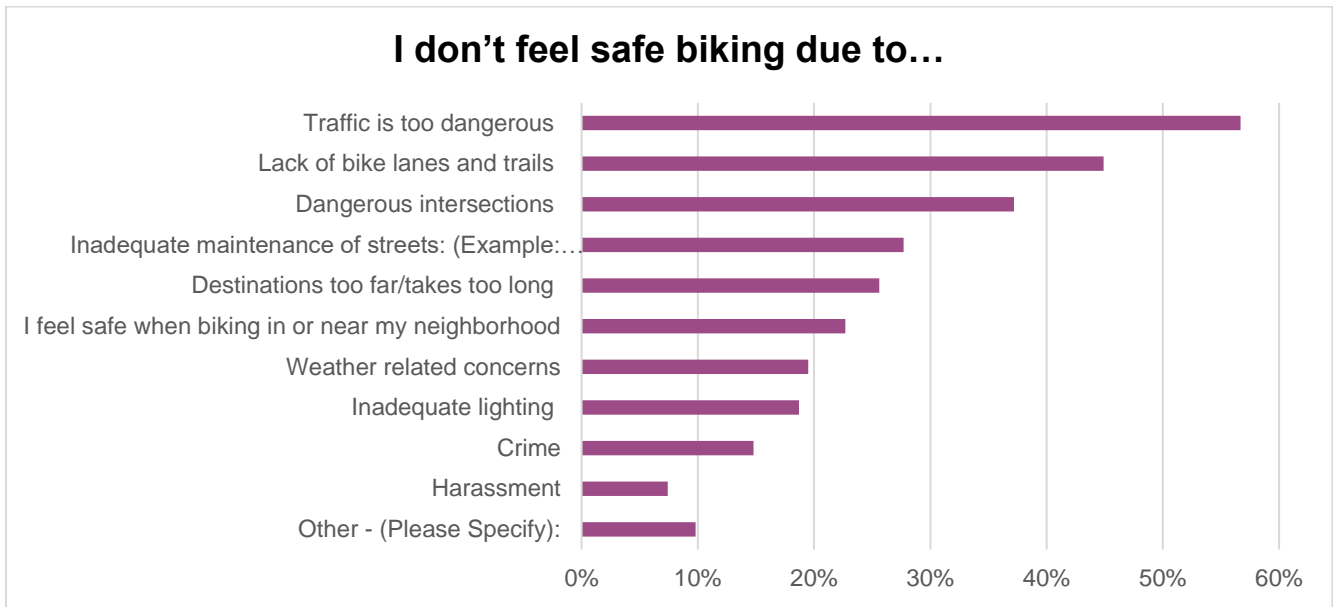


### Which of the following statements most closely matches your feelings about traveling by bicycle?



### What would encourage you to bike more?





## ROUND 2 - DRAFT NETWORK COMMENTS

*Summary of major issues described from online map and in-person events with map.*

### Online Wikimap (Total responses = 75)

The online Wikimap allowed participants to click on a proposed project, check either “agree” or “disagree”, and add comments. Most individuals (98%) stated that they are in support of the proposed network. Only one person stated a reason for disagreement – “not enough traffic volume to justify”.

Projects that received a high level of support from the community included:

#### *County*

- Improvements of trail crossings
- Rail trail from MT Vernon to Fredericktown

#### *Centerburg*

- Marked crossings of Columbus Road
- Filling sidewalk gaps around Centerburg Elementary School
- On-street bikeway connecting Heart of Ohio Trail with Downtown
- Marked crossings of Main St
- Filling sidewalk gaps in Main St
- Sidepath on Columbus Rd
- Pedestrian crossing signals at Main & Clayton

#### *Danville*

- Sidepath on S Market St and Flat Run Rd
- Closing the gap between the two bike trails
- Improved crossing of S Market St & Washington St

#### *Gambier*

- Sidepath along W Wiggin St
- Improved crossing of SR 229 at W Wiggin St
- Add missing sidewalks on E Wiggin St, Quarry Chapel Rd, Brooklyn St, E Woodside Dr
- Add missing sidewalk on Duff St
- Add sidepath on E Wiggin St

#### *Mount Vernon*

- On-street bikeway along Nuce Rd, Taylor Rd, McGibney Rd
- Sidewalk on Harcourt Ed
- Filling sidewalk gaps in neighborhoods
- Sidepath on Coshocton Avenue
- New trail along levee
- Bikeways on downtown alleyways
- Improved crossing on Coshocton Rd

### Face-to-Face Interviews

- Approximately 30 interviews were conducted with Knox County residents during pop up events. Most of the people interviewed expressed support for making their community bicycle and pedestrian friendly and would like to see additional sidewalks or sidewalk repairs within their neighborhoods, schools, and places of employment.
- Several individuals from all jurisdictions would like to see the trail system connected to the Village of Fredericktown to make the City's parks and programs more accessible to village residents.
- Team members shared the proposed bicycle and pedestrian network was shared with five individuals who use wheelchairs while riding the Knox Area Transit mobility shuttle. Their input provided valuable insight to the needs of people with disabilities.
- *Forty-one projects* were added to the proposed bicycle and pedestrian network due to community engagement activities.



Figure 10: Online Map Comments - Centerburg

# Centerburg - Knox County Active Transportation Plan: Online Map Comments

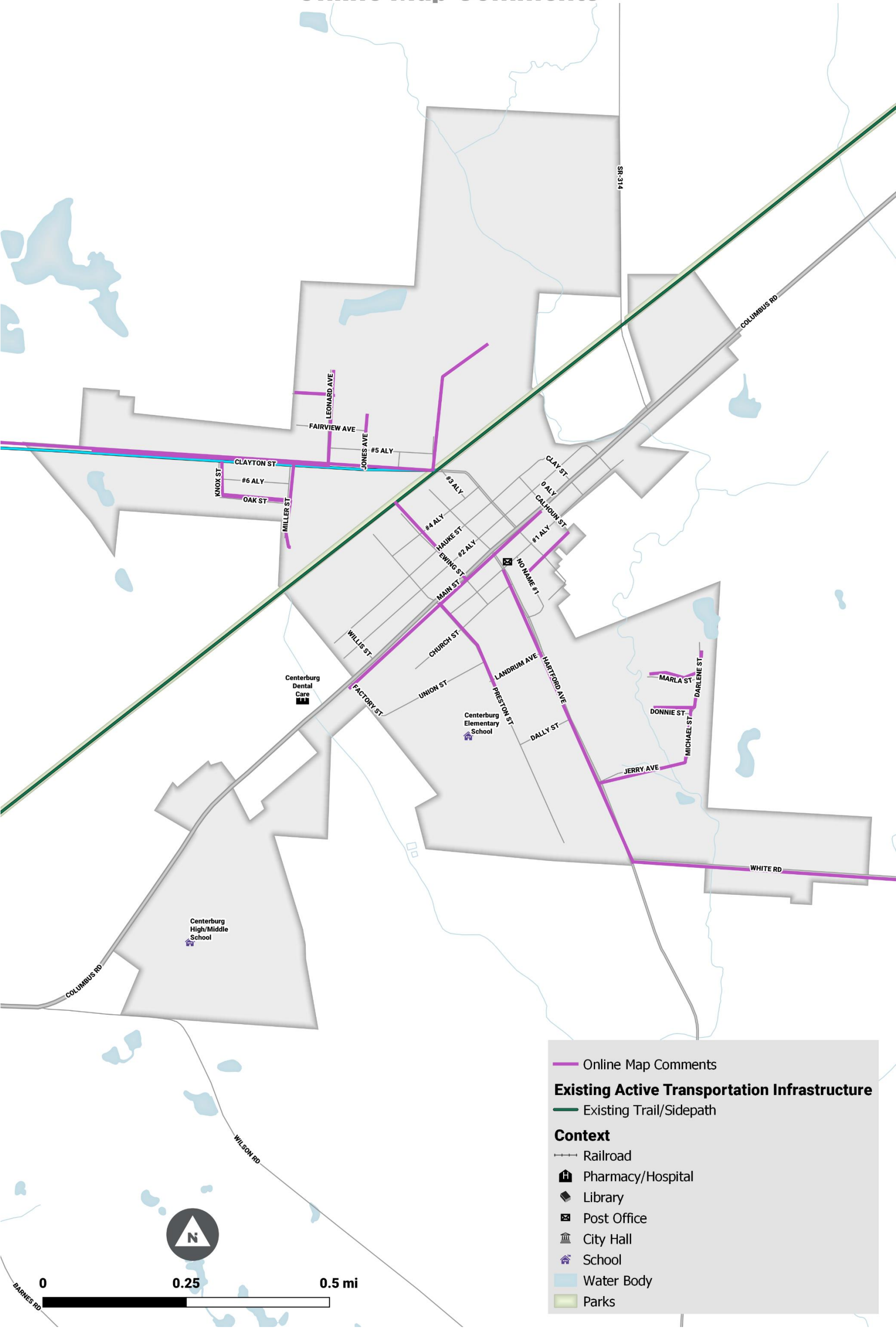


Figure 11: Online Map Comments - Gambier

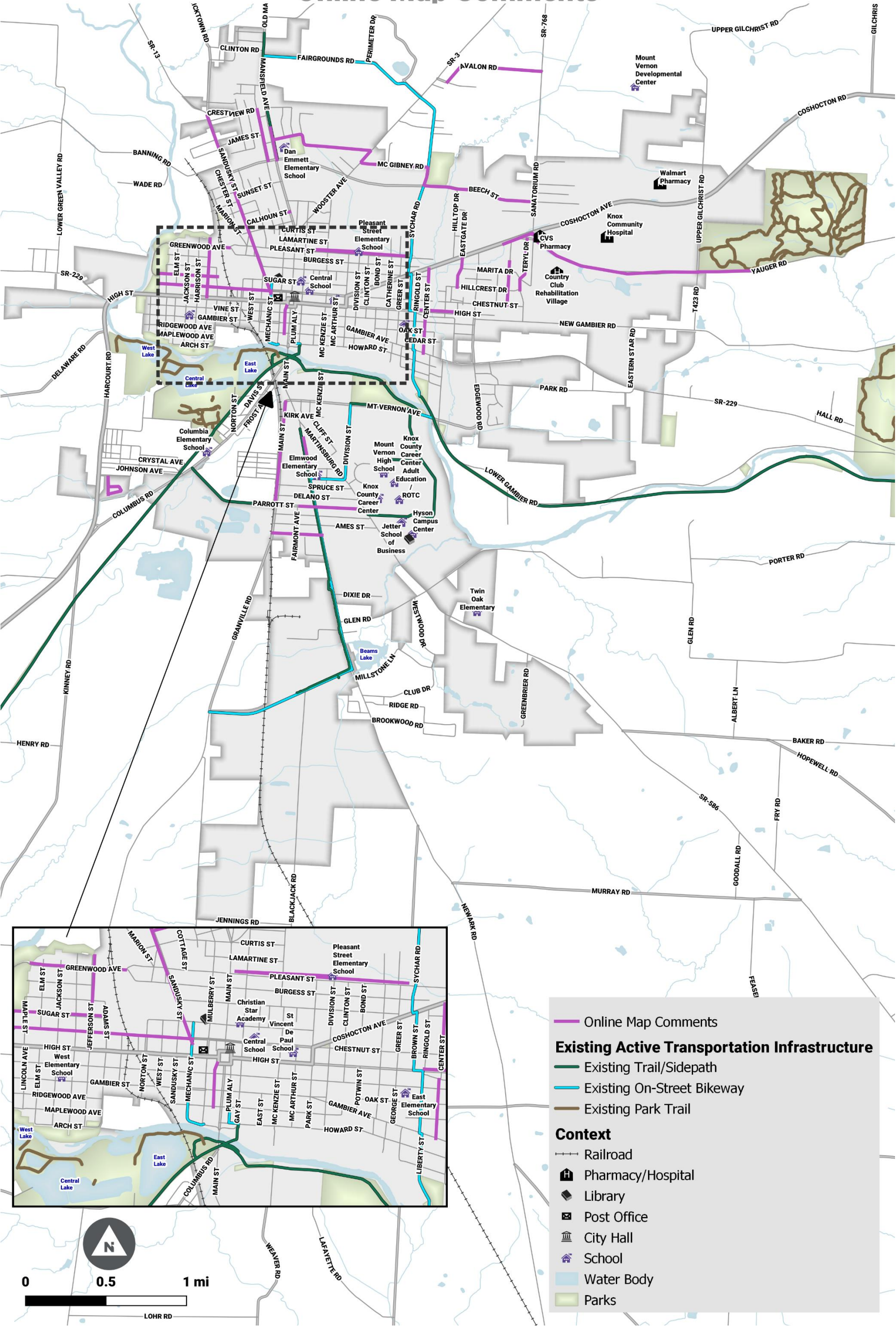
# Gambier - Knox County Active Transportation Plan: Online Map Comments





Figure 12: Online Map Comments - Mount Vernon

Mount Vernon - Knox County Active Transportation Plan:  
Online Map Comments



# CHAPTER 4

## RECOMMENDATIONS





# RECOMMENDATIONS

*This section makes recommendations for infrastructure and programming to promote active transportation in the community.*

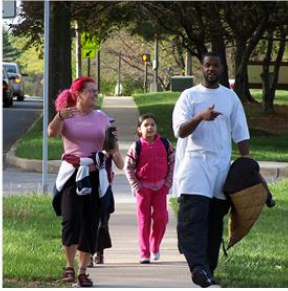
## FACILITY SELECTION METHODOLOGY

### Facility Types

This plan identifies four types of recommendations: 1) Sidewalks; 2) On-Street Bicycle Facilities; 3) Shared Use Paths or Trails; and 4) Crossings. The following images show examples of each facility type, and the following section explains the recommended methodology that should be used for further selecting specific types of pedestrian and bicycle facilities in the planning and design process.

# KNOX COUNTY ACTIVE TRANSPORTATION PLAN | DRAFT

## Sidewalks



Sidewalk

## On-Street Bicycle Facilities



Bicycle Boulevard/  
Neighborhood Greenway



Bike Lane

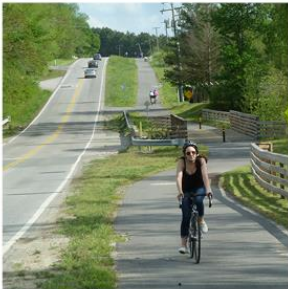


Buffered Bike Lane



Physically Separated Bike  
Lane

## Shared Use Paths



Sidepath



Shared Use Path

## Crossing Improvements



Rectangular Rapid Flashing  
Beacon (RRFB)



Pedestrian Hybrid Beacon  
(PHB)



Enhanced Trail Crossing



Refuge Islands and Curb  
Bump-Outs

## PEDESTRIAN FACILITY RECOMMENDATIONS

Pedestrian infrastructure is primarily provided in the form of sidewalks or shared use paths. The presence of sidewalks along a roadway corresponds to a 65 to 89 percent reduction in “walking along road” pedestrian crashes.<sup>1</sup> Additional treatments can also be implemented along roadways or at crossing locations to improve the bicycling and pedestrian experience, encourage more walking, and decrease the number of crashes that occur.

## BICYCLE FACILITY RECOMMENDATIONS

Local infrastructure and routes will help riders of varying abilities access their daily destinations such as schools, grocery stores, parks, and work.

### Design Users

There are several important factors to consider during bicycle facility selection, but the final decision depends in large part on the types of bicyclists that are expected on a route. Understanding which types of bicyclists feel comfortable using a given facility is key to building a safe, convenient, and well-used network.

Bicyclists are most commonly classified according to their comfort level, bicycling skill and experience, age, and trip purpose. These characteristics can be used to develop generalized profiles of various bicycle users and trips, also known as “design users,” which inform bicycle facility design. Comfort, skill, and age may affect bicyclist behavior and preference for different types of bicycle facilities. Selecting a design user profile is often the first step in assessing a street’s compatibility for bicycling. The design user profile should be used to select a preferred type of bikeway treatment for different contexts.

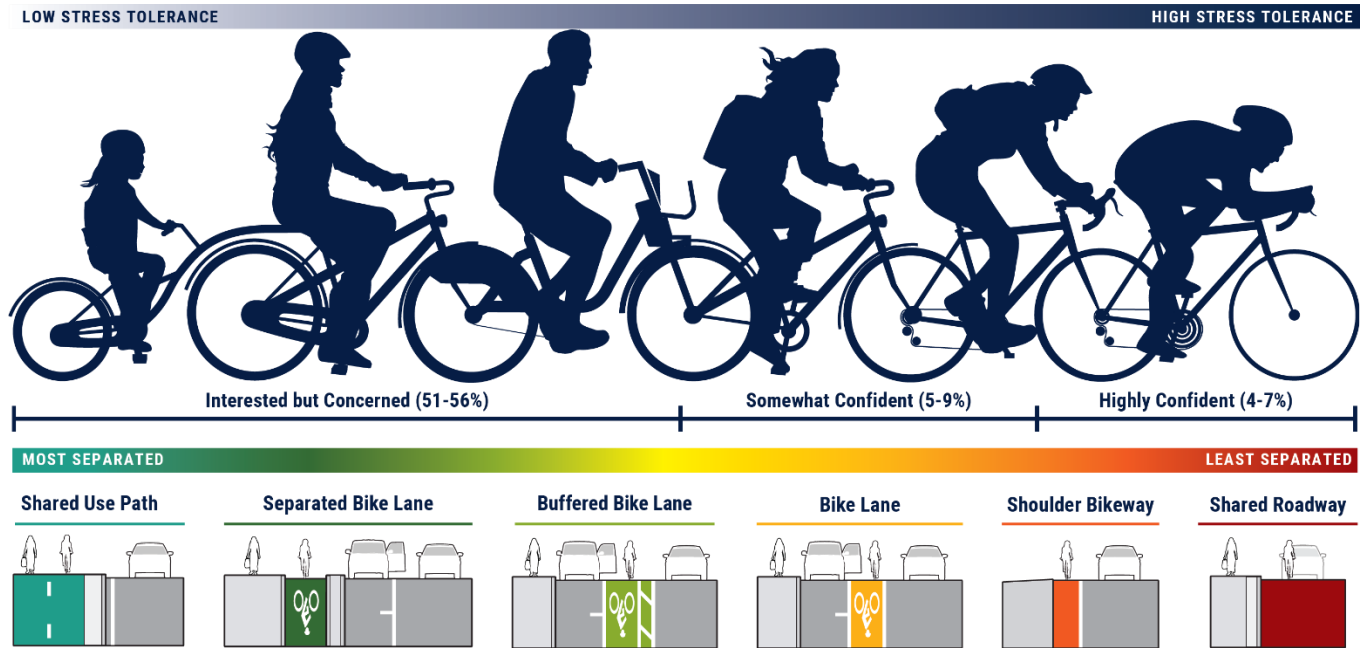
People who bicycle are influenced by their relative comfort operating with or near motor vehicle traffic. Of adults, approximately 65% have stated an interest in bicycling. Research has identified three types of potential and existing bicyclists (see Figure 13). Around 56 percent of adults fall into the category of “interested but concerned” – they are interested in bicycling for transportation but are dissuaded by the potential for stressful interactions with motor vehicles.<sup>2</sup> They generally prefer biking facilities that are more separated from motor vehicle traffic. (Note that children were not included in the research and require special consideration in the design of bicycle facilities). To achieve a significant increase in numbers of people biking, the “Interested but Concerned” rider should be the primary user type that facilities are designed for. In some contexts, such as rural roadways, the Somewhat Confident or Highly Confident rider is the most relevant design user.

