

volume

1

Technical Report



Ohio & Erie Canal National Heritage Corridor Management Plan

Prepared for the
Ohio & Erie Canal Association

June 2000

C | a | n | a | l | W | a | y
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The Ohio & Erie Canal National Heritage Corridor Committee

The Ohio & Erie Canal National Heritage Corridor Committee was established by the Act to assist federal, state and local authorities and the private sector in the preparation and implementation of an integrated Corridor Management Plan. The Committee Members are listed below.

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Many public workshops were conducted during the planning stages of this project. On the front and back cover is a partial list of those who participated in the workshops.

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The Ohio & Erie Canal Association

This document has been prepared for the Ohio & Erie Canal Association (OECA). The OECA is a 501(c)(3) non-profit corporation recognized by the U.S. Congress in the Ohio & Erie Canal National Heritage Corridor Act of 1996 as the management entity for the Heritage Corridor. The members and staff of the OECA are listed below.

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June 2000

The Ohio & Erie Canal Association is proud to present the Corridor Management Plan for CanalWay Ohio, the Ohio & Erie Canal National Heritage Corridor. This Plan has been prepared as part of the federal designation of the Canal as a National Heritage Corridor. The federal designation will help preserve and interpret the unique and significant resources of the Canal.

This Corridor Management Plan describes the wealth of resources throughout the Corridor and establishes a course of action for the Ohio & Erie Canal Association, municipalities, and residents and businesses for preserving and interpreting the Corridor's resources.

We want to thank the many residents, advocacy groups, municipal officials, and business people who contributed to the development of this Plan and who have supported the idea of the National Heritage Corridor for many years.

We look forward to your continued participation as we make the Corridor Management Plan a reality!

The Ohio & Erie Canal Association

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The **Ohio & Erie Canal National Heritage Corridor Management Plan** is composed of two volumes. **Volume One** constitutes the Technical Report, which includes all relevant recommendations. **Volume Two**, printed in a limited run, constitutes several topical inventories and special studies, which may be useful to those interested in the background of the Management Plan. *For those interested in the complete Management Plan, contact the Ohio & Erie Canal Association.*

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For the reader's convenience, the contents of Volume Two is listed below.

Volume Two: Supplementary Materials

- 1: Historic Resources (*Chambers, Murphy, & Burge*)
- 2: Ethnic and Occupational Resources (*Carol Poh Miller*)
- 3: Natural and Land Resources (*Behnke Associates*)
- 4: Cultural Landscape Assessment (*ICON architecture, inc.*)
- 5: Economic Resources (*Office of Thomas J. Martin*)
- 6: Analysis of Existing Plans and Programs (*Foster Armstrong & Gail Sommers*)
- 7: Recommendations for Corridor Coordination (*Foster Armstrong & Gail Sommers*)

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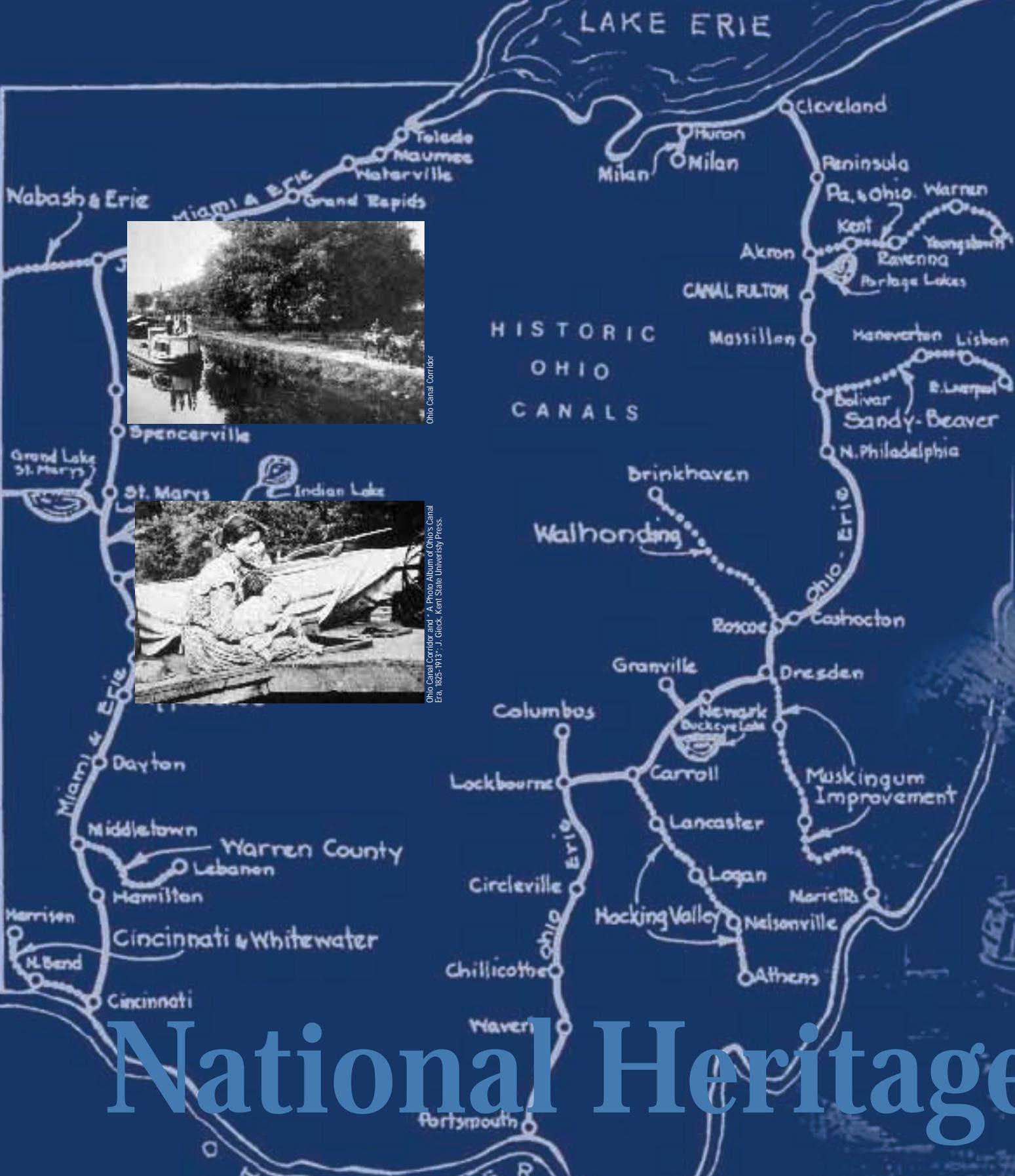
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Page iv, background map: American Canal and Transportation Center

