



To: Chairman Hambley and Members of the House Civil Law Committee  
From: Keith Webb  
Director and Founder, We Are Traffic LLC  
Date: September 25, 2019  
Re: Opponent Testimony on House Bill 288

I regret that my work schedule interferes with my ability to join you in person today. Please accept my written testimony expressing opposition to House Bill 288.

We Are Traffic is a local not-for-profit working in the Greater Toledo region to encourage transportation by bicycle through 'good' infrastructure and education. Transportation cyclists use a variety of facility types in their day-to-day travel to work, school or shopping. While some are comfortable using the roadway, the majority of users feel more comfortable biking within a bike lane or trail. A multi-use trail may be views by some as a "recreational trail", it also serves as a transportation corridor to others.

In the Toledo Area, there are three projects (of many) that would not only be adversely impacted, but according to local municipalities they would not be constructed if House Bill 288 were enacted.

**University Parks Trail Extension** – The existing U/P Trail starts at the University of Toledo and follows an old rail-trail westward ~7 miles to Silica Road in Lucas County. Recently, a drainage project was initiated along Ten-Mile Creek and the County recognized an opportunity to extend the U/P trail adjacent to the Creek using the clearing provided from the drainage project. Some ROW acquisition was required to secure the pathway.

**Kilburn Road Bike Lanes** – This project is scheduled for construction 2020-21 and will provide bike lanes from Secor Metroparks to connect with the trail on Sylvania-Metamora Road that continues eastward toward the City of Sylvania. This is also part of a drainage project and while most of the project falls within existing ROW, a few small parcels were needed to complete the project.

**Sylvania-Metamora Trail** – This is a multi-use-trail that runs adjacent to Sylvania-Metamora Road. This area of Lucas County has seen a lot of growth in the last 10 year with new subdivisions and recreational facilities. As each development was constructed, they included the trail as part of their build-out. This resulted in trail segments that were not contiguous. A Lucas County project that was completed last year connected the segments and now provide a continuous path from Kilburn Road



to the Centennial Terrace / Quarry facility. This provides a connection to existing bike lanes on Erie Street into Downtown Sylvania.

While eminent domain was not used for any of the above projects, HB 288 would remove a last-resort vehicle that would allow a single entity to halt these important projects that provide not only recreation, but important connections for the transportation cyclist. According to the responsible municipality, these projects would not have happened if HB 288 were law.

In closing, it is our belief that the current ORC provides mechanisms to remedy conflicts that may arise from the use of eminent domain. Those conflicts should be resolved locally without impact to the entire state of Ohio that HB 288 would impose.

Thank you for the opportunity to provide our testimony to the Committee.

Respectfully submitted,

Keith Webb

[We Are Traffic](#) – Director

League Cycling Instructor – [LCI#1474](#)

[Ohio Bicycle Federation](#) – NW Ohio Director

TMACOG – Pedestrian and Bikeways Committee Vice-Chair