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<sup>1</sup> FHWA (2017). Desktop Reference for Crash Reduction Factors, FHWA-SA-08-011, Table 11. Referenced in <https://safety.fhwa.dot.gov/provencountermeasures/walkways/>

<sup>2</sup> Schultheiss, B., Goodman, D., Blackburn, L., Wood, A., Reed, D., and Elbech, M. (2019). Bikeway Selection Guide. Federal Highway Administration. [https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)

Figure 13: Types of Bicyclists



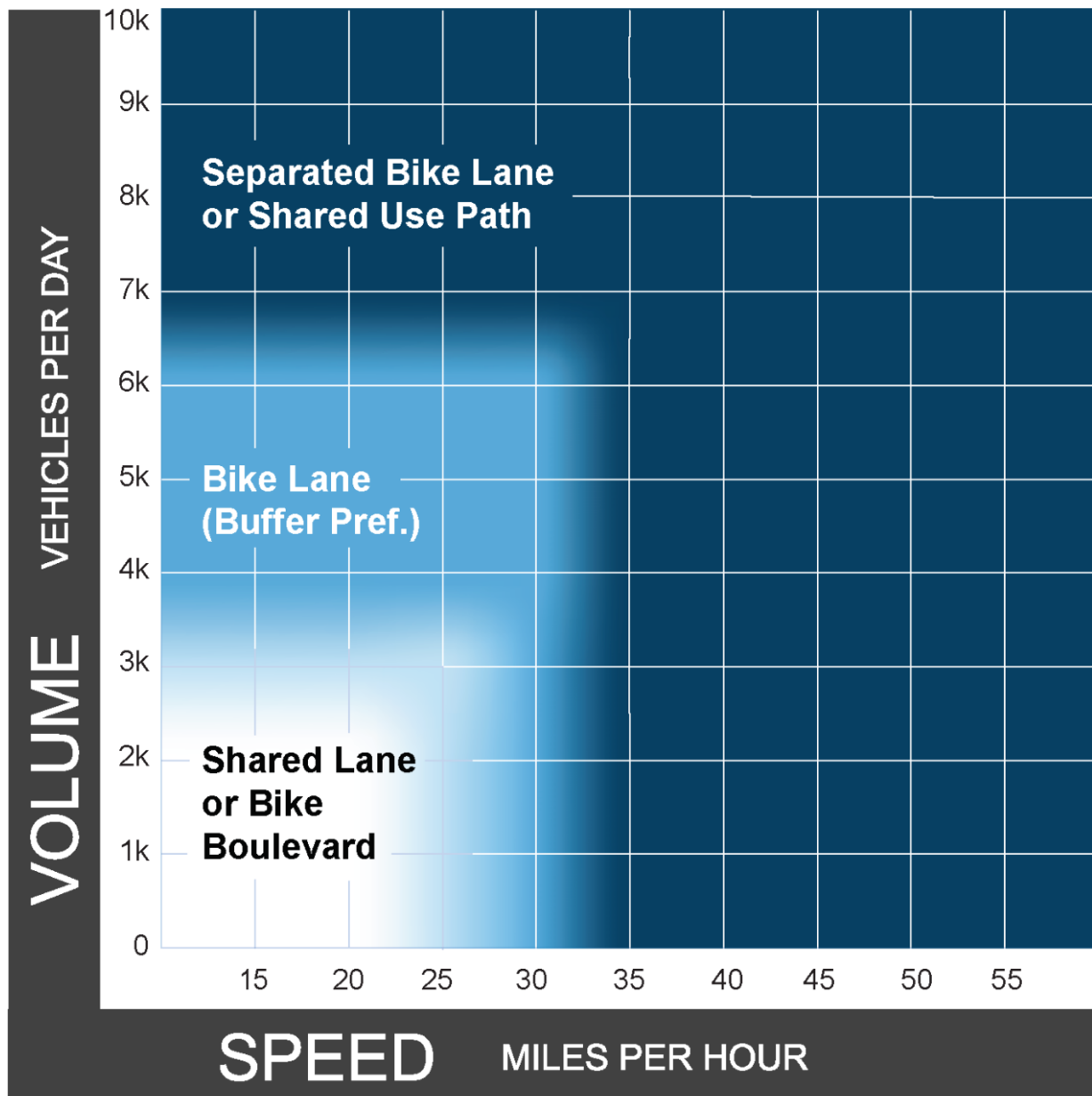
### Network Rationale and Facility Selection Methodology

Bicycle networks should be **continuous**, **connect** seamlessly across jurisdictional boundaries, and provide **access** to destinations. Anywhere a person would want to drive to for utilitarian purposes, such as commuting or running errands, is a potential destination for bicycling. As such, planning connected low-stress bicycle networks is not achieved by simply avoiding motor vehicle traffic. Rather, planners should identify solutions for lowering stress along higher traffic corridors so that bicycling can be a viable transportation option for much of the population.

The bicycle network recommendations made in this plan are categorized as either an on-street bicycle facility or shared use path. **Before projects can be implemented the type of on-street bicycle facility will need to be defined.** The [Federal Highway Administration \(FHWA\)'s Bikeway Selection Guide](#)'s facility selection matrices (Figure 14 and Figure 15) can be used to help determine the best facility for the roadway based on context, speed, and volume as well as the relevant design user type. See the full guide for further detail on facility selection.



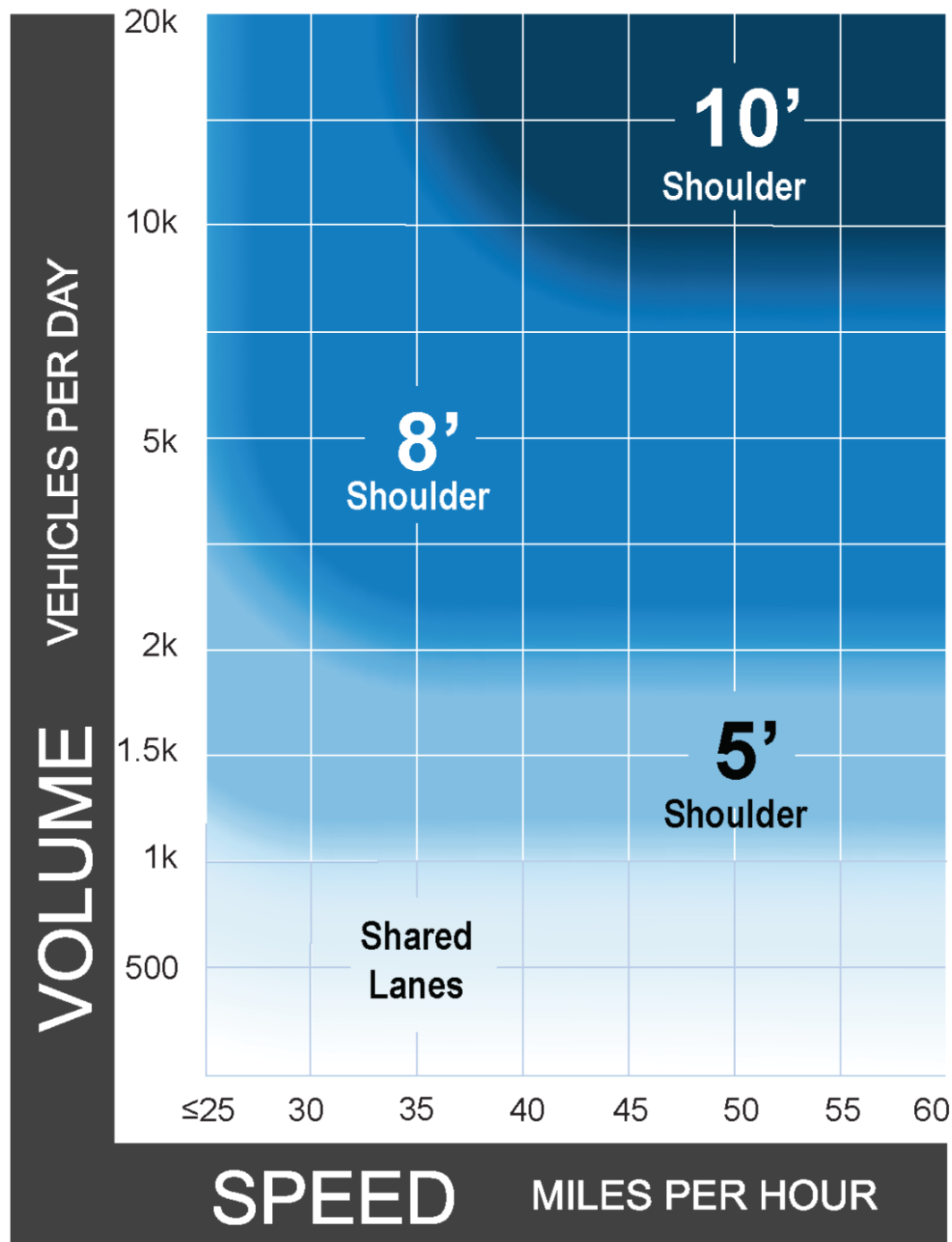
Figure 14: FHWA Bikeway Facility Matrix: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts (Design User: Interested but Concerned)



#### Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
- 3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

Figure 15: FHWA Bikeway Facility Matrix: Preferred Shoulder Widths for Rural Roadways (Design User: Somewhat Confident or Highly Confident)



#### Notes

- 1 This chart assumes the project involves reconstruction or retrofit in constrained conditions. For new construction, follow recommended shoulder widths in the AASHTO Green Book.
- 2 A separated shared use pathway is a suitable alternative to providing paved shoulders.
- 3 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 4 If the percentage of heavy vehicles is greater than 5%, consider providing a wider shoulder or a separated pathway.

Design guidance for pedestrian and bicycle facilities can be found at:

- » [Safe Transportation for Every Pedestrian \(Federal Highway Administration\)](#)
- » [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations \(FHWA\)](#)
- » [Small Town and Rural Design Guide \(FHWA\)](#)
- » [Urban Bikeway Design Guide \(NACTO\)](#)
- » [Bicycle and Pedestrian Resources for Engineers \(ODOT\)](#)
- » Ohio Multimodal Design Guide (ODOT, Forthcoming)

## NETWORK RECOMMENDATIONS

### NETWORK RATIONALE

Describe the proposed network for your community developed from the existing conditions analysis and community input.

Overall, the proposed active transportation network includes:

- » 18.1 miles of Proposed Sidewalk
- » 10.5 miles of Proposed On-Street Bike Facilities
- » 24.6 miles of Proposed Shared Use Path
- » 1.5 miles of Traffic Calming and Streetscape Improvements
- » 38 Proposed Crossing Improvements

The following tables and figures provide locations and descriptions of all proposed improvements.

**Table 1: Proposed Active Transportation Projects**

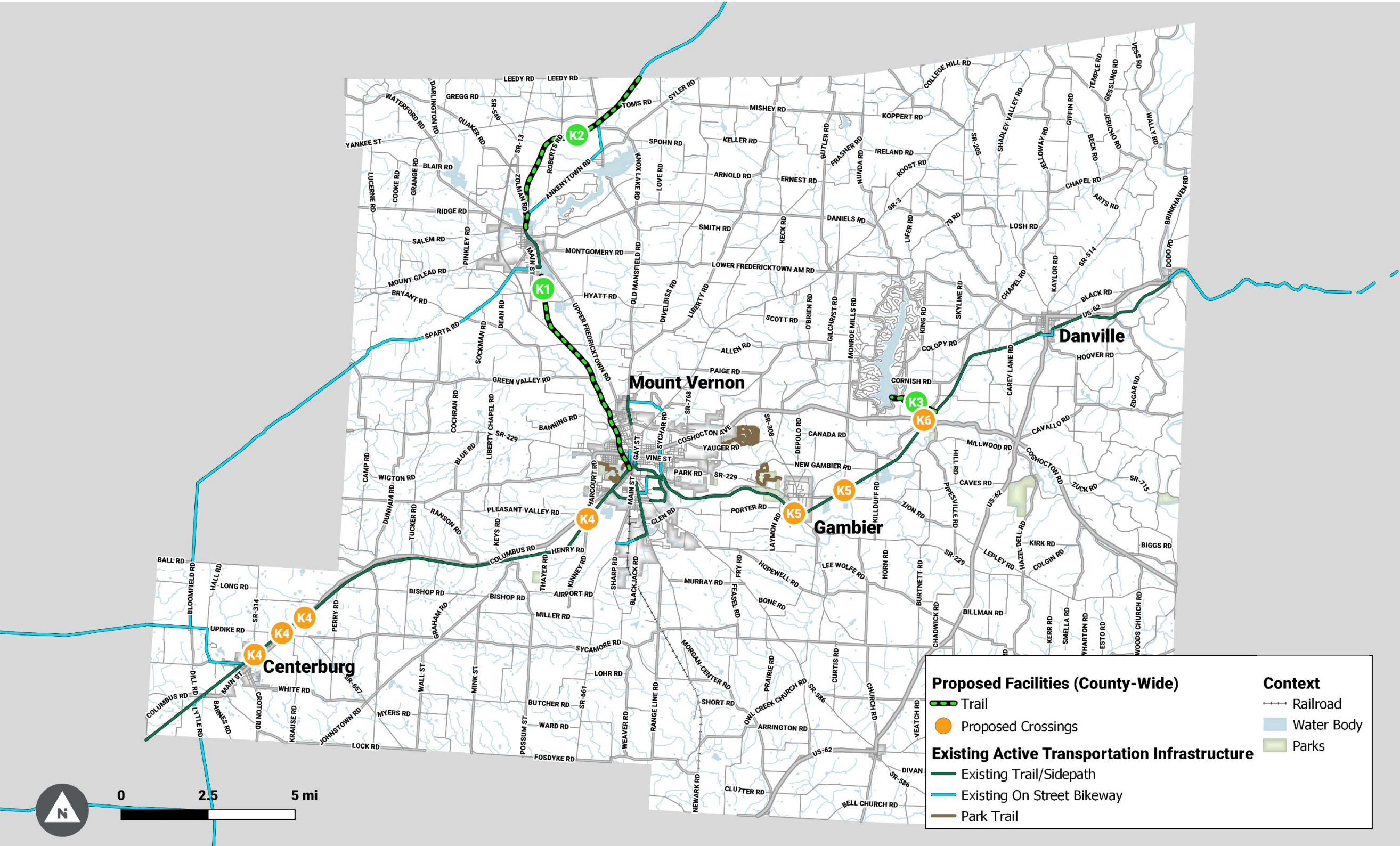
#### COUNTY-WIDE PROJECTS

Number	Name/Location	Facility Type	Description	Miles
<b>K01</b>	Former railroad	Trail	Build a trail along former railroad to Fredericktown from Mount Vernon	6.3
<b>K02</b>	Rail Trail	Trail	Continue proposed trail out of Fredericktown toward Butler	6.0
<b>K03</b>	Magers Road	Trail	Add connection from Apple Valley Lake to Kokosing Gap Trail	1.4
<b>K04</b>	Heart of Ohio Trail Crossings	Crossing	Enhance crossings where Heart of Ohio Trail crosses State and County roads to improve visibility and reduce conflicts	N/A
<b>K05</b>	Kokosing Gap Trail Crossings	Crossing	Enhance crossings where Kokosing Gap Trail crosses State and County roads to improve visibility and reduce conflicts	N/A
<b>K06</b>	Coshocton Ave & Station Rd	Crossing	Improve crossing of Coshocton Ave for trail access	N/A



Figure 16: Proposed Active Transportation Projects – Knox County

# Knox County Active Transportation Plan: Proposed Projects



### CENTERBURG (Figure 17)

Number	Name/Location	Facility Type	Description	Miles
<b>C01</b>	N Clayton St	Sidewalk	Fill sidewalk gap on N Clayton St	0.1
<b>C02</b>	Main St	Sidewalk	Fill sidewalks gaps along Main St and extend to cross bridge and access Memorial Park (north side), Fosters Pharmacy (south side)	1.1
<b>C03</b>	Union St, Factory St, Preston St, Dally St	Sidewalk	Fill sidewalk gaps on both sides of roadways for access to Centerburg Elementary School	0.7
<b>C04</b>	N Clayton St, Adams Ave, Leonard Ave, Jones St, Cleveland Ave, Knox St, Oak St, Miller St	Sidewalk	Fill sidewalk gaps on north side of Centerburg	1.3
<b>C05</b>	Hartford Ave, Washington St, Marla St, Donnie St, Darlene St, Michael St, Jerry St, White Rd	Sidewalk	Fill sidewalk gaps on south side of Centerburg	1.6
<b>C06</b>	Columbus Rd/US 36	Trail	Extend proposed sidepath/sidewalk along Columbus Rd/US 36 from Dollar General as new developments are built.	0.3
<b>C07</b>	Columbus Rd/US 36	Trail	Add sidepath or sidewalk on north side of Columbus Rd from Factory St to access business destinations	1.0
<b>C08</b>	Heart of Ohio Trail to W Main St/US 36 connector	Trail	Add a trail segment connection Heart of Ohio Trail to W Main St/US 36 for access to destinations.	0.2
<b>C09</b>	Hartford Ave, Houck St, Clayton St	On Street Bikeway	Add an on-street bikeway to connect HOOT to downtown Centerburg	0.2
<b>C09* Alt</b>	Hartford Ave (or Ewing St)	On Street Bikeway	Alternate routing - Add an on-street bikeway to connect HOOT to downtown Centerburg	0.1
<b>C10</b>	Clayton St	On Street Bikeway	Add an on-street bikeway along Clayton St connecting to Heart of Ohio Trail	0.9
<b>C11</b>	Columbus Rd/US 36 at Dollar General and Hometown Market	Crossing	Add marked crossings of Columbus Rd/US 36 to access Home Town Market, Dollar General and proposed trail connector	N/A