Page 1, background photo of dredge boat: Cuyahoga Valley National Recreation Area/NPS

Back cover, thumbnail images, left to right:
Bruce Ford, City of Akron
Stark County Park District
ICON architecture
ICON architecture
Broadway Area Housing Coalition

Ohio & Erie Canal



Ohio Canal Corridor



Ohio Canal Corridor and "A Photo Album of Ohio's Canal Era, 1825-1915," J. Clegg, Kent State University Press.

National Heritage

1 Executive Summary

As we stand at the dawn of the Internet millennium, it is hard to imagine the rough-hewn character of rural nineteenth century Ohio and how the Ohio & Erie Canal changed the landscape and lifestyles of our region. Native Americans had enjoyed this remote protected land for centuries. Early European settlers were struggling to carve out a life along the Cuyahoga and Tuscarawas Rivers, defining territories and redrawing international boundaries. A young American nation was emerging.

The Management Plan for the Ohio & Erie Canal National Heritage Corridor presents a bold and comprehensive vision for an historic resource that dramatically changed the culture and economy of its region. The vision has emerged from a grassroots process that has engaged many hundreds of citizens and officials to develop a consensus about what is important and how the resources of the corridor can be used to shape the future. The Plan offers an ambitious and collaborative framework that will celebrate the culture and resources of the region, attract visitors, energize investment, and further extend the powerful legacy of the Canal into the future.

Corridor

1.1 The Canal and Rural Ohio

The Ohio & Erie Canal affected the pace and character of this rural land and changed the life of people of the region forever. When the Canal was completed in 1832 from Cleveland to Portsmouth, Ohio, it became part of a continuous link from the Atlantic Seaboard to the Gulf of Mexico, via the Great Lakes and the Ohio and Mississippi Rivers.

Relying upon a natural transportation corridor, a seven-mile Native American portage over the watershed divide connecting the Cuyahoga and Tuscarawas Rivers, the Canal connected Ohio to the rest of the nation and the world. The Canal changed national and local economic markets, creating dramatic investment opportunities in its hinterland and influenced agricultural and industrial potentials across its region and the growing nation.

The human and economic impact of the Ohio & Erie Canal was immediate, as it positioned the State of Ohio to compete with the more established Atlantic states. The Canal attracted pioneers and immigrants, workers and entrepreneurs to the region, first to build it, then to use it as a reliable transportation system for goods and passengers. The Ohio & Erie Canal was not only the first, but also the most extensive, prosperous, and successful link of Ohio's state-wide canal system. The Canal brought prosperity to existing and new communities along its route. Cleveland, Akron and Massillon became bustling commercial and trade urban centers as a result of the Canal. Canal villages that are still apparent today sprang up and prospered at layover and transshipment points.

Later, as rail technology surpassed the slow-moving and small canal boats, industrial growth was attracted to the larger cities that were established along the Canal. Even as the transportation functions of the Canal declined and it ceased to operate, industrial development continued on the banks of the Canal as its water supply system offered a source of power and industrial process cooling.

Today the Ohio & Erie Canal corridor traverses a rich and diversified cultural and natural landscape that is a direct legacy of the Canal era. More than 3.4 million people live in the region surrounding the Ohio & Erie Canal National Heritage Corridor. Over 1.7 million hikers and bikers use the first improved stretch of the Towpath Trail in the Cuyahoga Valley National Recreational Area and the success of this recreation system, and its strong constituency, has prompted counties, park agencies, and localities to extend this recreational system, reconnecting the region to its past, and unifying their efforts around the Canal Corridor.

The Canal first, then the railroad, opened Ohio to the country and the world.