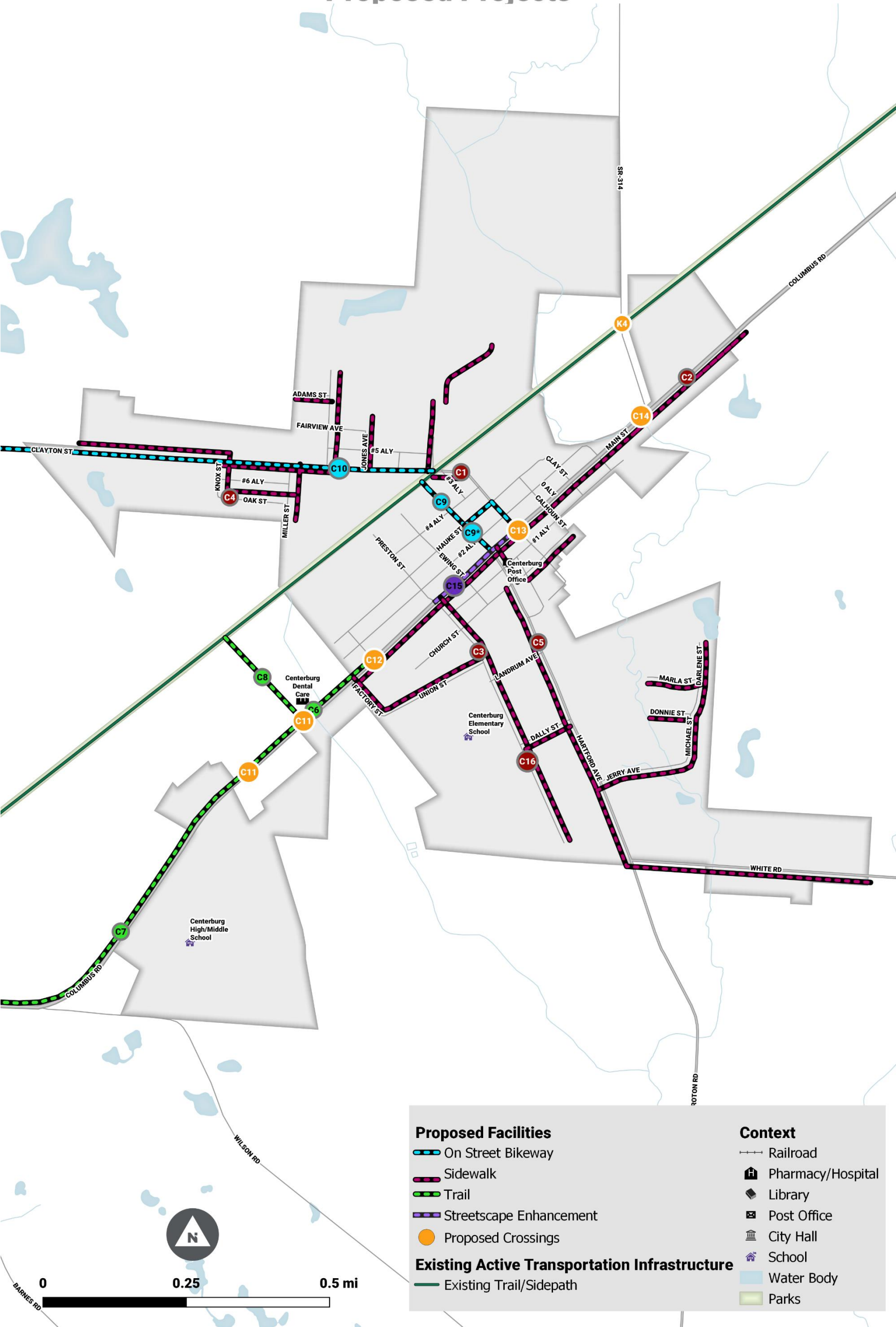
## KNOX COUNTY ACTIVE TRANSPORTATION PLAN | DRAFT

<b>C12</b>	W Main St/US 36 & Willis St	Crossing	Add marked crossing of W Main St/US 36 where current sidewalk on north side ends.	N/A
<b>C13</b>	W Main St/US 36 & Clayton St	Crossing	Add pedestrian crossing signals at signalized intersection	N/A
<b>C14</b>	Main St at Memorial Park	ADA Access	Add an ADA-accessible entrance from Main St into Memorial Park	N/A
<b>C15</b>	Main St Streetscape	Streetscape Enhancement	Upgrade streetscape along Main Street from Preston St to Clayton St with pedestrian enhancements.	0.3
<b>C16</b>	Preston Street	Sidewalks	Add sidewalks on both sides of Preston St south of Dally St, and west side of Preston St between Dally St and school driveway	0.5



Figure 17: Proposed Active Transportation Projects - Centerburg

# Centerburg - Knox County Active Transportation Plan: Proposed Projects





### DANVILLE (Figure 18)

Number	Name/Location	Facility Type	Description	Miles
D01	Rambo St	Sidewalk	Upgrade/add sidewalks on Rambo St for improved school access	0.4
D02	S Richards St	Sidewalk	Fill sidewalk gap on S Richards St at elementary school	0.1
D03	Main St	Sidewalk	Add/upgrade sidewalks on E Main St in business district	0.3
D04	Walnut St, Hillcrest Dr	Sidewalk	Add sidewalks to connect housing to Danville schools	0.5
D05	US 62/ S Market St, Flat Run Rd	Trail	Add sidepath and/or sidewalks along S Market St and Flat Run Rd connecting to retail areas on south side of Village (Danville Hometown Market, Whit's)	0.3
D06	Kokosing Gap Trail to Mohican Valley Trail	Trail	Close the gap between the two bike trails in Danville	0.4
D07	Flat Run Rd/CR 40 & Progress Drive	Crossing	Add marked crossing of Flat Run Rd at Progress Drive	N/A
D08	S Market St & Washington St	Crossing	Improve crossing of US 62 at Washington St along current bike route.	N/A
D09	Market St Trail Crossing	Crossing	When trail connection is built, make improvements to crossing at Market St	N/A
D10	S Market St & Rambo St	Crossing	Improve crossing at Market St and Rambo St	N/A
D11	S Market St & Walnut St	Crossing	Improve crossing of Market St at Walnut St	N/A
D12	Main St & Market St	Crossing	Redesign intersection of Main St and Market St to slow turns and improve crossing	N/A
D13	Market St	Streetscape Enhancements	Upgrade streetscape along Market Street from Main St to Flat Run Rd with pedestrian and sidewalk enhancements.	0.6

Figure 18: Proposed Active Transportation Projects - Danville

# Danville - Knox County Active Transportation Plan: Proposed Projects

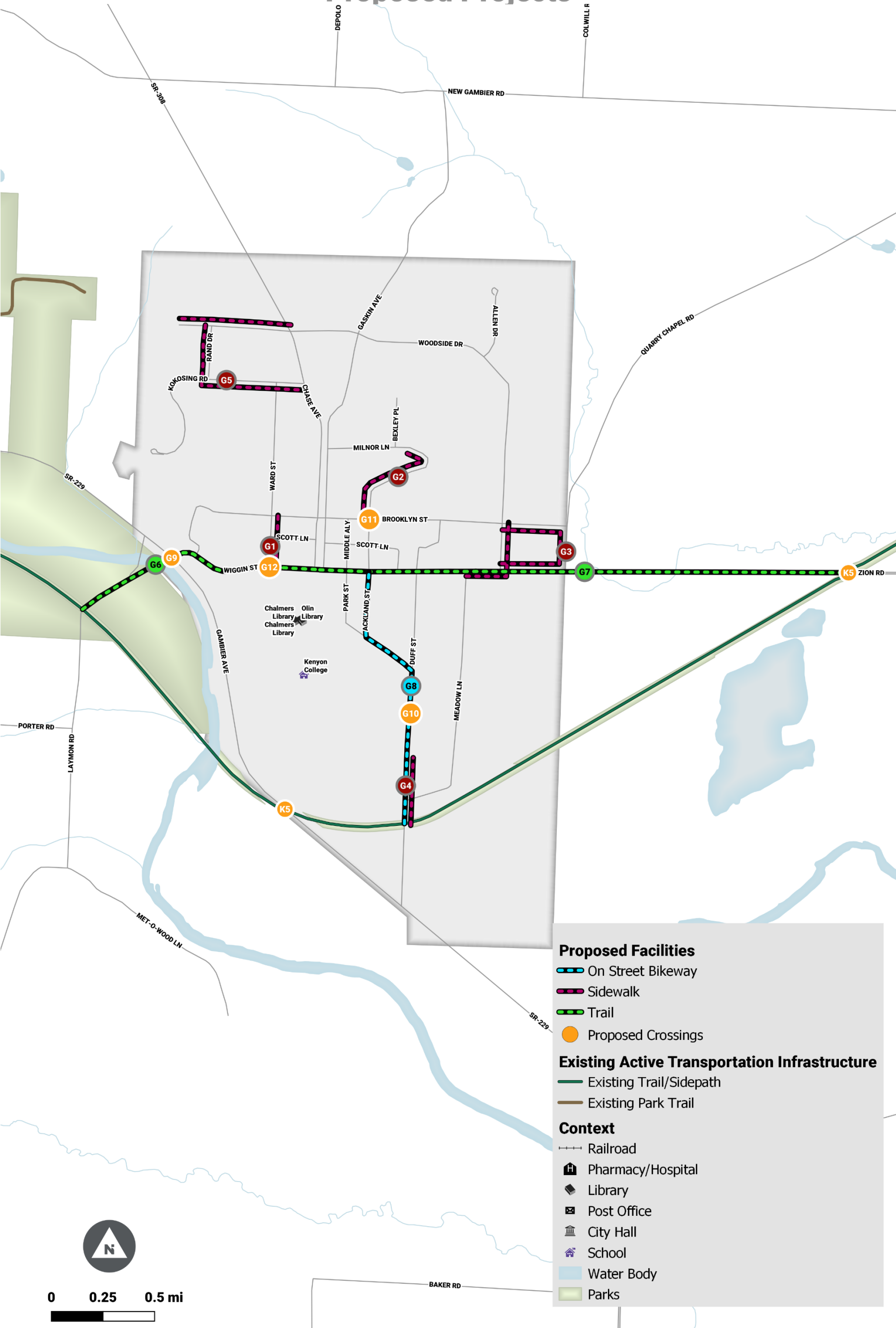


### GAMBIER (Figure 19)

Number	Name/Location	Facility Type	Description	Miles
<b>G01</b>	Ward St	Sidewalk	Fill sidewalk gap on Ward St	0.1
<b>G02</b>	N Acland St	Sidewalk	Add missing sidewalks on N Acland St	0.2
<b>G03</b>	E Wiggin St, Quarry Chapel Rd, Brooklyn St, E Woodside Dr	Sidewalk	Add missing sidewalks around block	0.5
<b>G04</b>	Duff St	Sidewalk	Add sidewalk along Duff St connecting to Kokosing Gap Trail	0.1
<b>G05</b>	Rand Dr, Woodside Dr, Kokosing Dr	Sidewalk	Fill sidewalk gaps	0.5
<b>G06</b>	W Wiggin St/Laymon Rd	Trail	Add a sidepath along W Wiggin St for access to Brown Family Environmental Center, Kokosing Gap Trail and connecting to Middle Path. Add crossing at SR308 and SR229 intersection.	0.5
<b>G07</b>	E Wiggin St/Zion Rd	Trail	Add sidepath from Meadow Lane to Kokosing Gap Trail	1.0
<b>G08</b>	Duff St, Acland St	On Street Bikeway	Add on-street bikeway (such as shared lane markings, climbing lane or other) for access from Gambier to Kokosing Gap Trail. In long term, study potential to widen roadway for bike lanes or sidepath.	0.5
<b>G09</b>	Newcastle Rd/SR 229	Crossing	Improve crossing of Newcastle Rd/SR 229 at Kokosing Gap Trail	N/A
<b>G10</b>	Duff St	Crossing	Add marked crossing of Duff St near McBride Field	N/A
<b>G11</b>	Brooklyn St & Acland St	Crossing	Add marked and enhanced crossing of Brooklyn St upon completion of project G02	N/A
<b>G12</b>	Wiggin St & Ward St (at school)	Crossing	Upgrade crossing with RRFB or other enhancements	N/A

Figure 19: Proposed Active Transportation Projects - Gambier

# Gambier - Knox County Active Transportation Plan: Proposed Projects





### MOUNT VERNON (Figure 20)

Number	Name/Location	Facility Type	Description	Miles
<b>MV01</b>	Harcourt Rd	Sidewalk	Add sidewalk or sidepath along Harcourt Road to reach businesses and destinations.	0.9
<b>MV02</b>	Parrott St	Sidewalk	Add sidewalk along Parrot St from Main St to Martinsburg Rd for connection to high school	0.6
<b>MV03</b>	Newark Rd	Sidewalk	Fill sidewalk gaps on east side of Newark Rd from Martinsburg Rd to Pine St	0.3
<b>MV04</b>	Martinsburg Rd/SR 586	Sidewalk	Add/upgrade sidewalks along both sides of Martinsburg Rd to Mt Vernon Nazarene University	1.0
<b>MV05</b>	Division St	Sidewalk	Fill sidewalk gap on S Division St	0.1
<b>MV06</b>	Grange Ave, Fearn Ave, Clinton Rd, Pearl Ave	Sidewalk	Add sidewalks along roadways in coordination with stormwater upgrades	0.8
<b>MV07</b>	Mulberry St	Sidewalk	Fill sidewalk gaps along Mulberry St from Belmont Ave to Buena Vista Dr, in coordination with stormwater upgrades.	0.3
<b>MV08</b>	N Sandusky St	Sidewalk	Add sidewalks on N Sandusky from new sidewalk leading to Orchard Mobile Home Park	0.3
<b>MV09</b>	Sandusky St/SR 13	Sidewalk	Fill sidewalk gaps on west side of Sandusky St/SR 13 from Sugar St to Franklin St	0.6
<b>MV10</b>	Calhoun St	Sidewalk	Add sidewalks along Calhoun St	0.3
<b>MV11</b>	Harrison St	Sidewalk	Fill sidewalk gaps along Harrison St from Arch St to Greenwood Ave for better pedestrian connectivity on west side of Mt Vernon	0.7
<b>MV12</b>	E Pleasant St	Sidewalk	Fill sidewalk gaps and upgrade sidewalk and curb ramps along Pleasant St from Main St to Sychar Rd for better access to Pleasant St Elementary School	0.9
<b>MV13</b>	Center St, Highland Dr, Verndale Dr, Teryl Dr	Sidewalk	Add sidewalks along residential streets on east side of Mt Vernon	1.5
<b>MV14</b>	E High St	Sidewalk	Extend sidewalks along E High St from S Rogers St to New Gambier Rd	0.5

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<b>MV15</b>	Beech St	Sidewalk	Fill sidewalk gaps along Beech St between Sychar Rd and Hilltop Dr	0.2
<b>MV16</b>	Vernonview Dr	Sidewalk	Fill sidewalk gap on east side of Vernonview Dr	0.4
<b>MV17</b>	Coshocton Rd at Kroger	Sidewalk	Fill sidewalk gap on north side of Coshocton Road at Kroger	0.2
<b>MV18</b>	Walmart	Sidewalk	Add sidewalk through parking lot to Walmart	0.1
<b>MV19</b>	Sandusky St/SR 13 Reconstruction	Sidewalk	Add sidewalks when religioning and reconstructing Sandusky St/SR 13	0.5
<b>MV20</b>	Columbus Rd to Heart of Ohio Trail	Trail	Add sidepath/trail along Columbus Rd from planned Parrot Rd sidepath to HOOT	0.1
<b>MV21</b>	S Main St	Trail	Add sidepath along S Main St	0.7
<b>MV22</b>	S Main St/SR 13	Trail	Add sidepath along S Main St to connect Kokosing Gap Trail to Newark Rd sidepath.	0.5
<b>MV23</b>	Memorial Park	Trail	Add connection to Kokosing Gap Trail through west side of Memorial Park	0.2
<b>MV24</b>	Edgewood Rd	Trail	Add a sidepath along Edgewood Road connecting to Coshocton Ave	0.7
<b>MV25</b>	Coshocton Ave	Trail	Add sidepath along Coshocton Ave to access retail areas	1.4
<b>MV26</b>	Norton St Bridge	Trail	Add new bridge for bicyclists, pedestrians and emergency services across Kokosing River at Norton St/Ariel Foundation Park	0.4
<b>MV27</b>	Future Roadway	Trail	When future Belmont Ave/Beech St roadway connection is constructed, include shared-use sidepath	0.9
<b>MV28</b>	Levee trail	Trail	Add trail along levee	2.3
<b>MV29</b>	Parrott St	On Street Bikeway	Add an on-street bikeway on Parrot Street to connect existing and planned trails.	0.6
<b>MV30</b>	Greenwood Ave	On Street Bikeway	Add on-street bikeway or explore adding shared use sidepath on Greenwood Ave connecting to Riverside Park	0.4
<b>MV31</b>	Chestnut St	On Street Bikeway	Add an on-street bikeway to Chestnut St to provide connections to western Mt Vernon	0.7
<b>MV32</b>	W Vine St	On Street Bikeway	Add on-street bikeway along W Vine St connecting west side of Mt Vernon to Downtown	0.9
<b>MV33</b>	High St	On Street Bikeway	Add an on-street bikeway from downtown to Edgewood Rd	1.1

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<b>MV34</b>	Ohio Ave	On Street Bikeway	Add an on-street bikeway for circulation downtown	0.2
<b>MV35</b>	Mechanic St	On Street Bikeway	Add shared lane markings for on-street bike route	0.4
<b>MV36</b>	Plum, Blackberry, and Spice Alleys	On Street Bikeway	Incorporate on-street bikeway or shared lane signage into alley revitalization projects	0.8
<b>MV37</b>	Howard St	On Street Bikeway	Add shared lane markings for an on-street bikeway	0.7
<b>MV38</b>	Nuce Rd, Taylor Rd, McGibney Rd	On Street Bikeway	Add an on-street bikeway along Nuce, Taylor and McGibney Road for an east/west connection in northern Mt Vernon	1.2
<b>MV39</b>	Yauger Rd/SR 68	On Street Bikeway	Add on-street bikeway along Yauger Rd from Coshocton Ave to Wolf Run Regional Park	1.6
<b>MV40</b>	Edgewood Road	Traffic Calming	Add traffic calming measures along Edgewood Rd	0.6
<b>MV41</b>	Parrot St at Main St and Martinsburg Rd	Crossing	Add marked crossings and pedestrian signals at signalized intersections of Parrot St with Main St and Martinsburg Rd	N/A
<b>MV42</b>	Martinsburg Rd/SR 586 & Riley St/S Division St	Crossing	Add marked crossing of Martinsburg Rd	N/A
<b>MV43</b>	Martinsburg Rd/SR 586 & Newark Rd/SR 13	Crossing	Redesign intersection of Newark and Martinsburg to facilitate crossing	N/A
<b>MV44</b>	S Main St/SR 13 and Columbus Rd	Crossing	Redesign intersection of S Main St/SR 13 and Columbus Rd to improve crossing conditions for pedestrians and bicyclists.	N/A
<b>MV45</b>	High St Bridge	Crossing	Improve ADA accessibility to High St bridge over Center Run	N/A
<b>MV46</b>	E Chestnut St & Center Run	Crossing	Upgrade pedestrian bridge	N/A
<b>MV47</b>	Beech St & Sychar Rd	Crossing	Improve crossing at Beech St/Sychar Rd intersection	N/A
<b>MV48</b>	Sychar Rd & Wooster Rd/SR 3	Crossing	Enhance intersection and crossing for pedestrian accessibility	N/A
<b>MV49</b>	Coshocton Ave & Verndale Dr	Crossing	Improve ADA accessibility at crossing	N/A
<b>MV50</b>	Vernonview Dr & Coshocton Rd	Crossing	Improve crossing at Vernonview Dr/Coshocton Rd intersection	N/A

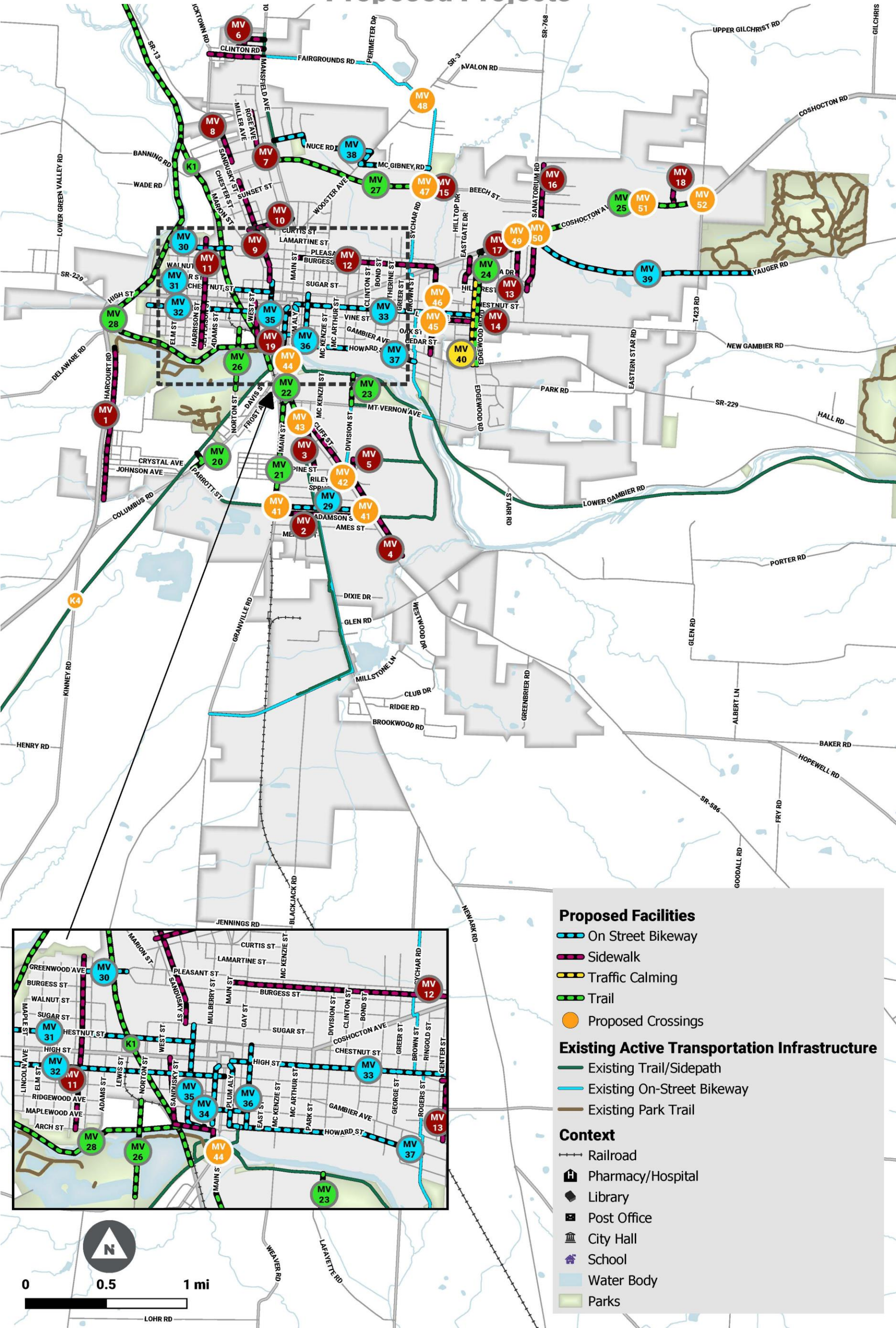
## KNOX COUNTY ACTIVE TRANSPORTATION PLAN | DRAFT

<b>MV51</b>	Coshocton Rd at Panera	Crossing	Improve crossing of Coshocton Rd near Panera Bread/Aldi	N/A
<b>MV52</b>	Coshocton Rd & Upper Gilchrist Rd	Crossing	Improve crossing of Coshocton Rd at Upper Gilchrist Rd	N/A



Figure 20: Proposed Active Transportation Projects – Mount Vernon

# Mount Vernon - Knox County Active Transportation Plan: Proposed Projects



## PROGRAM AND POLICY RECOMMENDATIONS

Establishing safe and convenient active transportation infrastructure is critical to improving walking and bicycling conditions. But without programs and policies in place to support active transportation, infrastructure projects can only go so far. A variety of non-infrastructure tools can increase pedestrians' and bicyclists' safety by establishing a culture of walking and biking and creating a friendly regulatory and political environment for active transportation.

*List of programs your community plans to pursue.*

ID	Program or Policy Name	Current or Future	Program Lead (organization)	Intended Audience	How does this program support active transportation?
*A	Trail Towns - Marketing and branding campaign	Current and Future	MORPC  CVB, Rails to Trails, Cities and Villages, Kokosing Gap Trail, etc.	Knox County residents and visitors, and business owners	Knox County is participating in MORPC's Trail Town pilot project. The goal is to learn how to attract more visitors, coordinate county/regional signage and wayfinding while retaining local identity. Knox County Convention and Visitors Bureau could be the marketing vessel for the project with promotion of BikeKnox.
*B	Countywide Active Transportation Coalition	Current and Future	Creating Healthy Communities	County Commissioners, Active Transportation Planning Team	Establish a more formal group to move Active Transportation work forward.
*C	Zoning code review	Current and Future	Individual jurisdictions within the county	Village and City Council, Residents  Community Leadership	Local communities to review current zoning codes to understand how they may affect active transportation.
D	Bicycle-Friendly Business Program	Future	Knox County Convention and Visitors Bureau	Business owners, bicyclists and pedestrians, residents, and visiting guests	The Bicycle-Friendly Business Program invites visitors from near and far away places to visit local businesses in return for fresh water, restrooms, a place to rest or other needed amenities. Participating businesses throughout the county receive a 'BikeKnox' window cling to display at entrance of the establishment. The clings provide consistent messaging



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ID	Program or Policy Name	Current or Future	Program Lead (organization)	Intended Audience	How does this program support active transportation?
					for bicyclists and pedestrians throughout all jurisdictions within Knox County.
E	Walk/Bike to School or Work Day	Current and Future	Creating Healthy Communities  Get Healthy Knox County Coalition	All school districts located within Knox County	Establish walk/bike to school or work day initiative within the city of Mount Vernon and surrounding villages. Choose a bike/pedestrian safety topic to share each year and provide promotional and marketing materials throughout the county.
F	Bike Rodeo Education Program	Current and Future	Creating Healthy Communities  Get Healthy Knox County Coalition	Residents of all ages and abilities	Develop a bike safety program. Share during events throughout the county.
H	Bike Day at County Fair	Future	Knox Mobility Management  Creating Healthy Communities	Residents of all ages and abilities	Hold competitions, build awareness about bike and pedestrian safety at the Knox County Fair.
G	Safe Routes to School (SRTS)	Future	Creating Healthy Communities & Village/City Leadership	Students from all school districts within the county	Assist school district in applying for SRTS funding to make infrastructure improvements.  Reach students county-wide through the 4 <sup>th</sup> grade classroom “Crunch Out” Program.
H	Active Commute Support– mobility management–mode shift program	Future	Knox Mobility Management	Knox County employers and employees	Work with MORPC to assist community businesses in making an investment in bicycle and pedestrian supports to increase active commuting.  Educate employers and employees on public transit service available in the county.

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ID	Program or Policy Name	Current or Future	Program Lead (organization)	Intended Audience	How does this program support active transportation?
J	Wayfinding signage	Current and Future	To be determined	Knox County residents and visitors of all ages and abilities	Establish consistent wayfinding and messaging system throughout the county to help navigate bicyclists and pedestrians to local amenities, shopping, restaurants and more.
K	Coordinate a countywide approach to counting bicyclists and pedestrians	Current and Future	Creating Healthy Communities	Elected officials, City/County Engineers, Potential Community Partners	A county-wide approach to data collection will support local funding requests for infrastructure and programming projects.
L	Bike lending	Future	Creating Healthy Communities	All Knox County residents and visitors	Expand the Danville and Fredericktown bike lending programs to other areas of the county.

\*Knox Active Transportation Team designated implementation of this program is a priority.



# CHAPTER 5

## IMPLEMENTATION



# IMPLEMENTATION

*This section describes funding options, performance measures and maintenance strategies that will help the community implement and maintain the plan over time.*

## FUNDING STRATEGIES

Active transportation projects comprise a fraction of overall transportation network construction and maintenance. While AT infrastructure generally does not serve as many users as highways, bridges, and other critical infrastructure, it can have a substantial positive effect on local economies. Additionally, providing opportunities for active living promotes public health and may reduce the burden on tax-payer funded healthcare systems over time. In this light, active transportation infrastructure is a critical component of a complete transportation network and results in a positive return on investment for communities that fund such projects.

Several state and federal funding sources can be used to supplement local funding sources to build out the active transportation network and fund related programming efforts. Table 2 lists the primary funding sources for active transportation projects in Ohio; click on the name of each funding source to access web pages with further information. In addition, ODOT and CHC have developed an [Active Transportation Funding Matrix](#). Communities may use this tool to search for additional potential funding sources to support infrastructure and non-infrastructure projects that advance walking and bicycling. As part of the statewide Walk.Bike.Ohio Plan, ODOT published a [Funding Overview Report](#) that provides more details on types of funding available, schedules, and eligibility requirements. For information on funding for public transit, visit the [ODOT Office of Transit's website](#).

**Table 2: Primary Active Transportation Funds in Ohio**

Funding Source	Distributed By	Eligible Project Examples	Eligible Project Sponsor
<a href="#"><u>Transportation Alternatives</u></a>	Metropolitan Planning Organization (if applicable), or Ohio Department of Transportation (ODOT) if not	Bicycle & pedestrian facilities Safe routes for non-drivers Conversion & use of abandoned railroad facilities Overlooks & viewing areas	Local governments
<a href="#"><u>Safe Routes to School</u></a>	ODOT	Infrastructure Non-Infrastructure School Travel Plan assistance	Local governments (infrastructure) Local governments, school or health district, or non-profit (non-infrastructure)
<a href="#"><u>Highway Safety Improvement Program</u></a>	ODOT (Coordinate with local ODOT District to submit a safety study)	Signalization Turn lanes Pavement markings Traffic signals Pedestrian signals/crosswalks Bike lanes Road diets	Local governments
<a href="#"><u>Recreational Trails Program</u></a>	Ohio Department of Natural Resources (ODNR)	New recreational trail construction Trail maintenance/restoration Trailside and trailhead facilities Purchase/lease of construction & maintenance equipment Acquisition of easements Educational programs	Local governments State and federal agencies Park districts Conservancy districts Soil and water conservation districts Non-profits
<a href="#"><u>Clean Ohio Trails Fund</u></a>	ODNR	New trail construction Land acquisition for a trail Trail planning/engineering and design (must include construction)	Local governments Park districts Conservancy districts Soil and water conservation districts Non-profits
<a href="#"><u>Clean Ohio Green Space Conservation Program</u></a>	Ohio Public Works Commission (OPWC)	Open space acquisition including easements Bike racks Kiosks/Signs Hiking/Biking trails Pedestrian bridges Boardwalks	Local governments Park districts Conservancy districts Soil and water conservation districts Non-profits
<a href="#"><u>Small City Program</u></a>	ODOT	Pavement Rehabilitation Roundabouts Signals Road diets	<a href="#"><u>54 eligible small cities</u></a> with populations of 5,000 to 24,999 that are not located within a Metropolitan Planning Organization's boundaries.

# PROJECT PRIORITIZATION

## PRIORITIZATION FACTORS

Project prioritization is a process to determine which projects are most feasible, given real-world constraints, and align with potential partners and community priorities. Through this planning process, potential partners and public input were considered to help group projects into two “buckets” – short-term priorities to focus on in the next five years to kick-start the implementation of this plan and build local support; and long-term that are not prioritized for immediate implementation, but would help complete the full active transportation network.

The proposed routes and spot improvements contained in this plan are conceptual and meant to show the potential of a comprehensive active transportation system. The recommendations are planning level in scope and are not necessarily constrained by existing challenges. Funding, land use, property rights, terrain, and other project specific factors may make certain recommendations less practicable than others.

Additional data could be analyzed to further rank projects based on safety, cost, need and other factors. In addition, local priorities may change as new opportunities become available or conditions change. Plan priorities should be revisited and reconfirmed on a regular basis. Should additional data analysis be performed, the factors in Table 3 could be considered and ranked:

**Table 3: Prioritization Factors**

Factor	Variables
Public input	Tally of votes
Safety	Roadway Volume (Annual Average Daily Traffic or AADT) Number of bicycle and pedestrian crashes along the route Roadway speed
Opportunities	Planned roadway maintenance projects (ODOT District Work Plan, local Capital Improvement Plan, or other)
Project cost and ease of implementation	Relative cost and difficulty depending on project type and length
Connectivity	Number of connections to existing or other planned projects
Demand	Walk.Bike.Ohio Statewide Active Transportation Demand analysis, or other local analysis ( <a href="#">Data</a> , <a href="#">Explanation</a> ) (Factors may include employment, population and intersection density, density of destinations, walk and bike commute share, etc.)
Equity/Need	Walk.Bike.Ohio Statewide Active Transportation Equity analysis, or other local analysis ( <a href="#">Data</a> , <a href="#">Explanation</a> )



	(Factors may include access to motor vehicles, poverty, minority groups, youth and older adults, limited English proficiency, etc.)
--	---

Alternatively, a data-based methodology for prioritizing local projects that is readily available is the [Active Trans Priority Tool](#). This tool is published by the National Cooperative Highway Research Board (NCHRP) and includes a guidebook and programmable spreadsheet for ranking projects.

## PRIORITY PROJECTS

*List of top priority projects from the network recommendations map.*

### CENTERBURG

*Short-Term Priorities (0-5 years)*

Number	Name/Location	Type
C03	Union St, Factory St, Preston St, Dally St	Sidewalk
C06	Columbus Rd/US 36 – Add sidepath or sidewalk as new developments are built.	Trail
C07	Columbus Rd/US 36-Add sidepath on north side of Columbus Rd from Factory St to access business destinations.	Trail
C08	Heart of Ohio Trail to W Main St/US 36 connector	Trail
CO9 CO9-Alt	Hartford Ave, Houck St, Clayton St (Alternate Routing-Add an on-street bikeway to Hartford Ave)	On Street Bikeway
C11	Columbus Rd/US 36 at Dollar General and Hometown Market	Crossing
C15	Main St beautification	Streetscape Enhancement
Various	Develop a village-wide program for building sidewalks	

*Long-Term Priorities (6+ years)*

Number	Name/Location	Type
	All other projects are considered long-term.	

### DANVILLE

*Long-Term Priorities (6+ years)*

Number	Name/Location	Type
	All projects are considered long-term.	

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### GAMBIER

#### Short-Term Priorities (0-5 years)

Number	Name/Location	Type
G03	E Wiggin St, Quarry Chapel Rd, Brooklyn St, E Woodside Dr	Sidewalk
G06	W Wiggin St/Laymon Rd	Trail/Crossing
G07	E Wiggin St/Zion Rd	Sidewalk (shared use path)
G08	Duff St/Acland St	On street bikeway
G09	Newcastle Rd/SR 229 and Kokosing Gap Trail	Crossing
G12	Wiggin St & Ward St (at school)	Crossing

#### Long-Term Priorities (6+ years)

Number	Name/Location	Type
	All other projects are considered long-term.	

### MOUNT VERNON

#### Short-Term Priorities (0-5 years)

Number	Name/Location	Type
MV01	Parrott St	Sidewalk
MV05	Division St	Sidewalk
MV06	Grange Ave, Fearn Ave, Clinton Rd, Pearl Ave	Sidewalk
MV07	Mulberry St	Sidewalk
MV13	Verndale Dr	Sidewalk
MV14	E High St	Sidewalk
MV24	Edgewood Rd	Trail
MV31	Chestnut St	On-Street Bikeway
MV33	High St	On-Street Bikeway
MV36	Plum, Blackberry, and Spice Alleys	On-Street Bikeway
MV38	Nuce Rd, Taylor Rd, McGibney Rd	On-Street Bikeway
MV40	Edgewood Rd	Traffic calming measures
MV41	Parrot St at Main St and Martinsburg Rd	Crossing
MV46	E Chestnut St & Center Run Rd	Crossing

#### Long-Term Priorities (6+ years)

Number	Name/Location	Type
	All other projects are considered long-term.	

## County-wide Projects

### Short-Term Priorities (0-5 years)

Number	Name/Location	Type
K01	Former railroad (to Fredericktown)	Trail
K04, K05, K06	Heart of Ohio, Kokosing Gap Trail Crossing, and Coshocton Ave/Station Rd Crossing (Trail crossing of highway)	Crossing

### Long-Term Priorities (6+ years)

Number	Name/Location	Type
	All other projects are considered long term.	

## MAINTENANCE STRATEGIES

The long-term performance of bicycle and pedestrian networks depends on both the construction of new facilities and an investment in continued maintenance. Maintaining bicycle and pedestrian facilities is critical to ensuring those facilities are accessible, safe, and functional.

## FREQUENCY

The first step to approaching maintenance is to understand how often maintenance should be performed. Many activities, such as signage updates or replacements, are performed as needed, while other tasks such as snow removal are seasonal (see Table 4). Creating a winter maintenance approach is important to encourage year-round travel by walking and biking. One key component of this approach should be identifying priority routes for snow removal. More information on winter maintenance such as types of equipment needed for different facility types and how to consider snow removal in the design of facilities can be found in [Toole Design's Winter Maintenance Resource Guide](#).

**Table 4: Maintenance Activity Frequency**

Frequency	Maintenance Activity
<b>As Needed</b>	Tree/brush clearing and mowing
	Sign replacement
	Map/signage updates
	Trash removal/litter clean-up
	Replace/repair trail support amenities (parking lots, benches, restrooms, etc.)
	Repair flood damage: silt clean-up, culvert clean-out, etc.
	Patching/minor regrading/concrete panel replacement
	Sweeping
<b>Seasonal</b>	Snow and Ice Control
	Planting/pruning/beautification
	Culvert/drainage cleaning and repair
	Installation/removal of seasonal signage
<b>Yearly</b>	Surface evaluation to determine need for patching/regrading/re-striping of bicycle facilities
	Evaluate support services to determine need for repair/replacement
	Perform walk audits to assess ADA compliance of facilities

5-year	Repaint or repair trash receptacles, benches, signs, and other trail amenities, if necessary
	Sealcoat asphalt shared use paths
10-year	Resurface/regrade/re-stripe shared use paths
20-year	Assess and replace/reconstruct shared use paths/ sidewalks

## PLAN FOR MAINTENANCE

Creating a strong maintenance program begins in the design phase. Agencies responsible for maintenance should be involved in discussions about the placement of infrastructure and its design, as well as maintenance investment decisions. Maintenance staff should help identify typical maintenance issues, such as areas with poor drainage or frequent public complaints. They may have suggestions for design elements that can mitigate these issues or facilitate maintenance activities and can provide estimates for ongoing maintenance costs for existing and proposed facilities.

## MAINTENANCE ACTIVITIES

Different facility types require different types of strategies to be maintained. Table 5 breaks down maintenance activities and strategies for each by facility type.

**Table 5: Maintenance Strategy Recommendations**

	Maintenance Activity	Strategy
Shared Use Paths/ Separated Bike Lanes	Pavement Preservation	Develop and implement a comprehensive pavement management system for the shared use path network.
	Snow and Ice Control	Design shared-use paths to accommodate existing maintenance vehicles.
	Drainage Cleaning/Repairs	Clear debris from all drainage devices to keep drainage features functioning as intended and minimize trail erosion and environmental damage.
		Check and repair any damage to trails due to drainage issues.
	Sweeping	Implement a routine sweeping schedule to clear shared-use paths of debris.
		Provide trail etiquette guidance and trash receptacles to reduce the need for sweeping.
	Vegetation Management	Implement a routine vegetation management schedule to ensure user safety.
		Trim or remove diseased and hazardous trees along trails.
		Preserve and protect vegetation that is colorful and varied, screens adjacent land uses, provides wildlife habitats, and contains prairie, wetland and woodland remnants.
	ADA Requirements	Conduct walk and bike audits to assess accessibility of new, proposed, and existing shared-use paths.
		Ensure that ADA compliance is incorporated into the design process for new facilities.