1.2 The National Heritage Corridor

Northeast Ohio appreciates its recreational and open spaces. Metropolitan Park Districts were established in 1917 in Cleveland and in Summit County in 1921, and both park districts began to acquire land that encompassed important sections of the Canal in the Cuyahoga Valley. A four-mile watered portion of the Canal around Independence was designated a National Historic Landmark in 1966 and a 19-mile section was later declared nationally significant under the National Park Service new area criteria, becoming the spine of the Cuyahoga Valley National Recreation Area.

Following years of local advocacy, including formation of two large non-profit groups (the Ohio Canal Corridor, in Cuyahoga County, and the Ohio & Erie Canal Corridor Coalition, in the southerly section of the corridor), Congress designated the Ohio & Erie Canal National Heritage Corridor in 1996 under the Omnibus Parks Bill.

National Heritage Corridors are eligible for limited assistance through the U.S. Department of the Interior. The intent of designation is to help local entities to protect and use historic, cultural, and recreational resources for community benefit, while raising regional and national awareness of their unique importance.



The Canal and access to the Great Lakes spurred the explosion of industry in Cleveland and elsewhere in the Corridor.

Cleveland's Industrial Valley shows the Canal's impact in attracting technology, entrepreneurial energy, and industry.



Casey Batule, Cleveland Metroparks

The Corridor Management Plan

Congress required that a Management Plan and an Environmental Assessment be prepared and submitted to the Secretary of Interior for approval, recommending actions and programs for the conservation, funding, management, and development of the Corridor for the first six years of the Plan.

The Management Plan takes advantage of previous studies done in cooperation with the National Park Service and other concurrent federal, state, county and local plans to develop a comprehensive set of recommendations and programs. The planning process reviewed resources in the corridor, proposed approaches to coordinate federal, state, and local actions, and included an interpretive plan for the Corridor. The Environmental Assessment is also available.

The detailed recommendations of the Plan are contained in a Technical Report, published under separate cover and available in communities and libraries throughout the Corridor, as well as at the National Park Service, Ohio Canal Corridor, Ohio & Erie Canal Corridor Coalition, and Ohio & Erie Canal Association.

Chapter 1, The Executive Summary, provides an overview of the Management Plan.

Chapter 2, The Canal and its Region, describes the importance of the Canal and the Heritage Corridor, its development history and key resource categories including the natural and recreational resources, the historic and ethnographic resources, and the cultural landscapes of the corridor.

Chapter 3, The Plan: Routes to Prosperity, Past and Future, provides a full description of the Plan and its components including the corridor boundary, the corridor journeys, the heritage venues, the interpretive strategy and the heritage programs.

Chapter 4, Implementation Strategies and Responsibilities, defines the implementation and action agenda, recommended actions, and cost estimates for the next six years.

A series of Appendices presents the Ohio & Erie Canal National Heritage Corridor authorizing legislation, a summary of the Environmental Assessment for the Plan, and other data regarding resources and the planning process.

The Ohio & Erie Canal Association (OECA), a non-profit entity, was identified in the legislation as the management entity responsible for the Management Plan. OECA has launched initial programs and provided matching grants for early improvements, administering federal funds appropriated for the Corridor.

The Ohio & Erie Canal National Heritage Corridor Committee is an appointed body of local citizens and officials that provides oversight to the work of the OECA and must approve the Management Plan prior to its submittal to the Secretary of the Interior.

Public Participation During the Plan

The Management Plan is the result of an intensive 12-month planning process that involved dozens of public workshops and meetings at different locations along the corridor at each stage of the work. Staff and consultants met with municipal officials, interest groups, residents, and community leaders. Regular newsletters and other outreach activities ensured a high level of participation throughout the process. A broad level of interest and support in the Heritage Corridor was identified in each public forum as a result of the planning process. Appendix D summarizes the public process during each phase of the work plan.

Remnants of a bridge near Zoar punctuate the peaceful rural qualities of the Tuscarawas River.



The Cuyahoga River:
Native American for
'crooked river.'



Cuyahoga Valley National Recreation Area/NPS

1.3 The Story of the Canal

The story of the Ohio & Erie Canal is complex and multi-layered, involving historical evolution over several centuries, and has resulted in today's cultural landscape, extending along a 100-mile corridor and spanning four counties. The Canal has provided not one, but many "Routes to Prosperity," capturing human struggle and ingenuity, successive generations of transportation, and the evolution of the Corridor and region. Four broad themes are proposed for interpretation of the Corridor; together, the themes and development history of the Corridor provide a powerful background for the numerous natural, historic, and cultural resources of the area and a framework for the Plan and each of its components.

The Land

The geography and land influenced human settlement locations, agricultural patterns, natural resources, selection of the Canal route, later industrial developments, and, eventually, environmental reclamation and conservation.

Moving along the Corridor

The Canal revolutionized the region's transportation development. The Corridor has been a connecting route, a two-way north-south line which was first used as a trail, then as a boundary, and later as canal route. The Canal set in motion a regional economic engine that demanded more and better transportation, eventually offering a cross-section of transportation technology, from rivers and portage trails to canal to railways and highways.

Prosperous Valleys

The Canal was pivotal to the economic growth of the region and state of Ohio. It incorporates the nature of human action in shaping and renewing the land for economic expansion including agriculture, commerce, industry, and capitalism. The Canal contributed to the rapid economic growth of the corridor and facilitated the transition from leader in commercial trade and exporter of natural resources to leader in industrial development and innovation.