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Paved Shoulders/ Bike Lanes	Pavement Markings	Explore approaches to routinely inspect pavement markings for bicycle infrastructure and replace as needed.
		Consider preformed thermoplastic or polymer tape on priority bikeways (identified in this Plan) adjacent to high-volume motor vehicle routes (preformed thermoplastic or polymer tape are more durable than paint and requires less maintenance).
	Snow and Ice Control	Clear all signed or marked shoulder bicycle facilities after snowfall on all state-owned facilities that do not have a maintenance agreement with a local governmental unit in place.
	Sweeping	Implement a routine sweeping schedule to clear high-volume routes of debris.
Bicycle Boulevards/	Sign Replacement	Repair or replace damaged or missing signs as soon as possible.
Sidewalks	Pavement Preservation and Repair	Conduct routine inspections of high-volume sidewalks and apply temporary measures to maintain functionality (patching, grinding, mudjacking).
		Consider using public agency staff or hiring contractors for sidewalk repairs, rather than placing responsibility on property owner (property owner can still be financially responsible).
	Snow and Ice Control	Educate the public about sidewalk snow clearance.
		Require sidewalk snow clearance to a width of five feet on all sidewalks.
		Establish required timeframes for snow removal.
		Implement snow and ice clearing assistance programs for select populations.

## PERFORMANCE MEASURES

Measuring the performance of active transportation networks is essential to ongoing success. Bicycle and pedestrian counts, crash records, and other data contribute to a business case for continued improvement of and investment in multimodal infrastructure. As recommendations are implemented, **Knox County** must be able to measure whether these investments are paying active transportation dividends (i.e., more people walking and bicycling). An affirmative answer reinforces the Plan's legitimacy and provides evidence that future investments will also yield positive results. The performance measures in Table 7 have been identified to chart progress towards making walking and bicycling safe, connected, and comfortable. **Knox County** should establish baseline targets and revisit these metrics as new plans and priorities occur. Data on these measures should be documented and published for public review annually. A robust performance measures program includes establishing baseline measurements, performance targets, data collection frequency, and data collection and analysis responsibility.

**Table 6: Performance Measures: Network**

Performance Measure	Baseline	Target	Timeline (how often is data collected/updated)	Responsibility (who will collect the data)
Miles of sidewalk built	2021	5% increase over 5 years	Annually	City/Village  City/County Engineers
Number of crossing improvements built	Determine baseline using 2021 data	5% increase in 5 years	Annually	City/Village  City/County Engineers
Number of bike amenities (bike parking, fix-it stations, etc.)	Determine baseline using 2021 data	5% increase in 5 years	Annually	City/Village  City/County Engineers
Miles of shared use paths built	Determine baseline using 2021 data	5% increase in 5 years	Annually	Knox County Park District  Heart of Ohio Trail and Kokosing Gap Trail Boards
Access to low stress facilities	Determine baseline using 2021 data	5% increase in 5 years	Annually	City/Village  City/County Engineers

## DEMONSTRATION PROJECTS

Active Transportation projects can take many years to go from concept to completion. Many of them require repurposing existing elements of the streetscape in new ways, which can cause concerns among the street users, adjacent residents and businesses, and the agencies that own and maintain the roadway. Demonstration projects, or temporary installations of the proposed changes, are a low-cost way to test and refine a proposed concept long before permanent construction.

Demonstration projects vary in size and complexity from taking over a single parking space with café tables to striping a temporary bike lane for several blocks. They can be part of a larger community event or stand on their own. Common materials used for demonstration projects include traffic cones, duct tape, chalk and cardboard signs. For the best outcomes, demonstration projects should secure permission from the appropriate agency, notify community members in advance, and collect baseline data (i.e. bicycle and pedestrian counts, traffic speeds) before, during and after the demonstration.

Additional resources for planning demonstration projects:

- » [Street Supplies Community Guidance \(NOACA\)](#)
- » [Tactical Urbanist's Guide](#)
- » [Pop-Up Projects: A Community Guide for Fort Worth](#)

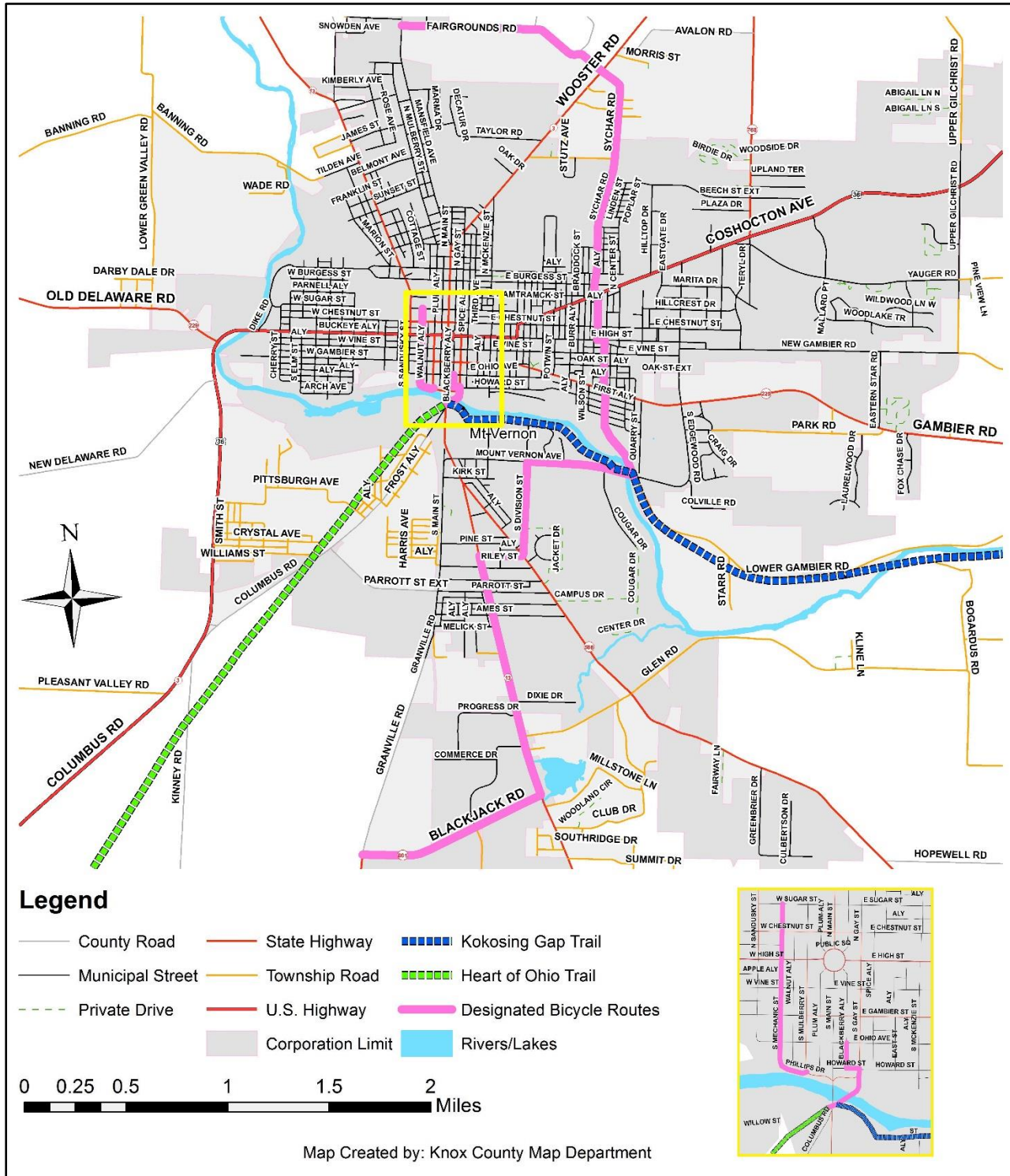
# APPENDICES

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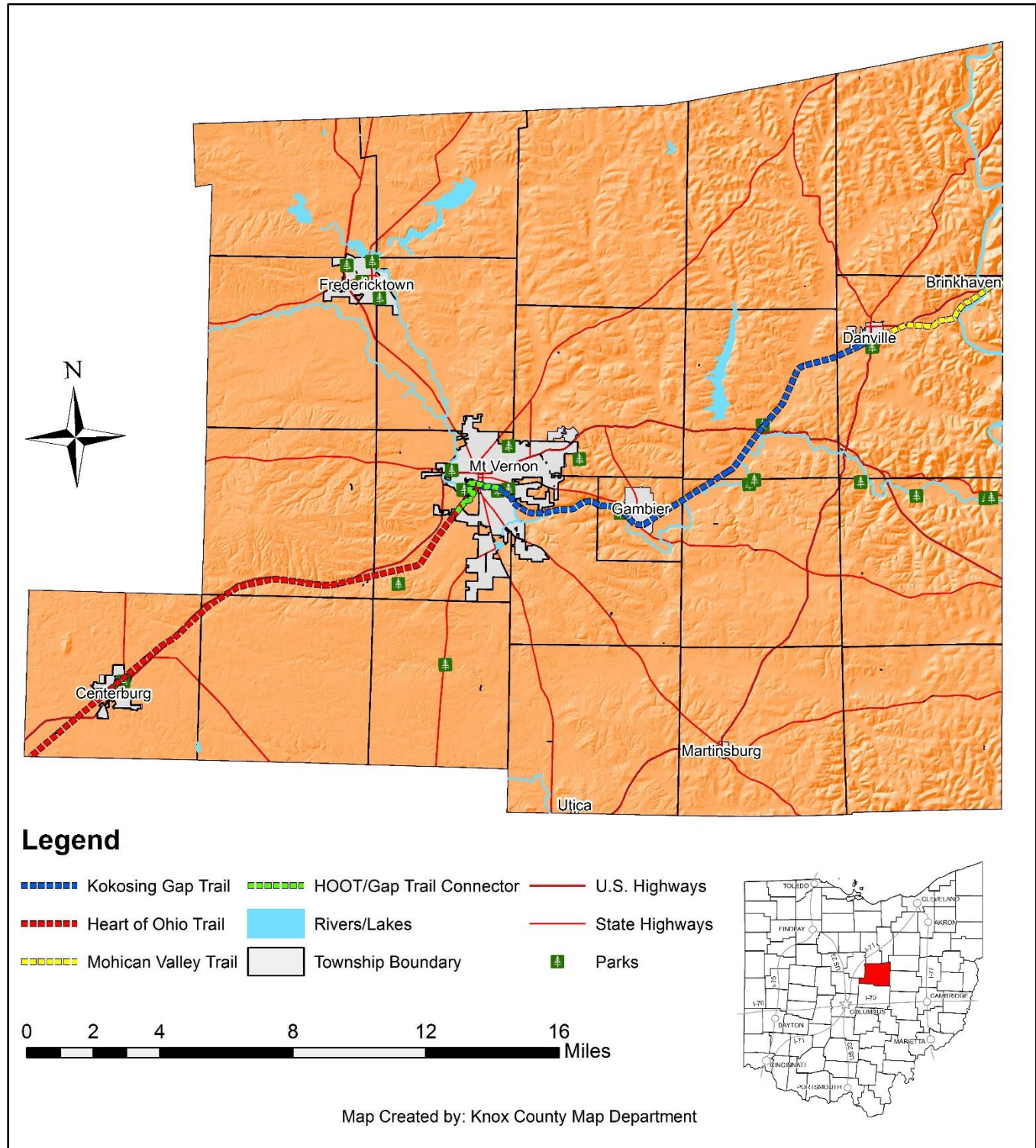
## Appendix A: Knox County Comprehensive Plan Update 2018 – Maps

### Mount Vernon Existing Bike Routes

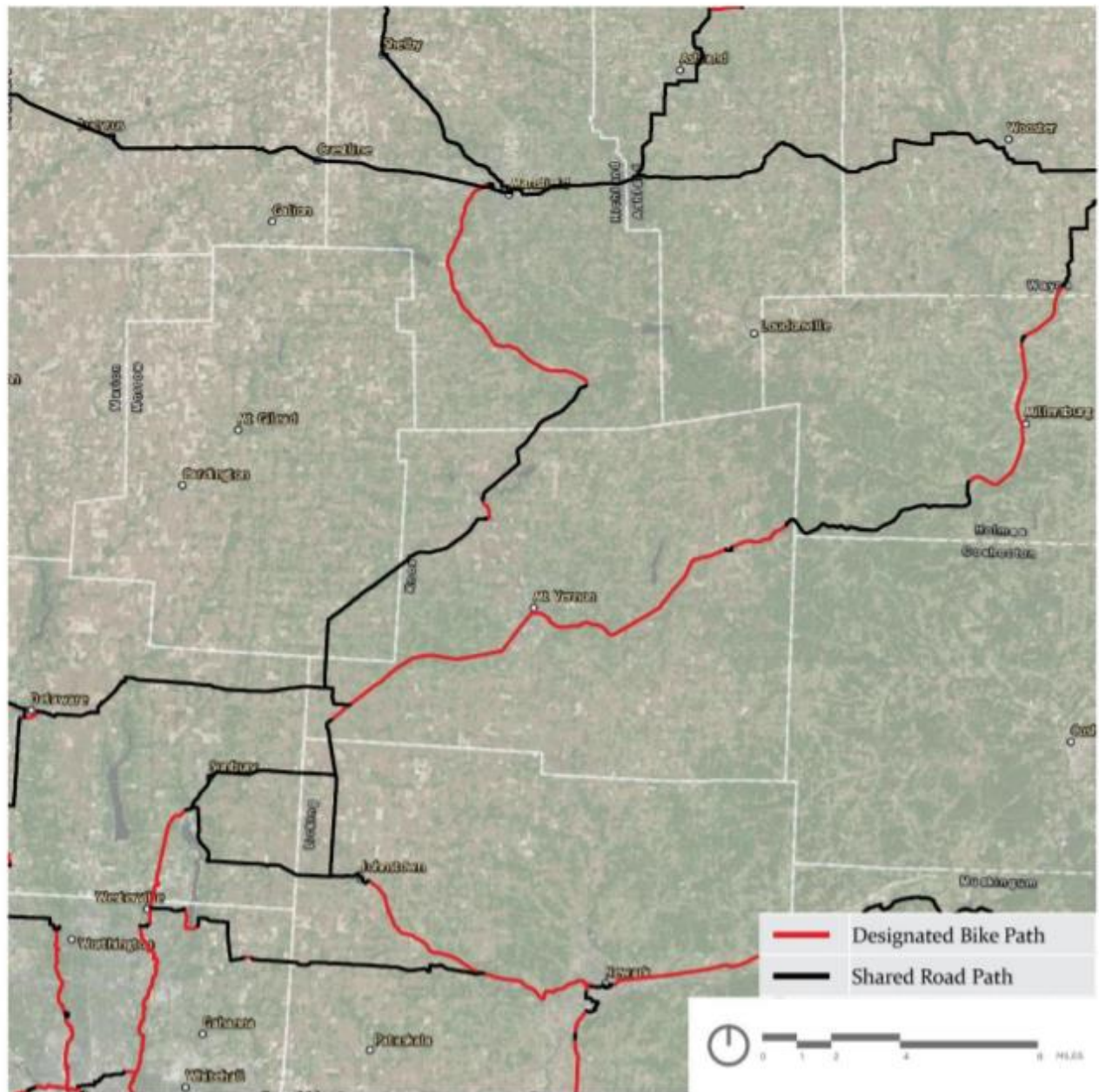




## Existing Knox County Bikeways



***Knox County's Connections to Regional Bikeways***



(Ohio Department of Transportation)



## Appendix B: Gambier Sidewalk Ordinance

### ORDINANCE NO. 2001 - 04

#### ORDINANCE IMPOSING A DUTY TO KEEP SIDEWALKS IN REPAIR AND CLEAN; NOTICE

**BE IT ORDAINED** and enacted by the Council of the Village of Gambier, State of Ohio, as follows:

(a) No person being the owner of any lot or land abutting upon any street shall refuse, fail or neglect to repair or keep in repair and free from nuisance and obstruction, the sidewalk in front of such lot or land after due notice of a resolution of Council ordering the repair of such sidewalk, the removal of such obstruction or the abatement of such nuisance,

(b) If the owner or person having charge of such land fails to comply with such notice, Council shall cause the sidewalks to be repaired. All expenses and labor costs incurred shall, when approved by Council be paid out of City funds not otherwise appropriated. The Council shall make a written return to the County Auditor of their action, with a statement of the charges for their services, the amount paid for labor, the fees of the officers serving such notices, and a proper description of the premises. Such amounts, when allowed, shall be entered upon the tax duplicate and be a lien upon such lands from and after the date of the entry and be collected as other taxes and returned to the City with the General Fund.

(c) Whoever violates this section is guilty of a minor misdemeanor.

**Passed this 2nd day of April 2001**

**APPROVED:**

**ATTEST:**

  
Michael D. Schlemmer, Mayor

  
Mary Samuel, Clerk-Treasurer

## Appendix C: Community Engagement Survey Questions

### **KNOX COUNTY** **COMMUNITY SURVEY QUESTIONS** **“Your Community Active Transportation Plan”**

Thank you for taking time to improve our community by completing this survey about how you move from place to place in your everyday life.

#### **Demographic Questions - Optional**

##### **1. Do you live in Knox County?**

- ☐ Yes
- ☐ No

##### **2. Do you live near or visit any of the following communities on a regular basis?**

- ☐ Centerburg
- ☐ Danville
- ☐ Mount Vernon

##### **3. What is your current age?**

- ☐ 18 to 24
- ☐ 25 to 34
- ☐ 35 to 44
- ☐ 45 to 54
- ☐ 54 to 65
- ☐ Above 66
- ☐ Prefer not to answer

##### **4. Which gender do you identify most with?**

- ☐ Male
- ☐ Female
- ☐ Transgender
- ☐ Nonconforming
- ☐ Prefer to Self-Identify (Please Specify): \_\_\_\_\_
- ☐ Prefer not to answer

##### **5. What race do you most closely identify as? (*Check all that apply*)**

- ☐ African American/Black
- ☐ Asian
- ☐ Hispanic/Latino/a/x
- ☐ Middle Eastern/Arab
- ☐ Native American
- ☐ Native Hawaiian and Other Pacific Islander
- ☐ White
- ☐ Multiple Races/Mixed

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— Prefer to self-identify (Please specify) \_\_\_\_\_

**6. Do any of the following physical limitations apply to you? *(Check all that apply)***

- Hard of hearing/Deaf
- Low Vision/Blind
- Use a wheelchair walker, or other mobility device
- Other (Please specify) \_\_\_\_\_
- None of the above apply to me

**7. Do you have responsibility for any school-aged children?**

- Yes
- No

**8. In your household, how many vehicles are owned, leased, or available for regular use? *(Check only one)***

- None
- One
- Two
- Three or more

**9. How do you get to the places you need to go regularly? *(check all that apply)***

	Walk or Roll (including using a wheelchair or other assistance)	Bicycle	Public transit (Knox Area Transit, Vanpool)	Pay someone to drive me (Cab, Uber, Lyft)	Get a ride from a family member or friend	Drive a personal vehicle	Not applicable
Travel to work or school							
Get to a bus stop							
Visit family or friends							
Shop or run errands							
Travel to park, bike, trail, pool or other recreation							
Café or restaurant							
Church							



**10. What are your reasons for walking? (Check all that apply)**

- ☐ Travel to work or school
- ☐ Visit family or friends
- ☐ Shop or run errands
- ☐ Get to a bus stop
- ☐ More affordable than driving or taking the bus
- ☐ I don't have a car
- ☐ Exercise/Recreation
- ☐ Environmentally friendly
- ☐ I don't walk

**11. I wish that I could walk to... (Examples: school, park, shopping center/plaza, specific business, etc.)**

- ☐ Please be as specific as possible: \_\_\_\_\_

**12. What are your reasons for biking? (Check all that apply)**

- ☐ Travel to work or school
- ☐ Visit family or friends
- ☐ Shop or run errands
- ☐ Get to a bus stop
- ☐ More affordable than driving or taking the bus
- ☐ I don't have a car
- ☐ Exercise/Recreation
- ☐ Environmentally friendly
- ☐ I don't bike