People and Communities of the Region

The people drawn by the Canal's opportunities shaped the identity of the Corridor and its region. As a principal crossroad between south-north and east-west travel, the area attracted many migrants from the Atlantic seaboard as well as immigrants drawn towards economic opportunity. It extends through a long continuum: from the earliest presence of humans to pioneers to later migrants and immigrants during Canal and industrial development. The communities of the Corridor were created by people who built the Canal, worked in factories, and stayed in neighborhoods with distinctive cultural traditions that are still preserved today.



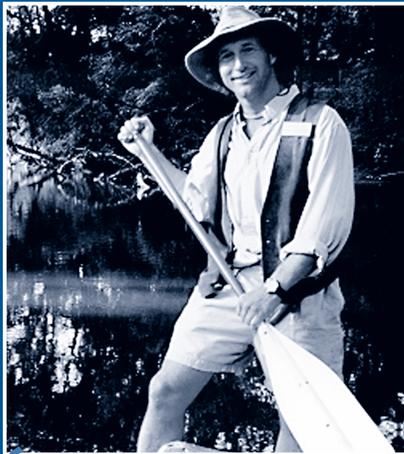
German picnic, 17-mile lock in Independence.

1.4 Elements of the Plan

The Plan proposes that the Ohio & Erie Canal National Heritage Corridor, crossing four counties and multiple communities, serve as a focus to reinvest in historic settings, to conserve the natural environment, to support recreation, and attract new development. The Corridor and its resources - ranging from major historic urban and industrial areas to small preserved villages and rural landscapes - is a setting where the public can understand how the forces of history have shaped their region and communities. The Plan recommends a management strategy to make wise long-term use of the area. The Plan is described in detail in Chapter 3 of this document. The approach recommended has four major elements - Boundary, Corridor Journeys, Heritage Venues, and Heritage Programs.

Boundary

The Plan recommends designation of a boundary for the heritage corridor that encompasses the primary resources associated with the Ohio & Erie Canal and its regional legacy. As a result, the Ohio & Erie Canal National Heritage Corridor has been expanded from the 87-mile length proposed in the legislation to 110 miles between Lake Erie and Dover/New Philadelphia. The boundary has been drawn to encompass important natural and man-made resources, linked together by a history of settlement, transportation, industrial growth, and urbanization. These resources include not only the immediate Canal Corridor but also areas whose growth and development were prompted by the Canal or by subsequent developments and uses that were enabled by the economic prosperity the Canal provided. Areas within this boundary would, in general, be eligible for receipt of financial and/or technical assistance with federal funds appropriated for the Heritage Corridor, although such assistance would be subject to policies, procedures, and priorities established as part of this Plan.



Stark County Park District

“The Canal had a great economic impact when it was built. The National Heritage Corridor represents a public-private partnership which will again revitalize the area.”

*“Indiana Bob” Sammartino of Canton,
owner of Indian River Canoe Outfitters*

Key resources within the corridor boundary include the core Canal resources and key cultural landscapes:

- The Canal setting and Towpath Trail
- Urban settings with close associations to the Canal and its legacy of transportation, industrial, and community development
- Rural and natural settings along the Canal
- Rural and natural settings along the Cuyahoga Valley Scenic Railway corridor
- The Ohio & Erie Canal Scenic Byway
- The former Lincoln Highway Corridor, linking Massillon and Canton.



Massillon Museum

The transnational Lincoln Highway came out of the Good Roads Movement in the early 1920s, led by the League of American Wheelmen.