**13. Which of the following statements most closely matches your feelings about traveling by bicycle?  
(Check only one)**

- ☐ I feel comfortable traveling most places by bicycle.
- ☐ I ride a bicycle to get to places at least some of the time, but wish it felt more comfortable.
- ☐ I'm interested, but something (comfort, safety, ability etc.) prevents me from using a bicycle to get most places.
- ☐ I am not interested in biking at all

**14. What would encourage you to bike more? (Check all that apply)**

- ☐ More bike lanes, or trails in the community.
- ☐ Better maintenance of sidewalks, bike lanes, and trails.
- ☐ More space between cars and trucks and people biking.
- ☐ Better lighting of sidewalks, trails, and roads.
- ☐ Creation of a bike share program or an affordable place to buy used bikes.
- ☐ More bicycle parking and repair stations.
- ☐ Showers and lockers at work or school.
- ☐ Better signs on trails so I know where to go

- Knowing I could get home quickly if there was an emergency.
- Nothing would encourage me to bike more.
- Other, please specify: \_\_\_\_\_

**15. I don't feel safe biking due to... *(Check all that apply)***

- Inadequate lighting
- Destinations too far/takes too long
- Lack of bike lanes, and trails
- Dangerous intersections
- Traffic is too dangerous
- Weather related concerns
- Inadequate maintenance of streets: (Example: potholes, dirt/gravel roads, etc.)
- Crime
- Harassment
- I feel safe when biking in or near my neighborhood
- Other, please specify: \_\_\_\_\_

**16. I wish that I could bike to... *(Examples: school, park, shopping center/plaza, specific business, etc.)***

- Please be as specific as possible: \_\_\_\_\_

**Scenario**

**17. What would you do with \$1-million to improve walking and biking in Knox County? (open ended responses)**

**18. Where would you begin to make the improvements you prioritized in Q17? *(Please be specific by listing the intersection or the location of any nearby businesses, schools, or parks.)***

**19. Why did you select the improvement in Q18? (open ended responses)**

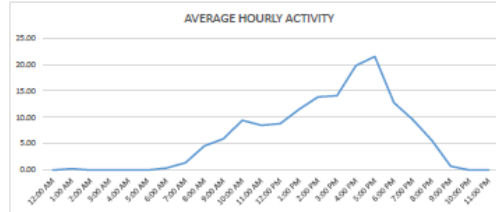
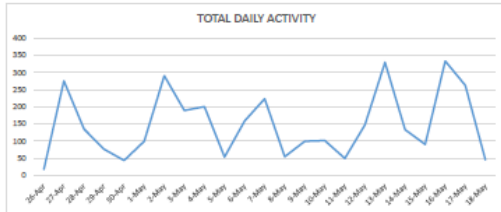
# KNOX COUNTY ACTIVE TRANSPORTATION PLAN | DRAFT

## Appendix D: Multi-Use Trail Counts

### Heart of Ohio Trail

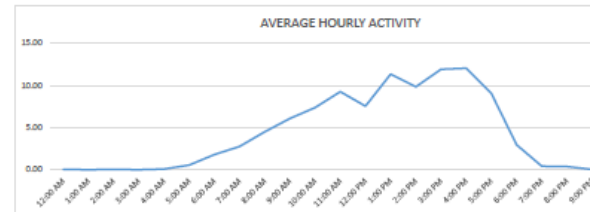
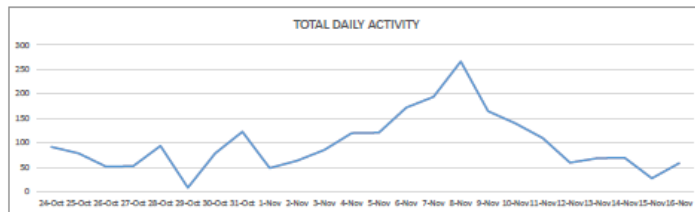
April/May 2020 (Location: Clayton Street)

Row Labels	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Grand Total	
Saturday 25-Apr	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	34	29	19	8	7	3	0	0	0	100	
Sunday 26-Apr	0	0	0	0	0	0	0	0	0	10	7	6	7	13	16	19	19	43	60	34	19	21	0	0	276	
Tuesday 28-Apr	0	0	0	0	0	0	0	0	0	6	6	5	10	7	8	16	30	22	7	5	16	0	0	0	136	
Wednesday 29-Apr	0	0	0	0	0	0	0	2	5	1	9	10	10	12	12	8	2	3	2	1	0	0	0	0	77	
Thursday 30-Apr	0	0	0	0	0	0	0	0	2	1	4	8	7	1	1	2	4	5	2	7	0	0	0	0	44	
Friday 1-May	0	0	0	0	0	0	0	7	1	0	6	2	3	6	13	12	14	11	13	7	5	0	0	0	100	
Saturday 2-May	0	0	0	1	0	0	0	1	10	12	16	13	11	18	20	26	46	49	48	8	10	1	0	0	291	
Sunday 3-May	0	0	0	0	0	0	0	0	1	6	18	7	23	24	21	18	31	27	4	1	4	0	0	0	190	
Monday 4-May	0	0	0	0	0	0	0	0	8	5	3	2	3	16	32	20	39	28	30	13	1	0	0	0	201	
Tuesday 5-May	0	0	0	0	0	1	0	3	8	4	1	2	4	6	3	6	6	6	3	1	0	0	0	0	54	
Wednesday 6-May	0	0	0	0	0	0	0	1	0	6	4	5	8	18	16	7	16	32	17	11	18	0	0	0	159	
Thursday 7-May	0	1	0	0	0	0	0	0	8	6	1	10	17	12	14	29	28	44	14	27	12	0	0	1	224	
Friday 8-May	0	0	0	0	0	0	0	2	2	0	3	0	0	12	3	11	10	2	6	3	1	0	0	0	55	
Saturday 9-May	0	0	0	0	0	0	0	0	2	5	7	4	5	2	12	12	8	15	3	2	10	12	1	0	100	
Sunday 10-May	0	0	0	0	0	0	0	0	0	7	2	9	10	3	9	24	14	18	5	0	0	1	0	0	102	
Monday 11-May	0	0	0	0	0	0	0	0	0	2	4	3	2	1	2	1	5	5	13	3	8	1	0	0	50	
Tuesday 12-May	0	0	0	0	0	0	0	0	2	5	1	2	6	20	17	13	14	12	17	15	19	2	3	0	148	
Wednesday 13-May	0	0	0	0	0	0	2	4	6	2	23	30	16	14	17	22	38	24	40	10	0	0	0	0	330	
Thursday 14-May	0	0	0	0	0	1	1	4	6	17	7	8	23	2	6	29	18	6	0	6	0	0	0	0	134	
Friday 15-May	0	0	0	0	0	0	0	0	4	6	10	12	12	3	10	4	7	12	1	3	4	3	0	0	91	
Saturday 16-May	0	0	0	0	0	0	0	0	4	9	17	31	28	19	13	46	44	35	38	19	20	10	1	0	334	
Sunday 17-May	0	0	0	0	0	0	0	2	1	9	22	33	24	21	13	25	25	24	19	20	8	7	10	0	263	
Monday 18-May	0	0	0	0	0	0	3	1	2	7	2	1	0	4	1	17	6	0	2	0	0	0	0	0	46	
Tuesday 19-May	0	0	0	1	0	0	1	2	0	1	136	217	195	202	265	319	324	455	495	294	220	130	17	0	1	3423
Grand Total	0.00	0.26	0.00	0.04	0.00	0.00	0.39	1.39	4.57	5.91	9.43	8.48	8.78	11.52	13.87	14.09	19.78	21.52	12.78	9.57	5.65	0.74	0.00	0.04		



November 2020 (Location: Clayton Street)

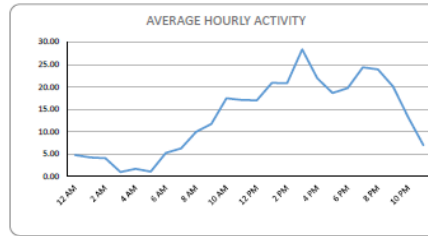
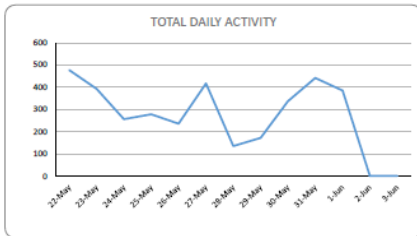
	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Grand Total	
Friday 23-Oct															10	4	12	7	13	7	0	0	0	0	1	56
Saturday 24-Oct	0	0	0	0	0	0	0	0	3	2	11	10	6	3	21	10	6	5	7	7	1	0	0	0	0	91
Sunday 25-Oct	0	0	0	0	0	0	0	1	1	0	4	9	5	8	9	11	12	6	7	5	1	0	0	0	0	79
Monday 26-Oct	0	0	0	0	0	0	2	5	2	5	1	3	5	4	3	5	3	5	4	0	0	0	0	0	0	52
Tuesday 27-Oct	0	0	0	0	0	0	0	2	1	3	2	2	3	3	10	2	5	8	6	6	0	0	0	0	0	53
Wednesday 28-Oct	0	0	0	0	0	0	2	3	4	4	6	4	5	0	16	20	6	8	5	11	0	0	0	0	0	94
Thursday 29-Oct	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	1	2	1	0	0	0	0	9
Friday 30-Oct	0	0	1	0	0	0	2	2	1	3	8	7	5	7	2	8	4	18	8	3	0	0	0	0	0	79
Saturday 31-Oct	0	0	0	0	0	0	0	0	1	1	5	12	6	4	18	13	17	13	19	9	5	0	0	0	0	123
Sunday 1-Nov	0	0	0	0	0	0	0	0	4	4	3	6	18	1	0	2	6	3	1	0	0	1	0	0	0	49
Monday 2-Nov	0	0	0	0	0	0	2	4	10	10	1	3	5	0	0	6	4	7	8	4	0	0	0	0	0	64
Tuesday 3-Nov	0	0	0	0	0	0	0	4	4	3	3	6	12	4	7	7	5	13	18	0	0	0	0	0	0	86
Wednesday 4-Nov	0	0	0	0	0	2	2	3	2	5	7	8	10	12	18	11	9	23	7	0	0	0	1	0	0	120
Thursday 5-Nov	0	0	0	0	0	0	2	7	4	10	9	9	10	8	12	28	10	9	1	1	1	0	0	0	0	121
Friday 6-Nov	0	0	0	0	0	0	2	6	1	5	10	17	13	11	22	20	22	24	15	2	0	2	0	0	0	172
Saturday 7-Nov	0	0	0	0	0	0	0	0	6	10	13	15	16	17	37	20	29	18	12	0	0	1	0	0	0	194
Sunday 8-Nov	0	0	0	0	0	0	0	0	0	8	13	17	29	35	44	26	49	34	11	0	0	0	0	0	0	266
Monday 9-Nov	0	0	0	0	0	0	0	3	2	6	5	11	20	20	9	10	24	12	38	5	0	0	0	0	0	165
Tuesday 10-Nov	0	0	0	0	0	0	0	2	5	10	10	6	15	9	19	8	15	19	19	3	0	0	0	0	0	140
Wednesday 11-Nov	0	0	0	0	0	0	0	0	0	4	8	14	13	8	4	9	6	29	8	1	0	4	0	2	0	110
Thursday 12-Nov	0	0	0	0	0	0	1	0	1	4	3	2	4	6	7	13	5	9	2	3	0	0	0	0	0	60
Friday 13-Nov	0	0	0	0	0	0	0	1	1	4	6	8	8	8	8	11	4	8	2	0	0	0	0	0	0	69
Saturday 14-Nov	0	0	0	0	0	0	0	3	2	2	6	6	13	5	5	9	5	7	3	3	0	0	0	1	0	70
Sunday 15-Nov	1	0	0	0	0	0	0	0	2	1	3	1	1	5	0	1	7	5	0	0	0	1	0	0	0	25
Monday 16-Nov	0	0	0	0	0	0	0	1	6	9	8	0	1	1	4	2	14	5	6	2	0	0	0	0	0	59
Tuesday 17-Nov	0	0	0	0	0	0	0	0	4	5	5	6	0	1	31	62	23									418
Grand Total	1	-	1	-	2	13	43	66	108	146	177	222	181	272	236	286	289	217	71	10	9	1	3	-	2,354	
Average	0.04	0.00	0.04	0.00	0.08	0.54	1.79	2.75	4.50	6.08	7.38	9.25	7.54	11.33	9.83	11.92	12.04	9.04	2.96	0.42	0.38	0.04	0.13	0.00	98.08	



# KNOX COUNTY ACTIVE TRANSPORTATION PLAN | DRAFT

## April/May 2021 (Location: Heritage Park)

Day of Week	Date	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	DAILY TOTAL
Friday	21-May																									
Saturday	22-May	12	12	2	2	0	1	2	21	8	16	20	40	14	42	33	23	13	10	23	40	42	64	30	7	477
Sunday	23-May	7	5	18	0	2	0	5	5	10	21	20	23	27	26	24	16	41	19	19	29	32	35	7	2	393
Monday	24-May	2	1	2	0	2	1	4	10	2	16	10	6	11	5	28	23	16	27	13	22	30	9	3	13	256
Tuesday	25-May	18	11	3	0	3	0	7	7	10	16	12	11	9	10	7	31	9	11	17	18	25	13	20	10	278
Wednesday	26-May	2	2	3	0	0	2	9	7	10	11	33	5	13	6	2	5	5	21	16	13	20	17	22	12	236
Thursday	27-May	2	1	6	1	1	4	11	5	23	9	5	10	18	22	24	67	30	35	34	33	28	30	11	7	417
Friday	28-May	3	0	3	3	3	2	9	4	7	4	18	2	5	8	0	8	7	12	11	6	11	5	2	2	135
Saturday	29-May	2	6	0	1	2	0	2	3	8	5	6	16	8	8	18	26	19	4	1	6	11	4	12	4	172
Sunday	30-May	2	3	2	2	3	0	4	2	7	10	29	16	34	28	24	28	17	20	32	17	20	17	20	0	337
Monday	31-May	0	0	0	0	1	0	0	1	19	13	34	51	26	42	43	46	30	18	31	48	11	7	8	13	442
Tuesday	1-Jun	3	6	6	2	2	2	5	4	6	8	5	8	22	33	26	39	54	28	20	36	33	20	10	7	385
Wednesday	2-Jun	1	8	1	0	1	2	3	0	2	10	9	2	5	4	7	82	29	15	0	0	0	0	0	0	0
Thursday	3-Jun	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Friday	4-Jun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY AVERAGE		4.82	4.27	4.09	1.00	1.73	1.09	5.27	6.27	10.00	11.73	17.45	17.09	17.00	20.91	20.82	28.36	21.91	18.64	19.73	24.36	23.91	20.09	13.18	7.00	

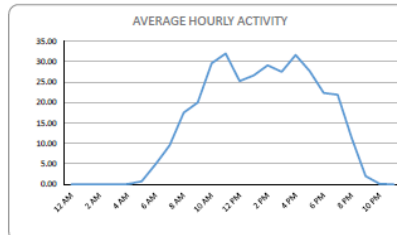
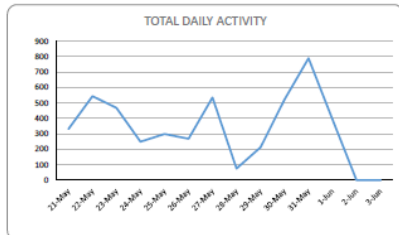


\*red cells indicate install and removal times

## Kokosing Gap Trail

## April/May 2021 (Location: Mount Vernon Avenue)

Day of Week	Date	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	DAILY TOTAL
Thursday	20-May																									
Friday	21-May	0	0	0	0	0	2	9	17	25	32	26	32	30	16	28	24	16	15	35	19	5	3	1	0	331
Saturday	22-May	0	0	0	0	1	1	3	10	41	65	63	69	56	40	34	22	16	28	27	38	8	2	0	0	544
Sunday	23-May	0	0	0	0	0	0	4	12	14	18	44	70	46	44	69	52	29	29	10	11	15	1	0	0	468
Monday	24-May	0	0	0	0	0	1	3	13	20	15	23	22	22	15	11	10	11	18	18	21	19	7	0	0	249
Tuesday	25-May	0	0	0	0	0	1	5	20	30	34	26	25	11	22	14	7	16	17	17	25	25	4	0	0	299
Wednesday	26-May	0	0	0	0	0	3	28	18	23	35	33	21	11	11	0	5	3	9	19	32	15	2	0	0	268
Thursday	27-May	0	0	0	0	0	1	5	26	39	24	41	36	22	44	41	58	24	58	57	35	24	1	0	0	536
Friday	28-May	0	0	0	0	0	0	3	4	1	4	14	11	1	0	3	1	6	9	6	10	2	0	0	0	75
Saturday	29-May	0	0	0	0	0	2	6	11	7	24	31	19	16	16	21	30	18	5	3	2	3	1	0	0	213
Sunday	30-May	0	0	0	0	0	1	2	3	7	12	34	61	26	51	88	74	41	24	33	48	15	1	0	0	522
Monday	31-May	0	0	0	0	0	1	3	4	28	28	56	67	96	108	91	82	70	57	42	30	22	5	0	0	790
Tuesday	1-Jun	0	0	0	0	0	0	7	6	15	20	31	23	30	27	29	23	42	53	44	34	7	1	0	0	392
Wednesday	2-Jun	0	0	0	0	0	0	0	4	9	6	9	12	9	6	13	34	105	41	0	0	0	0	0	0	0
Thursday	3-Jun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Friday	4-Jun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY AVERAGE		0.00	0.00	0.00	0.00	0.07	0.73	4.93	9.53	17.53	20.00	29.60	32.00	25.27	26.67	29.13	27.53	31.64	27.71	22.36	21.93	11.36	2.00	0.13	0.00	



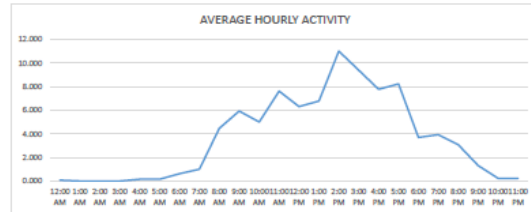
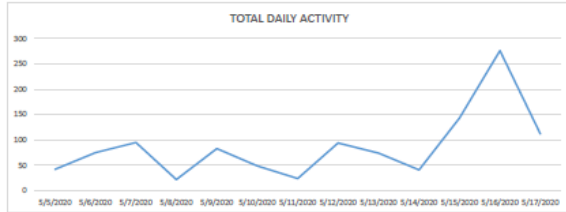
\*red cells indicate install and removal times

# KNOX COUNTY ACTIVE TRANSPORTATION PLAN | DRAFT

## Mohican Valley Trail

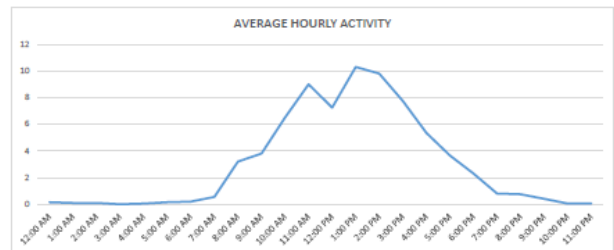
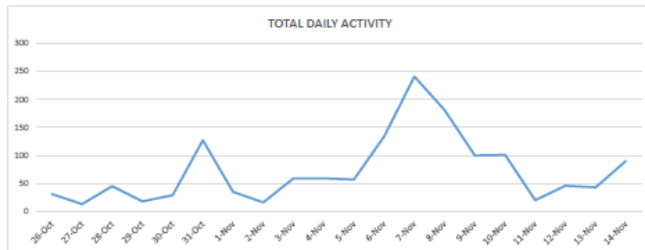
April/May 2020 (Location: Danville Trailhead)