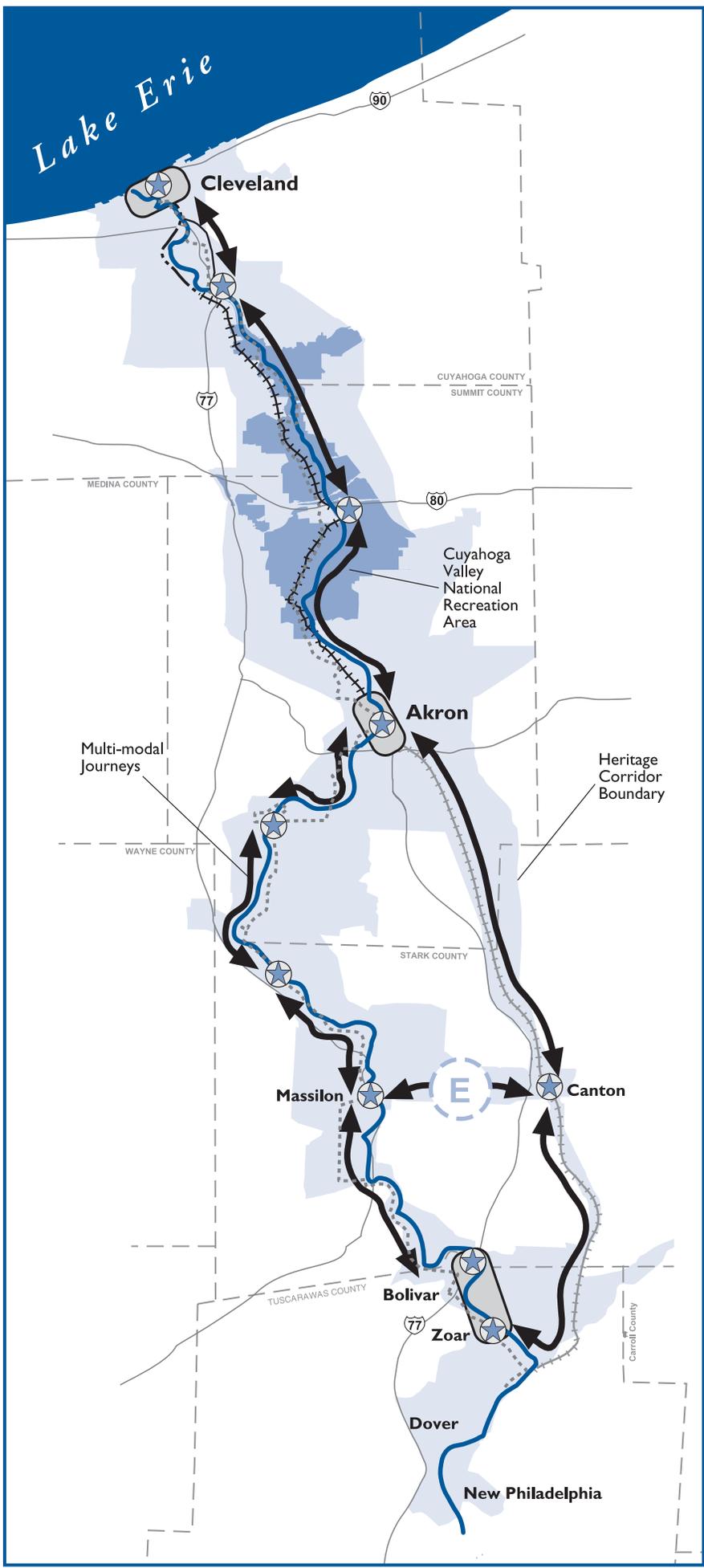


Figure 1
The Plan:
Routes to Prosperity

- Legend**
- Canal Route
 - Scenic Byway
 - Multi-modal Journeys
 - Journey Gateway (not all locations shown)
 - CanalWay Center
 - Existing Railroad
 - Proposed Railroad
 - Proposed Electronic Gateway



Ohio Canal Corridor

Journeys in the Corridor will feature hiking, bicycling, and water excursions.

Corridor Journeys

Residents and visitors can best understand the Heritage Corridor by moving along it. The Plan recommends that the visitor and interpretive experience be centered on Journeys and loops along the corridor to capture the interpretive idea of a regional transportation system that brought wealth to the sparsely developed Ohio countryside. This Plan emphasizes various transportation modes to provide residents and visitors choices of multi-modal journeys which can tell the story of the corridor, while supporting improvements that will provide community benefits along the length of the corridor. The Plan will facilitate these journeys through its support of transportation elements and will support interpretation along the many routes. The journeys will take place on a series of linkages between transportation modes. Some of these are in place and others are in the process of development. Types of transportation modes will include the following:

- **Towpath Trail**
- **Existing and Future Navigable Reaches of the Canal**
- **Ohio & Erie Canal Scenic Byway**
- **Cuyahoga Valley Scenic Railway**
- **East-West Connecting Trails and Greenways**

Used together, these transportation modes create a Journey Network that will facilitate exploration and use of the corridor.

Heritage Venues

The Plan identifies a multi-layered system of heritage venues throughout the corridor. The heritage venues, including existing and new locations, are widely distributed throughout the corridor and offer various levels of visitor support, features of interest, local capabilities, and interpretive focus. The key venues along the Journey Network contain scores of nationally and locally recognized historic districts and thousands of properties and settings that recall the legacy of the Canal era and the subsequent growth of the region. The Plan encourages support for historic resources throughout the corridor, with special emphasis on the immediate Canal corridor, on journey linkages, and at places where residents and visitors will begin and end trips. Heritage venues are settings which include important resources associated with the Canal and its legacy, and closely associated with the "journeys" that will explain the corridor. Four types of heritage venues are recommended:

- **CanalWay Centers** - areas with specific Canal-related interpretation that explain the corridor. CanalWay Centers are venues which are close to the Canal, convenient for visitors, and where a Canal overview and detailed interpretation and staff are available. Three new CanalWay Centers are proposed where special efforts should be made to provide corridor-wide interpretation - in Cleveland, Akron, and Bolivar/Zoar. Several existing locations where specific Canal-related interpretation is already provided are recognized as CanalWay Centers and should be supported and featured in project maps and literature.
- **Electronic Gateway** - a planned high-technology educational center in Stark County, is recognized by the Plan to have the potential to serve as an interpretive and educational resource.
- **Journey Gateways** - these areas are important nodes where corridor users feel a sense of arrival to a special resource, are provided information on experiencing the corridor, and may find interpretation and/or services associated with that experience. A number of general settings are identified at this time as important Journey Gateways, due to location and existing characteristics, while others may be established and recognized during the process of implementation of the Plan.
- **Landings and Trailheads** - these areas, typically on the Towpath Trail and/or Scenic Byway, include places of orientation to the Corridor, with minimal services or interpretation.
- **Related Visitor Facilities** - there are many existing interpretive and informational venues throughout the corridor that serve the public, but do not currently provide information specifically oriented to the Canal or its effects. These venues can play an important function through cooperative efforts with other aspects of the Corridor Plan.