Row Labels	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Grand Total
Monday 5/4/2020																									16
Tuesday 5/5/2020	0	0	0	0	0	0	0	0	1	6	1	0	2	2	3	5	6	5	4	4	3	0	0	0	42
Wednesday 5/6/2020	0	0	0	0	0	2	3	0	4	0	9	4	0	3	0	2	7	20	2	8	9	0	0	0	75
Thursday 5/7/2020	0	0	0	0	0	0	0	2	5	6	15	10	2	4	4	15	16	6	0	4	3	3	0	0	95
Friday 5/8/2020	0	0	0	0	0	0	0	1	2	1	3	0	0	2	1	2	0	6	2	0	0	2	0	0	22
Saturday 5/9/2020	0	0	0	0	0	0	0	0	15	20	1	3	3	7	4	3	7	4	4	7	2	0	0	3	83
Sunday 5/10/2020	0	0	0	0	0	0	0	6	0	2	0	7	3	5	8	0	2	7	0	3	4	2	0	0	49
Monday 5/11/2020	0	0	0	0	0	0	0	0	0	1	0	3	3	2	3	2	2	5	2	0	0	1	0	0	24
Tuesday 5/12/2020	0	0	0	0	0	0	0	0	0	2	4	16	9	5	38	8	2	4	2	3	0	1	0	0	94
Wednesday 5/13/2020	0	0	0	0	0	0	0	2	0	2	0	3	3	7	20	19	10	2	5	6	1	0	0	0	74
Thursday 5/14/2020	0	0	0	0	0	0	1	2	1	0	0	0	3	2	5	10	4	7	1	3	0	1	1	0	41
Friday 5/15/2020	0	0	0	0	0	0	1	0	8	20	11	15	19	19	13	11	6	7	3	5	2	1	0	0	143
Saturday 5/16/2020	1	0	0	0	0	0	0	0	14	14	20	22	24	24	27	31	26	22	20	8	16	7	0	0	276
Sunday 5/17/2020	0	0	0	0	2	0	1	0	8	3	1	16	11	6	15	20	13	12	3	0	0	1	0	0	112
Monday 5/18/2020	0	0	0	0	0	0	0	0																	0
Grand Total	1	0	0	0	2	2	8	13	58	77	65	99	82	88	143	122	101	113	51	55	49	17	3	3	1146
Average	0.077	0.000	0.000	0.000	0.154	0.154	0.615	1.000	4.462	5.923	5.000	7.615	6.308	6.769	11.000	9.385	7.749	8.231	3.692	3.923	3.077	1.308	0.231	0.231	



November 2020 (Location: Danville Trailhead)

	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Grand Total		
Sunday	25-Oct	0	0	0	0	0	0	0	0	354	790	0	0	0	7	161	2	1	0	0	0	1	0	0	1	1257	
Monday	26-Oct	0	0	0	0	0	1	0	1	0	1	1	3	3	1	5	5	5	2	1	1	1	0	0	0	31	
Tuesday	27-Oct	0	0	0	0	0	0	0	0	1	0	0	5	0	1	2	2	1	1	0	0	0	0	0	0	13	
Wednesday	28-Oct	0	0	0	0	0	0	0	0	3	4	1	5	5	3	2	1	6	4	7	4	0	0	0	0	45	
Thursday	29-Oct	0	0	0	0	0	0	0	0	0	4	4	1	1	3	0	1	4	0	0	0	0	0	0	0	18	
Friday	30-Oct	0	0	0	0	0	0	0	0	1	0	0	4	6	5	0	2	4	2	3	0	0	2	0	0	29	
Saturday	31-Oct	0	0	0	0	0	1	0	0	5	15	20	21	9	15	19	5	4	11	1	0	0	1	0	0	127	
Sunday	1-Nov	0	0	0	0	0	0	3	0	1	1	1	2	3	8	5	1	2	7	0	0	2	0	0	0	35	
Monday	2-Nov	0	0	0	0	0	0	0	0	2	1	4	0	1	0	0	3	2	3	0	0	0	0	0	0	16	
Tuesday	3-Nov	0	0	0	0	0	0	0	0	1	0	6	2	17	9	10	6	3	4	0	0	1	0	0	0	59	
Wednesday	4-Nov	0	0	0	0	0	0	0	0	2	7	8	5	7	9	7	8	3	1	2	0	0	0	0	0	59	
Thursday	5-Nov	0	2	0	0	0	0	0	0	1	2	5	12	3	8	7	10	4	0	0	0	0	0	0	0	57	
Friday	6-Nov	3	0	0	0	0	0	0	0	6	1	11	10	21	23	16	17	4	5	9	0	5	3	0	0	134	
Saturday	7-Nov	0	0	0	0	1	0	0	1	20	21	34	20	21	35	41	23	13	6	3	1	1	0	0	0	241	
Sunday	8-Nov	0	0	0	0	0	1	2	0	1	1	8	22	20	30	25	31	15	5	11	4	3	2	0	0	181	
Monday	9-Nov	0	0	0	0	0	0	0	0	1	4	6	43	2	17	9	7	7	4	0	0	0	0	0	0	100	
Tuesday	10-Nov	0	0	2	0	0	0	0	5	7	5	4	14	8	15	18	8	12	3	0	0	0	0	0	0	101	
Wednesday	11-Nov	0	0	0	0	0	0	0	1	0	0	3	2	2	1	2	7	0	2	0	0	0	0	0	0	20	
Thursday	12-Nov	0	0	0	0	0	2	0	1	3	0	0	3	6	13	6	1	6	3	2	0	0	0	0	0	46	
Friday	13-Nov	0	0	0	0	0	0	0	0	1	0	6	0	5	8	8	0	7	1	2	3	0	0	1	1	43	
Saturday	14-Nov	0	0	0	0	0	0	0	11	6	8	9	8	14	6	15	4	2	4	1	2	0	0	0	0	90	
Sunday	15-Nov	1	0	0	0	0	0	0	3	0	1	0	13	11	2	0	0	0	0	0	0	0	0	0	0	138	
Monday	16-Nov	0	0	0	0	0	0	0	0	19	7	376	0	0	0	0	0	0	0	0	0	0	0	0	0	401	
Tuesday	17-Nov	0	0	0	0	0	0	0	311	0	7	0	0	3	44	302	0	0	0	0	0	0	0	0	0	0	668
Grand Total		3	2	2	0	0	1	3	4	11	64	76	130	180	145	206	196	155	107	73	46	16	13	8	1	1	1445
Average		0.15	0.1	0.1	0	0	0.05	0.15	0.2	0.55	3.2	3.8	6.5	9	7.25	10.3	9.8	7.75	5.35	3.65	2.3	0.8	0.75	0.4	0.05	0.05	72.25





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## Appendix E: Sidewalk Assessments

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### CENTERBURG\_OHIO\_SIDEWALK ASSESSMENT\_September 10th & 15th, 2021

STREET ADDRESS	Sidewalk Condition	Cracks Present (measure & record depth)	Material (other than concrete)	Photo (Yes or No)	Notes
248 ADAMS AVE	fair		Gravel		gravel walk on one side of street
253 ADAMS AVE	fair		Gravel		gravel walk on one side of street
258 ADAMS AVE	fair		Gravel		gravel walk on one side of street
262 ADAMS AVE	fair		Gravel		gravel walk on one side of street
265 ADAMS AVE	fair		Gravel		gravel walk on one side of street
0 CHERRY ALLEY	no sidewalk				
7 CHERRY ALLEY	no sidewalk				
181 CHERRY ALLEY	no sidewalk				
22 CHURCH ST	fair	tree	no	no	trip hazard
23 CHURCH ST	fair	?	grass	no	
30 CHURCH ST	?				
33 CHURCH ST	good	no	no	no	
49 CHURCH ST	good	no	no	no	gravel driveway
55 CHURCH ST	bad	tree, crack			
110 CHURCH ST	no sidewalk				
120 CHURCH ST	no sidewalk				
121 CHURCH ST	no sidewalk				
130 CHURCH ST	no sidewalk				
133 CHURCH ST	no sidewalk				
150 CHURCH ST	no sidewalk				
170 CHURCH ST	no sidewalk				
0 CLEVELAND AVE	fair	no	no	yes	missing walk at Centerburg Commons
37 CLEVELAND AVE	fair	no	no	yes	see photo
42 CLEVELAND AVE	good	no	gravel lot	no	not accessible from road
46 CLEVELAND AVE	no sidewalk?	no	no	no	not accessible from road
47 CLEVELAND AVE	fair	no	no	no	good condition
51 CLEVELAND AVE	adequate	no	no	yes	uneven
53 CLEVELAND AVE	fair	no	no	no	crossing is well marked
55 CLEVELAND AVE	good	no	no		car on sidewalk
57 CLEVELAND AVE	good	no			
58 CLEVELAND AVE	good	no			
59 CLEVELAND AVE	good	no			
60 CLEVELAND AVE	good	no	no	no	Great Condition
61 CLEVELAND AVE	good	no			
63 CLEVELAND AVE	good	no			
65 CLEVELAND AVE	good	no			
67 CLEVELAND AVE	good	no			
68 CLEVELAND AVE	good	no			
69 CLEVELAND AVE	good	no			
70 CLEVELAND AVE	good	no			
3782 COLUMBUS RD	High School? good				
3830 COLUMBUS RD					
3881 COLUMBUS RD	no sidewalk				Dollar General, Hardware Store, Gas Station are not accessible
3927 COLUMBUS RD	no sidewalk				
3938 COLUMBUS RD	good condition	no			
3940 COLUMBUS RD	good condition	no			
3941 COLUMBUS RD	no sidewalk				
4531 COLUMBUS RD					Did not assess
4559 COLUMBUS RD					Did not assess
4581 COLUMBUS RD					Did not assess
4584 COLUMBUS RD					Did not assess

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## CENTERBURG\_OHIO\_SIDEWALK ASSESSMENT\_ September 10th & 15th, 2021

STREET ADDRESS	Sidewalk Condition	Cracks Present (measure & record depth)	Material (other than concrete)	Photo (Yes or No)	Notes
303 DARLENE ST	No sidewalk				
305 DARLENE ST	No sidewalk				
306 DARLENE ST	No sidewalk				
328 DARLENE ST	No sidewalk				
115 DONNIE ST	No sidewalk				
119 DONNIE ST	No sidewalk				
120 DONNIE ST	No sidewalk				
132 DONNIE ST	No sidewalk				
135 DONNIE ST	No sidewalk				
144 DONNIE ST	No sidewalk				
150 DONNIE ST	No sidewalk				
0 E MAIN ST	good				
4 E MAIN ST	good				
5 E MAIN ST	good	no	no	no	
9 E MAIN ST	good	no	no	no	
13 E MAIN ST	good	yes	sandstone	no	
16 E MAIN ST	good				
17 E MAIN ST	good	yes	no		no crosswalk
23 E MAIN ST					could not find?
24 E MAIN ST	good				
49 E MAIN ST	good				
56 E MAIN ST	good				
58 E MAIN ST	good	no	no	no	
59 E MAIN ST	good				CROSSWALK- needs painted
70 E MAIN ST	good	no	no	no	slope > 1 inch
76 E MAIN ST	good				
79 E MAIN ST	good				
97 E MAIN ST	bad	yes, >1"	yes	yes	texture changes, trip hazard, grass overgrown
98 E MAIN ST	good	no	no	no	
104 E MAIN ST	good	yes	no	no	tree root/trip hazard
110 E MAIN ST	good	no	no	no	
111 E MAIN ST	good	yes-some	no	no	
119 E MAIN ST	good	no	no	no	CROSSWALK - needs painted
122 E MAIN ST	good	no	no	no	
135 E MAIN ST	bad	yes	no	no	trip hazard, weeds
136 E MAIN ST	bad	yes	gravel	yes	too narrow, weeds, trip hazard
147 E MAIN ST	good	no	no	yes	
150 E MAIN ST	good	few	no	no	too narrow
154 E MAIN ST	bad	no	no	no	uneven, weeds
155 E MAIN ST	good	no	no	yes	uneven slope, > 2"
164 E MAIN ST	good	yes	no	no	uneven sidewalk
165 E MAIN ST	good	no	no	no	some uneven
180 E MAIN ST	good	yes	no	no	uneven sidewalk
181 E MAIN ST		no	no	no	weeds, too narrow, weeds in cracks
201 E MAIN ST	sidewalk ends	yes	no	no	
215 E MAIN ST	no sidewalk			no	
7 FACTORY ST	no sidewalk				
15 FACTORY ST	no sidewalk				
34 FACTORY ST	no sidewalk				
0 FAIRVIEW AVE	fair				
212 FAIRVIEW AVE	fair				
254 FAIRVIEW AVE	fair				
264 FAIRVIEW AVE	fair				
21 FIELDCREST DR	good				
22 FIELDCREST DR	good				

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## CENTERBURG\_ OHIO\_ SIDEWALK ASSESSMENT\_ September 10th & 15th, 2021

STREET ADDRESS	Sidewalk Condition	Cracks Present (measure & record depth)	Material (other than concrete)	Photo (Yes or No)	Notes
23 FIELDCREST DR	good				
25 FIELDCREST DR	good				
27 FIELDCREST DR	fair				
28 FIELDCREST DR	fair				
29 FIELDCREST DR	fair				
30 FIELDCREST DR	fair				
31 FIELDCREST DR	fair				
33 FIELDCREST DR	fair				
35 FIELDCREST DR	fair				
37 FIELDCREST DR	fair				
38 FIELDCREST DR	fair				
39 FIELDCREST DR	fair				
41 FIELDCREST DR	fair				
42 FIELDCREST DR	fair				
43 FIELDCREST DR	fair				
44 FIELDCREST DR	fair				
45 FIELDCREST DR	fair				
46 FIELDCREST DR	fair				
47 FIELDCREST DR	fair				
1 GARDEN ST	good				
2 GARDEN ST	good				
3 GARDEN ST	good				
4 GARDEN ST	good				Grass is overgrown
5 GARDEN ST	good				
6 GARDEN ST	fair			no	Crossing walk missing raised bumps for visually impaired
7 GARDEN ST	good				
8 GARDEN ST	fair			no	Crossing bumps?
9 GARDEN ST	good				
10 GARDEN ST	good				
11 GARDEN ST	good				
12 GARDEN ST	good				
13 GARDEN ST	good				
14 GARDEN ST	good				
15 GARDEN ST	good				
16 GARDEN ST	fair			no	Grass is overgrown
17 GARDEN ST	good				
18 GARDEN ST	fair			no	
19 GARDEN ST	good				
51 HEART CT	good				
53 HEART CT	good				
54 HEART CT	good				
55 HEART CT	good				
56 HEART CT	good				
57 HEART CT	good				
58 HEART CT	good				
59 HEART CT	good				
60 HEART CT	good				
61 HEART CT	good				
62 HEART CT	good				
63 HEART CT	good				
64 HEART CT	good				
10 JERRY ST	No sidewalk				
25 JERRY ST	No sidewalk				
45 JERRY ST	No sidewalk				
20 JOHNSVILLE RD					Did not assess

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## CENTERBURG\_OHIO\_SIDEWALK ASSESSMENT\_September 10th & 15th, 2021

STREET ADDRESS	Sidewalk Condition	Cracks Present (measure & record depth)	Material (other than concrete)	Photo (Yes or No)	Notes
21 JOHNSVILLE RD					Did not assess
4670 JOHNSVILLE RD					Did not assess
50 JOHNSVILLE RD					Did not assess
56 JOHNSVILLE RD					Did not assess
33 KNOX ST	no sidewalk				
32 LEONARD AVE	no sidewalk				
40 LEONARD AVE	no sidewalk				
53 LEONARD AVE	no sidewalk				
61 LEONARD AVE	no sidewalk				
95 LEONARD AVE	no sidewalk				
131 MARLA ST	no sidewalk				
133 MARLA ST	no sidewalk				
134 MARLA ST	no sidewalk				
135 MARLA ST	no sidewalk				
4 MESSMORE AVE	no sidewalk				
6 MESSMORE AVE	no sidewalk				
24 MESSMORE AVE	no sidewalk				
25 MESSMORE AVE	no sidewalk				
336 MICHAEL ST	no sidewalk				
344 MICHAEL ST	no sidewalk				
358 MICHAEL ST	no sidewalk				
366 MICHAEL ST	no sidewalk				
382 MICHAEL ST	no sidewalk				
395 MICHAEL ST	no sidewalk				
400 MICHAEL ST	no sidewalk				
30 MILLER ST	no sidewalk				
40 MILLER ST	no sidewalk				
80 MILLER ST	no sidewalk				
27 N CLAYTON ST					
55 N CLAYTON ST					
136 N CLAYTON ST	fair			yes	Drain in crosswalk
147 N CLAYTON ST					
148 N CLAYTON ST	Eroded broken sidewalk			yes	
154 N CLAYTON ST	4" Raise 3" Raise	uneven	broken sidewalk (root)	yes	
157 N CLAYTON ST	Overgrown/Uneven		shale/slate		
160 N CLAYTON ST					
165 N CLAYTON ST					
176 N CLAYTON ST	fair				
177 N CLAYTON ST					
180 N CLAYTON ST	3" dropoff (Brick Road)				
181 N CLAYTON ST	uneven with linear raises				
186 N CLAYTON ST	uneven slope		slate		
187 N CLAYTON ST					
191 N CLAYTON ST	Dropoff, Gravel Sidewalk	Broken			
200 N CLAYTON ST	steep incline @ crosswalk				
205 N CLAYTON ST	fair				
206 N CLAYTON ST	fair				
212 N CLAYTON ST	uneven				

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## CENTERBURG\_OHIO\_SIDEWALK ASSESSMENT\_ September 10th & 15th, 2021

STREET ADDRESS	Sidewalk Condition	Cracks Present (measure & record depth)	Material (other than concrete)	Photo (Yes or No)	Notes
224 N CLAYTON ST	uneven & broken				
225 N CLAYTON ST	Broken		slate		
227 N CLAYTON ST	fair				
244 N CLAYTON ST	no sidewalk				
245 N CLAYTON ST	no sidewalk				
250 N CLAYTON ST	no sidewalk				
255 N CLAYTON ST	no sidewalk				
260 N CLAYTON ST	Location???				
269 N CLAYTON ST	no sidewalk				
283 N CLAYTON ST	no sidewalk				
290 N CLAYTON ST	no sidewalk				
293 N CLAYTON ST	no sidewalk				
296 N CLAYTON ST	no sidewalk				
311 N CLAYTON ST	no sidewalk				
314 N CLAYTON ST	no sidewalk				
321 N CLAYTON ST	no sidewalk				
333 N CLAYTON ST	no sidewalk				
346 N CLAYTON ST	no sidewalk				
351 N CLAYTON ST	no sidewalk				
360 N CLAYTON ST	no sidewalk				
377 N CLAYTON ST	no sidewalk				
391 N CLAYTON ST	no sidewalk				
400 N CLAYTON ST	no sidewalk				
402 N CLAYTON ST	no sidewalk				
460 N CLAYTON ST	no sidewalk				
480 N CLAYTON ST	no sidewalk				
505 N CLAYTON ST	no sidewalk				
510 N CLAYTON ST	no sidewalk				
522 N CLAYTON ST	no sidewalk				
538 N CLAYTON ST	no sidewalk				
551 N CLAYTON ST	no sidewalk				
567 N CLAYTON ST	no sidewalk				
575 N CLAYTON ST	no sidewalk				
19 N EWING ST	good	no	no	no	
29 N EWING ST	good				
38 N EWING ST	good	no	no	no	one bump left side
57 N EWING ST	fair	yes, 1/2"	no	no	bumpy
58 N EWING ST	good	no	no	no	
67 N EWING ST	bad	yes, 1/4"	gravel	yes	end of sidewalk
74 N EWING ST	fair	no	no	no	eroded, sidewalk and crosswalk
84 N EWING ST	bad	no	grassy	yes	bumpy/no wheelchair, overgrowth
91 N EWING ST	good	no	no	no	
92 N EWING ST	good	no	no	no	
99 N EWING ST	good	no	no	no	crate, drain
105 N EWING ST					
19 N HARTFORD AVE	no assessment				
20 N HARTFORD AVE	good	no	no	yes	weeds
26 N HARTFORD AVE	good	no	no	yes	
27 N HARTFORD AVE	fair	several bumps and cracks, 2" X 2"	asphalt	yes	CROSSWALKS ARE NOT WHEELCHAIR ACCESSIBLE
38 N HARTFORD AVE	fair	yes, 1" x 2"	no	yes	uneven crosswalk
53 N HARTFORD AVE	good	yes, 1 1/2" x 1"	no	yes	weeds
62 N HARTFORD AVE	good until crosswalk	no	np	yes	
65 N HARTFORD AVE	fair	no	no	no	dropoff, 4"