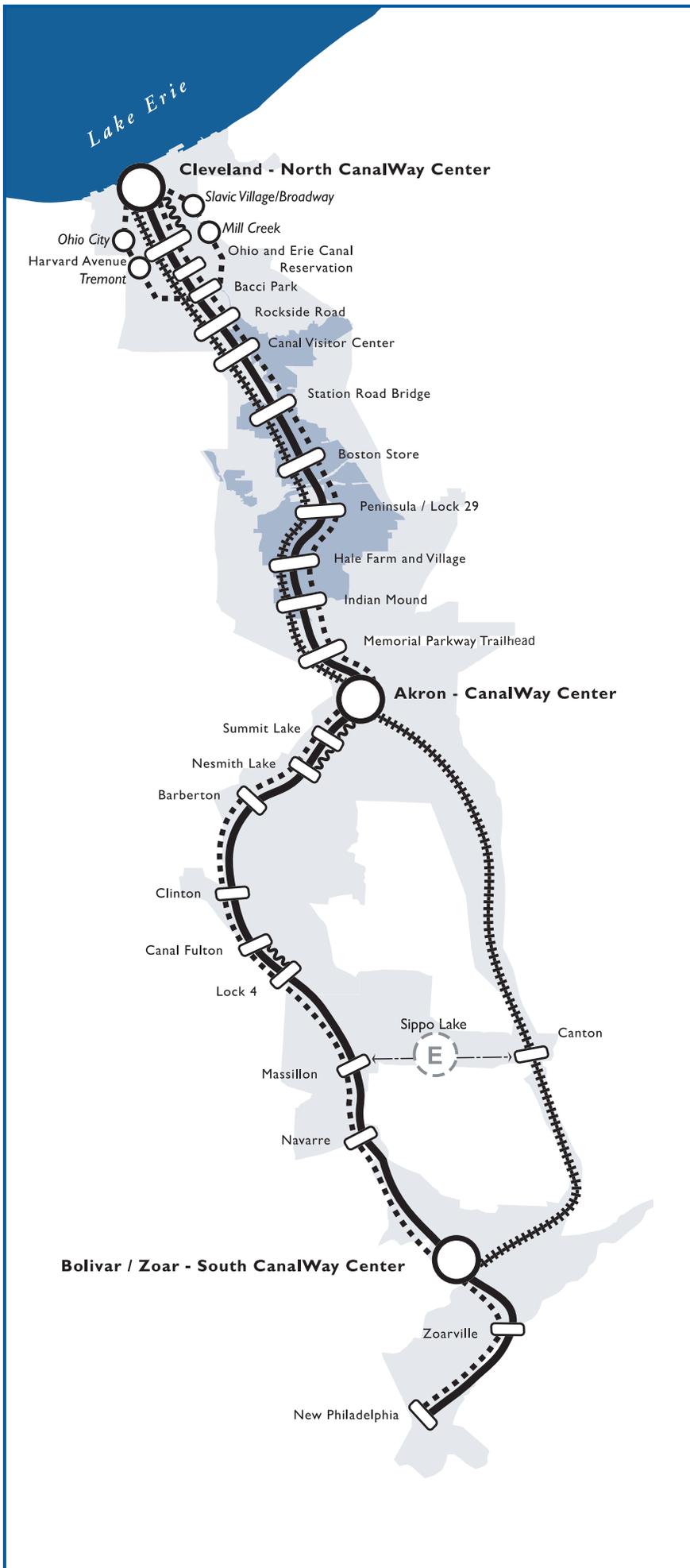


ICON architecture

At Lock 4 in Stark County, visitors can appreciate a watered Canal and rehabilitated lock in a park setting.

Figure 2

Journey Network Diagram



- CanalWay Center 
- Electric Gateway 
- Journey Gateway 
- Neighborhood Gateway 
- Towpath Trail 
- Scenic Byway 
- Water Excursion 
- Rail 

Heritage Programs

The OECA will use federal heritage funds to provide technical and financial assistance to entities in the Corridor. The OECA's programs will supplement the substantial efforts of many regional and local entities, including the National Park Service, regional park districts, municipalities, and other institutions throughout the Corridor, who will continue to act as the primary developers and stewards of the Corridor's resources. OECA's programs and activities will be catalyst efforts to build upon and expand partnerships with these public and private entities to initiate "bricks and mortar" improvements for corridor-wide linkages, to provide interpretation along the corridor journeys and at heritage venues, and to encourage resource stewardship, education, and economic development to take advantage of these initiatives.



The Canal Corridor has wide appeal for school children.

Ohio Canal Corridor



Casey Batulle, Cleveland Metroparks

Resource stewardship—beginning with education for all—is a key heritage program.

The activities of the OECA will reflect the goals for the heritage corridor:

- **Resource stewardship** will encompass protection, preservation, enhancement, and management of the natural, cultural, and historic resources of the Corridor for future generations. Resource stewardship activities by OECA may include assistance to public or private local entities to preserve resources and settings as well as advocacy for conservation initiatives.
- **Heritage interpretation** will explain the story and significance of the Corridor to residents and visitors, providing informational materials and exhibits that will help them appreciate its historical and contemporary importance.
- **Facility development** will include investments in areas and venues where the interpretation, education, recreation, and visitor experience will occur. OECA can support direct improvements to preserve and rehabilitate historic resources and associated key settings, as well as the recreation-oriented trail expansions that have prompted strong community interest in the corridor.
- **Educational, cultural, community and economic development programs of OECA** will partner with existing organizations and entities to develop programs, events, and materials that reach across municipal borders to provide regional benefit. OECA can also encourage economic development activities designed to increase information about the entire corridor and its parts and include marketing, financing assistance, and promotional activities.
- **Planning and design assistance** could be provided to entities along the Corridor. OECA will be in a unique position to provide either direct planning and design assistance or to establish programs to assist localities or other entities to encourage site-specific or area-wide development and preservation that is compatible with the goals of the Plan.

1.5 Implementation of the Plan

Heritage Partnerships

The Plan will require public and private partnerships and cooperative actions among governmental units and non-profit interests. Partnerships have been essential since the idea for the heritage corridor was conceived. It is important that these partnerships continue and be given direction by this Management Plan as the partners seek to implement a single, shared vision.

The OECA should be a catalyst and an advocate for its public and private sector partners both for proposed "bricks and mortar" improvements, as well as for the supportive programs and activities described above. The OECA can facilitate actions by others to respond to the needs and opportunities along the Corridor, initiating programs and actions. The OECA's role in implementation of the Plan should include:

- Providing grants to partner entities to implement specific projects.
- Providing grants to support programs and activities related to heritage resources.
- Providing technical assistance in preservation.
- Advocating, defining, and supporting partnership efforts with state, federal, and local governments, and developing consensus and constituencies for fiscal commitments from these partners to implement the Plan.

- Providing assistance and guidance in interpretation of Corridor resources.
- Developing staff capacity and sources of funding support for broader Corridor-wide organizational initiatives and programs that require centralized staff support.

The two non-profit entities, Ohio Canal Corridor and the Ohio & Erie Canal Corridor Coalition, have played formative roles in developing the regional constituency for the Ohio & Erie Canal National Heritage Corridor. Both organizations have established important contacts and forged valuable partnerships with businesses, local, state, and national political units, non-profit organizations, planning and park agencies, and the media. Each takes a lead on specific local projects within its area of influence. Both collaborate on regional, state, and national issues and projects and will play a vital role in the future success of the Corridor.

Public-Sector Partnerships

As a catalyst organization, the OECA should create partnerships to accomplish its mission and to evolve into a sustainable organization when direct federal heritage funds are no longer available. These public-sector partners include the National Park Service, Ohio Department of Transportation Federal Highway Administration, County Park Districts, other state and federal agencies, county governments, and local Governments.

Private-Sector Partnerships

The private sector—individuals, businesses, and non-profit organizations—have been key to the preservation and enhancements in the Corridor to-date and will continue to make major contributions to new business development opportunities in the Corridor. Increased use of the Corridor by regional residents, such as restaurants, overnight accommodations, and other services will spur similar development further.

There is also potential for other business development opportunities. Increased opportunities and visitation to the Corridor will create a demand for recreational amenities such as bicycle rental, canoe and kayak rental, touring outfitters, camping outfitters, guided tours, travel and transport services and additional uses for the Cuyahoga Valley Scenic Railroad. A Chamber Coordinating Group made up of members of the various Chambers of Commerce in the Corridor region could assist with many of these activities and could establish the Ohio & Erie Canal Partnership Services Program for outside funding in the form of grants and direct contributions and a Corridor-wide Loan Fund .



Partnerships with other groups are key to implementing the Plan and its Journey Networks.

Coordination and Resource Management

The success of the Plan depends on the OECA's ability to effect changes in resource management, land use planning, and infrastructure investment. The OECA can serve, figuratively, as a regional "conscience" for good design and appropriate treatment of resources in the following ways:

- **Comment in an advisory capacity on major federal "actions" taken within the boundary.**
- **Enter into cooperative agreement(s) with the National Park Service for technical assistance, financial assistance, operational support, and a range of other activities.**
- **Execute cooperative agreement(s) regarding the scope and method of funding for significant State and/or County Park district funding.**
- **Coordinate with the Metropolitan Planning Organizations in the Corridor as well as with County governments to play a significant role in promoting trails and improving traditional transportation projects to better meet the goals of the Plan.**

OECA can also serve as an advocate for effective comprehensive planning in the Corridor. OECA should encourage counties to adapt their long-range plans to reflect the National Heritage Corridor and its resources and develop comprehensive plans to incorporate the heritage corridor.

The OECA should also promote effective historic preservation regulations within the boundary and in encouraging local units of government, who are responsible for land use management and related policies, to enact measures that will enable improved stewardship



Stark County Park District

“My daughter uses the towpath on a regular basis with her kids. The more the hiking trails extend over long distances, the better the trails – like the Trans-Canada trail.”