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## CENTERBURG\_OHIO\_SIDEWALK ASSESSMENT\_ September 10th & 15th, 2021

STREET ADDRESS	Sidewalk Condition	Cracks Present (measure & record depth)	Material (other than concrete)	Photo (Yes or No)	Notes
76 N HARTFORD AVE	fair	2"	gravel	no	
77 N HARTFORD AVE	good	no	no	no	
81 N HARTFORD AVE	fair	no	no	yes	weeds
88 N HARTFORD AVE	good	no	no	no	
93 N HARTFORD AVE	good	no	no	no	overgrowth
94 N HARTFORD AVE	good	yes, 1/4"	slate	no	
101 N HARTFORD AVE	good	no	no	no	owners are blocking sidewalk plants
102 N HARTFORD AVE	fair	yes 1"	cracks	no	
108 N HARTFORD AVE	okay				
115 N HARTFORD AVE	unclear?				
30 N PRESTON ST	good	No	No	No	CROSSWALK BAD on Preston
31 N PRESTON ST	good	yes, uneven	No	No	
39 N PRESTON ST	fair	yes	good	yes	dropoff, 4"
40 N PRESTON ST	good	no	good	no	
54 N PRESTON ST	fair				
55 N PRESTON ST	fair	some	gravel	No	no wheelchair accessible crosswalk
65 N PRESTON ST	good	No	No	No	
66 N PRESTON ST	good	No	No	No	
73 N PRESTON ST	no sidewalk- driveway	No	brick	No	no wheelchair accessible crosswalk
74 N PRESTON ST	no sidewalk				
80 N PRESTON ST	no sidewalk				
86 N PRESTON ST	no sidewalk				
104 N PRESTON ST	?				
115 N PRESTON ST	?				
267 OAK ST	good				
285 OAK ST	good				
291 OAK ST	good				
299 OAK ST	good				
301 OAK ST	good				
323 OAK ST	good				
335 OAK ST	good				
337 OAK ST	good				
345 OAK ST	good				
2 POPLAR ALLEY	no sidewalk				potholes in road
29 POPLAR ALLEY	no sidewalk				
26 S CALHOUN ST	bad	no	sandstone	no	overgrown
27 S CALHOUN ST	bad	yes	no	yes	slope> 3", trip hazard, overgrown
37 S CALHOUN ST	good	no	no	no	
38 S CALHOUN ST	no sidewalk				
71 S CALHOUN ST	no sidewalk				
0 S CLAYTON ST	good				
24 S CLAYTON ST	bad	yes	gravel	yes	trip hazard
38 S CLAYTON ST	Good until Washington	yes	sandstone	yes	broken, slope, trip hazard
39 S CLAYTON ST	bad	yes	yes	yes	weeds, uneven trip hazard slope> 4
9 S EWING ST	good	No	No	No	
19 S EWING ST	fair	No	No	No	bumpy, narrow
31 S EWING ST	fair	yes, 1/2"	No	No	
39 S EWING ST	good	No	No	No	
20 S HARTFORD AVE	good	no	no	no	no wheelchair accessible crosswalk
21 S HARTFORD AVE	bad	yes	no	no	trip hazards, driveway uneven
26 S HARTFORD AVE	bad	yes	sandstone	yes	weeds in cracks
29 S HARTFORD AVE	bad	no	no	no	trip hazard weeds
37 S HARTFORD AVE	good	no	no	no	
44 S HARTFORD AVE	bad	yes, 6"	no	yes	slope > 3 inches, tree roots

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## CENTERBURG\_ OHIO\_ SIDEWALK ASSESSMENT\_ September 10th & 15th, 2021

STREET ADDRESS	Sidewalk Condition	Cracks Present (measure & record depth)	Material (other than concrete)	Photo (Yes or No)	Notes
52 S HARTFORD AVE	good	yes	no	yes	a few cracks present
62 S HARTFORD AVE	fair	yes, 3'-4"		yes	
69 S HARTFORD AVE	good	no	no	no	
70 S HARTFORD AVE	good	no	no	yes	
77 S HARTFORD AVE	bad	yes	sandstone	no	weeds throughout in cracks
80 S HARTFORD AVE	good	yes	no	no	few cracks present
89 S HARTFORD AVE	bad	yes	sandstone		
90 S HARTFORD AVE	bad	yes	gravel present	yes	slope > 3 inches
99 S HARTFORD AVE	bad	yes	sandstone	no	weeds throughout sidewalk
100 S HARTFORD AVE	good	no	no	no	slightly narrow
105 S HARTFORD AVE	good	no	no	no	
108 S HARTFORD AVE	good	yes	no	no	
111 S HARTFORD AVE	good	no	no	no	uneven driveway
118 S HARTFORD AVE	good	no	no, gravel driveway	no	
123 S HARTFORD AVE	good	no	no	no	uneven pavement
126 S HARTFORD AVE	good	no	no	no	
133 S HARTFORD AVE	bad	no	no	no	uneven, trip hazards, weed in sidewalk
136 S HARTFORD AVE	bad	yes	no	yes	cracks, slope >3 "
144 S HARTFORD AVE	bad	yes	no	yes	slope>4"
147 S HARTFORD AVE	good	no	sandstone	no	weeds in sidewalk
154 S HARTFORD AVE	bad	yes	no	no	trip hazards
162 S HARTFORD AVE	good	no	no	no	
165 S HARTFORD AVE	good	no	no	no	
172 S HARTFORD AVE	good	no	no	no	
173 S HARTFORD AVE	good	no	no		driveway has trip hazard
180 S HARTFORD AVE	good	no	no	no	
183 S HARTFORD AVE	good	no	no	no	
193 S HARTFORD AVE	good	no	no	no	
194 S HARTFORD AVE	good	no	no	no	
200 S HARTFORD AVE	good	no	no	no	
203 S HARTFORD AVE	bad	yes	no	yes	slope> 4", too narrow
211 S HARTFORD AVE	bad	yes	sandstone	no	trip hazards, bushes in sidewalk
218 S HARTFORD AVE	good	no	no	no	
221 S HARTFORD AVE	good	no	no	no	
228 S HARTFORD AVE	good	no	no	no	
237 S HARTFORD AVE	good	no	no	no	
249 S HARTFORD AVE	good	no	no	no	
250 S HARTFORD AVE	good	yes	yes, sandstone	no	slip hazard
258 S HARTFORD AVE	No sidewalk				
263 S HARTFORD AVE	No sidewalk				
272 S HARTFORD AVE	No sidewalk				
284 S HARTFORD AVE	No sidewalk				
300 S HARTFORD AVE	No sidewalk				
323 S HARTFORD AVE	No sidewalk				
325 S HARTFORD AVE	No sidewalk				
327 S HARTFORD AVE	No sidewalk				
331 S HARTFORD AVE	No sidewalk				
338 S HARTFORD AVE	No sidewalk				
34 S HARTFORD AVE	No sidewalk				
347 S HARTFORD AVE	No sidewalk				
357 S HARTFORD AVE	No sidewalk				
420 S HARTFORD AVE	No sidewalk				
432 S HARTFORD AVE	No sidewalk				
10 S PRESTON ST	bad	yes	no	no	overgrown, uneven
29 S PRESTON ST	good	no	no	no	narrow, weeds

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## CENTERBURG\_OHIO\_SIDEWALK ASSESSMENT\_ September 10th & 15th, 2021

STREET ADDRESS	Sidewalk Condition	Cracks Present (measure & record depth)	Material (other than concrete)	Photo (Yes or No)	Notes
30 S PRESTON ST	good	no	no	no	uneven, some weeds
36 S PRESTON ST	bad	yes	yes	no	uneven, weeds within concrete
37 S PRESTON ST	good	no	no	no	no ramp at curb
53 S PRESTON ST	bad	yes	no?	yes	gravel, no ramp, trip hazard
54 S PRESTON ST	bad	yes	sandstone	yes	No raised bumps for visually impaired at crosswalk, uneven, grass
57 S PRESTON ST	bad	yes	gravel	no	gravel
62 S PRESTON ST	good	no	no	no	trip hazard, uneven, gap > 4 inches
69 S PRESTON ST	good	yes	no	no	some cracks
74 S PRESTON ST	good	no	no	no	
84 S PRESTON ST	good	no	no	no	trip hazard
87 S PRESTON ST	bad	yes	no	no	narrow, grass overgrown
92 S PRESTON ST	good	no	no	no	bushes need trimmed
106 S PRESTON ST	good	no	no	no	
110 S PRESTON ST	good	no	no	no	
116 S PRESTON ST	good	no	no	no	
119 S PRESTON ST	bad				
148 S PRESTON ST	good	no	no	no	
149 S PRESTON ST	good	no	no	no	
154 S PRESTON ST	bad	yes	no	yes	tree roots, tripping hazard, slope > 3 inches
159 S PRESTON ST	good	no	no	no	
162 S PRESTON ST	good	no	no	no	slope > 2 inches, trip hazard
170 S PRESTON ST	good	no	no	no	slightly uneven
180 S PRESTON ST	good	yes	no	no	
181 S PRESTON ST	no sidewalk				
190 S PRESTON ST	good	no	no	no	
200 S PRESTON ST	good	no	no	no	
207 S PRESTON ST	good?				
221 S PRESTON ST	no sidewalk				
230 S PRESTON ST	no sidewalk				
243 S PRESTON ST	no sidewalk				
244 S PRESTON ST	no sidewalk				
250 S PRESTON ST	no sidewalk				
251 S PRESTON ST	no sidewalk				
255 S PRESTON ST	no sidewalk				
259 S PRESTON ST	no sidewalk				
266 S PRESTON ST	no sidewalk				
276 S PRESTON ST	no sidewalk				
290 S PRESTON ST	no sidewalk				
291 S PRESTON ST	no sidewalk				
300 S PRESTON ST	no sidewalk				
301 S PRESTON ST	no sidewalk				
307 S PRESTON ST	no sidewalk				
308 S PRESTON ST	no sidewalk				
315 S PRESTON ST	no sidewalk				
318 S PRESTON ST	no sidewalk				
327 S PRESTON ST	no sidewalk				
332 S PRESTON ST	no sidewalk				
9 UNION ST	no sidewalk				
43 UNION ST	no sidewalk				
46 UNION ST	no sidewalk				
100 UNION ST	no sidewalk				
106 UNION ST	good	no	no	no	
116 UNION ST	fair				bumpy/trip hazard
124 UNION ST	fair	no	no	no	bumpy/trip hazard
132 UNION ST	bad Fix ASAP		rocks	no	tree/trip hazard

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## CENTERBURG\_OHIO\_SIDEWALK\_ASSESSMENT\_September 10th & 15th, 2021

STREET ADDRESS	Sidewalk Condition	Cracks Present (measure & record depth)	Material (other than concrete)	Photo (Yes or No)	Notes
133 UNION ST	fair		gravel	no	
140 UNION ST	good	no	no	no	
141 UNION ST	good	no	no	no	
150 UNION ST	good	crack	no	no	trip hazard
167 UNION ST	good	no	gravel	no	
175 UNION ST	good	no	gravel	no	
186 UNION ST	great	no	no	no	
196 UNION ST	no sidewalk				
207 UNION ST	bad	?	gravel/grass	no	overgrown
210 UNION ST	no sidewalk				
18 W HOUCK ST					
23 W HOUCK ST					
27 W HOUCK ST					
45 W HOUCK ST					
57 W HOUCK AVE	good	no	no	yes	dumpster blocking sidewalk, narrow 2.5 ft
110 W HOUCK ST	fair	yes, 1"x2"	no	no	overgrowth
111 W HOUCK ST	good	yes	grass	No	
120 W HOUCK ST	good	No	No	No	
121 W HOUCK ST	good	No	No	No	
127 W HOUCK ST	fair	yes	gravel/grass	No	overgrowth
128 W HOUCK ST	fair	yes, 1/2"	gravel/grass	No	uneven driveway
133 W HOUCK ST	fair	yes	gravel/grass	No	
144 W HOUCK ST	fair	yes, 4 "	gravel/grass	No	eroded
152 W HOUCK ST	good	No	No	No	
153 W HOUCK ST	good	No	No	No	
162 W HOUCK ST	fair	yes, 3"x2"	No	No	big bump- tree root trip hazard
164 W HOUCK ST	good	No	No	No	
165 W HOUCK ST	no sidewalk				
166 W HOUCK ST	no sidewalk				
167 W HOUCK ST	no sidewalk				
168 W HOUCK ST	okay	yes	gravel		
169 W HOUCK ST	no sidewalk				
170 W HOUCK ST	no sidewalk				tree
182 W HOUCK ST	fair	yes	gravel		tree root trip hazard
4 W MAIN ST	good				crosswalk needs painted
7 W MAIN ST	fair	yes, 1/2 "		yes	
12 W MAIN ST	good				
15 W MAIN ST	fair	yes, 1/2 "			
16 W MAIN ST					
18 W MAIN ST	fair	yes, 1/4"			
19 W MAIN ST					
22 W MAIN ST	fair	yes, 2 "			2" dropoff curb
24 W MAIN ST					
35 W MAIN ST					
36 W MAIN ST	fair	yes	no	no	
50 W MAIN ST	good	no	no	no	
60 W MAIN ST	good	no	no	no	
61 W MAIN ST	fair	no	cracks	no	
70 W MAIN ST	good	no	no	no	
71 W MAIN ST	bad	no	dirt	no	trip hazard
77 W MAIN ST	?				
78 W MAIN ST	?				
92 W MAIN ST	good	no	no	no	
93 W MAIN ST	fair	no	cracks, grass	no	
100 W MAIN ST	fair	no	no	no	tree
103 W MAIN ST	fair	no	no	no	1/2 sidewalk

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## CENTERBURG\_OHIO\_SIDEWALK ASSESSMENT\_ September 10th & 15th, 2021

STREET ADDRESS	Sidewalk Condition	Cracks Present (measure & record depth)	Material (other than concrete)	Photo (Yes or No)	Notes
110 W MAIN ST	fair	no	no	yes	weeds, uneven slant,
113 W MAIN ST	good	no	no	no	
119 W MAIN ST	good	no	no	no	
120 W MAIN ST	good	yes, 1/2 "	no	no	
129 W MAIN ST	bad	yes 1" x 2"	uneven, grass	no	overgrown
130 W MAIN ST	good	yes, 1"	no	no	4" dropoff
137 W MAIN ST	good	no	no	no	
140 W MAIN ST	fair	yes, 2 "	cracks/gravel	no	trip hazard
141 W MAIN ST	fair	no	no	no	trip hazard
153 W MAIN ST	good	no	no	no	
156 W MAIN ST	fair-bad	1 1/2"	gravel/crack	no	eroded, hole in sidewalk
161 W MAIN ST	fair	no	grass	no	overgrowth
164 W MAIN ST	good	no	no	no	
169 W MAIN ST	good	no	no	no	not wheelchair accessible
172 W MAIN ST	good	no	no	no	
177 W MAIN ST	good/fair	no	no	no	not wheelchair accessible
182 W MAIN ST	good	no	no	no	crosswalk in good condition
195 W MAIN ST	fair	no	no	no	trip hazard
196 W MAIN ST	good	yes, 1/2"	no	no	trip hazard
201 W MAIN ST	good	no	no	no	slope
204 W MAIN ST	good	no	no	yes	sidewalk ends
215 W MAIN ST	fair	no	gravel	no	eroded
223 W MAIN ST	?				crosswalk needs painted
0 WALNUT ALLEY					
28 WASHINGTON ST	no sidewalk				
50 WASHINGTON ST	no sidewalk				
51 WASHINGTON ST	no sidewalk				
52 WASHINGTON ST	no sidewalk				
70 WASHINGTON ST	no sidewalk				
75 WASHINGTON ST	no sidewalk				
30 WATERS EDGE LN	good				
32 WATERS EDGE LN	good				
33 WATERS EDGE LN	good				
34 WATERS EDGE LN	good				
35 WATERS EDGE LN	good				
36 WATERS EDGE LN	fair			yes	2 raised walk areas, 1" high
37 WATERS EDGE LN	good				
38 WATERS EDGE LN	good				
39 WATERS EDGE LN	good				
40 WATERS EDGE LN	good				
41 WATERS EDGE LN	good				
42 WATERS EDGE LN	fair			no	tree needs trimmed
44 WATERS EDGE LN	fair			yes	raised walk area, 2"
82 WHITE RD	No sidewalk				
92 WHITE RD	No sidewalk				
102 WHITE RD	No sidewalk				
4000 WHITE RD	No sidewalk				
4100 WHITE RD	No sidewalk				
4141 WHITE RD	No sidewalk				
4217 WHITE RD	No sidewalk				
4223 WHITE RD	No sidewalk				
4242 WHITE RD	No sidewalk				
4261 WHITE RD	No sidewalk				
4281 WHITE RD	No sidewalk				
4283 WHITE RD	No sidewalk				
4301 WHITE RD	No sidewalk				



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## CENTERBURG\_OHIO\_SIDEWALK ASSESSMENT\_September 10th & 15th, 2021

STREET ADDRESS	Sidewalk Condition	Cracks Present (measure & record depth)	Material (other than concrete)	Photo (Yes or No)	Notes
0 WILDFLOWER DR	good				
8 WILDFLOWER DR	good				
10 WILDFLOWER DR	good				
11 WILDFLOWER DR	good				
12 WILDFLOWER DR	good				
13 WILDFLOWER DR	good				
15 WILDFLOWER DR	good				
17 WILDFLOWER DR	fair			No	tree by the road is overgrown
18 WILDFLOWER DR	good				
19 WILDFLOWER DR	good				
21 WILDFLOWER DR	good				
22 WILDFLOWER DR	good				
23 WILDFLOWER DR	fair			Yes	tree by the road is overgrown
25 WILDFLOWER DR	good				
27 WILDFLOWER DR	good				
29 WILDFLOWER DR	fair			No	sidewalk crossing is missing, no raised bumps for visually impaired
32 WILDFLOWER DR	good				
33 WILDFLOWER DR	good				
34 WILDFLOWER DR	good				
35 WILDFLOWER DR	good				
37 WILDFLOWER DR	good				
27 WILLIS ST	no sidewalk				
31 WILLIS ST	no sidewalk				