- Ken Higgs and Jim Coats, Ontario

Costs and Benefits of the Management Plan

The estimated capital costs to implement the Heritage Corridor Management Plan are approximately \$150.2 million. Of this total, about \$77.6 million is for facility development, including trails, railroad extension, gateways, linkages, etc. Over \$70 million would be spent on preservation, economic development, education, and interpretation. These costs incorporate a range of actions taken by public and non-profit entities throughout the Corridor, and will be more than the amount available from authorized federal heritage funds. The major types of expenditures envisioned by the Corridor Management Plan include:

The Plan recommends that OECA enlist major cooperative funding commitments from key public agencies. This will not be easy, but it will be essential to implement improvements of the magnitude recommended across a wide region. The State of Ohio should be encouraged to target funds to the Corridor, matching or exceeding the authorized federal funding. County Park Districts should be encouraged to seek special bond authorizations for the Corridor, perhaps in a coordinated effort, to continue their exceptional progress with the Towpath Trail and its connectors. Ohio DOT and US DOT should be encouraged to support funding for bikeway links and other elements of the Corridor. The OECA should continue soliciting support from foundations and non-profits for programs and construction throughout the Corridor. The OECA should also continue to coordinate with and encourage local governments to see the Corridor as a major element of community revitalization, supporting projects and improvements in their jurisdictions.

Estimated Expenditures for the Ohio & Erie Canal Corridor are as follows:

Scenic Byway	\$1,800,000
signage, rest areas, roadside improvements	
Interpretation	\$1,300,000
corridor-wide interpretive prospectus, regional and community maps, kiosks, wayside exhibits	
New CanalWay Centers	\$ 53,300,000
initial scoping and other assistance, construction exhibits	
Support to Existing CanalWay Centers	\$280,000
supplemental corridor exhibit and technical assistance	
Linkages	\$85,000,000
construction and maintenance of the towpath trail, water linkages, connecting trails, and extension of the Scenic Railroad	
Journey Gateways	\$3,400,000
technical assistance, local streetscape and signage improvements	
Heritage Programs	\$4,500,000
programs to foster preservation, economic development, education, and technical assistance	
Total	\$150,000,000

The economic benefits of the Plan will be substantial. The Canal will become a focal point of visitation and a generator of economic benefits and will be an engine for local economic development. Investment in the corridor improvements will create jobs and economic opportunities and will ripple through the economy through local spending. Cities and towns along the Canal can focus development of vacant parcels of land to a scale that is appropriate and to uses that complement the Canal.

The Corridor communities will see benefits from increased tourism, tax generation, new jobs, related development, and spending from people using the recreational facilities. The major benefits that are associated with expanded use of the Corridor will be felt as the project is completed, and will be sustaining and repetitive:

- an estimated additional 3.3 million new residents and visitors per year will use the Corridor;
- these Corridor users will spend an estimated \$69 million per year;
- approximately 328,000 new overnight visitors will create demand for new hotel rooms, bed and breakfasts, and other visitor services.



Broadway Area Housing Coalition

Grassroots support and volunteer projects build a strong constituency for the Corridor.



The Cascade Locks in Akron.

ICON architecture

1.6 Action Agenda

Implementation of the Corridor Management Plan will take place over the next 10 to 20 years. The first six years of the Plan will be critical to increasing the regional constituency and building a track record for implementation projects and activities.

Phase I

Establish Identity (2000-2006)

This six-year Phase builds on existing efforts and goes halfway through the period identified for federal funding. Projects that are underway, such as the Scenic Byway and Towpath Trail, have momentum that will be sustained through this initial phase. Other elements, such as interpretation, are early-action items because they are key to other elements.

Key priorities during this phase would include:

- Continue extension of the Towpath Trail and other core linkages; support other regional trail linkages
- Develop marketing materials and supportive improvements for key journey loops and gateways
- Develop an interpretive prospectus, standards for interpretive exhibits, and a corridor-wide assistance effort for wayside exhibits
- Assist in developing partnerships to scope the three new CanalWay Centers
- Coordinate with the development of the Stark County Electronic Gateway at Sippo Lake
- Initiate cooperative actions with the National Park Service for technical and financial assistance
- Initiate demonstration grants for educational, cultural, and economic programs

Phase II

Pilot Projects that use the Regional Framework (2007-2012)

This phase of the Plan should focus on completion of the physical improvements. It should also be a period in which the OECA makes a concerted effort to establish programs that take advantage of the physical improvements done in Phase I.

Key priorities during this phase would include:

- Complete key linkages that have been defined as the Journey Network
- Expand the connecting trail network
- Market the entire Corridor and its journeys
- Assist the CanalWay Center project partners to complete construction
- Continue coordination with NPS for program involvement
- Develop Corridor-wide programs and mechanisms for their continued operations



The Towpath Trail and its linkages are the spine of the National Heritage Corridor. The Boston Store, in the Cuyahoga Valley National Recreation Area, is a well-used venue for bicyclists and visitors.

Phase III:

The Long Term: A Self-Sustaining Regional Asset

In the long-term, when heritage funds are no longer available, the National Heritage Corridor will retain its designation and prominence, and local entities will be responsible for the stewardship and programming of its key resources. The long-term mission for the OECA would be to develop revenue sources to sustain its operations, to continue marketing the Corridor as a destination, to encourage appropriate development and use, and to insure that local entities maintain the quality of the experience.

Alliances and regional coalitions are critical to the long-term success of the National Heritage Corridor as well as to the accomplishment of short-term projects. In addition, the OECA should pursue a wide range of funding mechanisms, including regional and community-based voluntary support, licensing of CanalWay Ohio products, and state support.

A broad-based constituency for the Corridor—state, regional, and community—will ensure long-term success.



Stark County Park District