

**BROOKE-HANCOCK-JEFFERSON
TRANSPORTATION STUDY**

TECHNICAL MEMORANDUM 2008-2

**BHJ REGIONAL 2030 TRANSPORTATION PLAN
NON-HIGHWAY FACILITY INVENTORY**

MAY 2008

BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY

BHJ REGIONAL 2030 TRANSPORTATION PLAN NON-HIGHWAY FACILITY INVENTORY TECHNICAL MEMORANDUM 2008-2

TABLE OF CONTENTS

Introduction.....	Page 1
River Ports	Page 1
Commodities	Page 4
Airports	Page 6
Public Transportation.....	Page 7
Rideshare/Vanpooling.....	Page 7
Rail	Page 8
Bicycle/Pedestrian Facilities.....	Page 8

LIST OF TABLES

Table 1	Ohio River Port Locations	Page 3
Table 2	Ohio River Navigation System Historical Ohio River Traffic New Cumberland & Pike Island Pool 1994-2003.....	Page 5
Table 3	2003 Ohio River Navigation System Traffic New Cumberland & Pike Island Pool by Commodity	Page 5

LIST OF FIGURES

Figure 1	BHJ Geographic Area – Ohio River Port Locations.....	Page 2
Figure 2	Historic Ohio River Traffic in Kilotons 1994-2003	Page 5
Figure 3	2003 Ohio River Navigation System Traffic Commodities In Kilotons	Page 5
Figure 4	BHJ Geographic Area – Active Railroads	Page 9
Figure 5	The Tri-State Trail Concept	Page 10

NON-HIGHWAY FACILITIES INVENTORY

INTRODUCTION

The BHJ region has traditionally relied heavily upon different modes of transportation for the movement of both people and goods. Industries throughout the valley have utilized rail, river barge, and highways to ship and receive goods and supplies. There has also been a long history of public transportation within the region.

On August 10, 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorizing federal surface transportation programs for highways, highway safety, and transit for a five-year period from 2005 through 2009. SAFETEA-LU replaced The Transportation Equity Act for the 21st Century commonly referred as TERA-21.

SAFETEA-LU builds on the initiatives established in the two previous transportation bills ISTEA Act of 1991 and TEA-21. The new act addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

The integration of all possible modes of transportation is vitally important for the future growth and development of the region. As the transportation network develops and stakeholders grapple with fundamental funding and environmental constraints, it has become increasingly important to make the most efficient use of the entire transportation system. Intermodal diversification and integration provides time and cost efficiencies while preserving the existing transportation system.

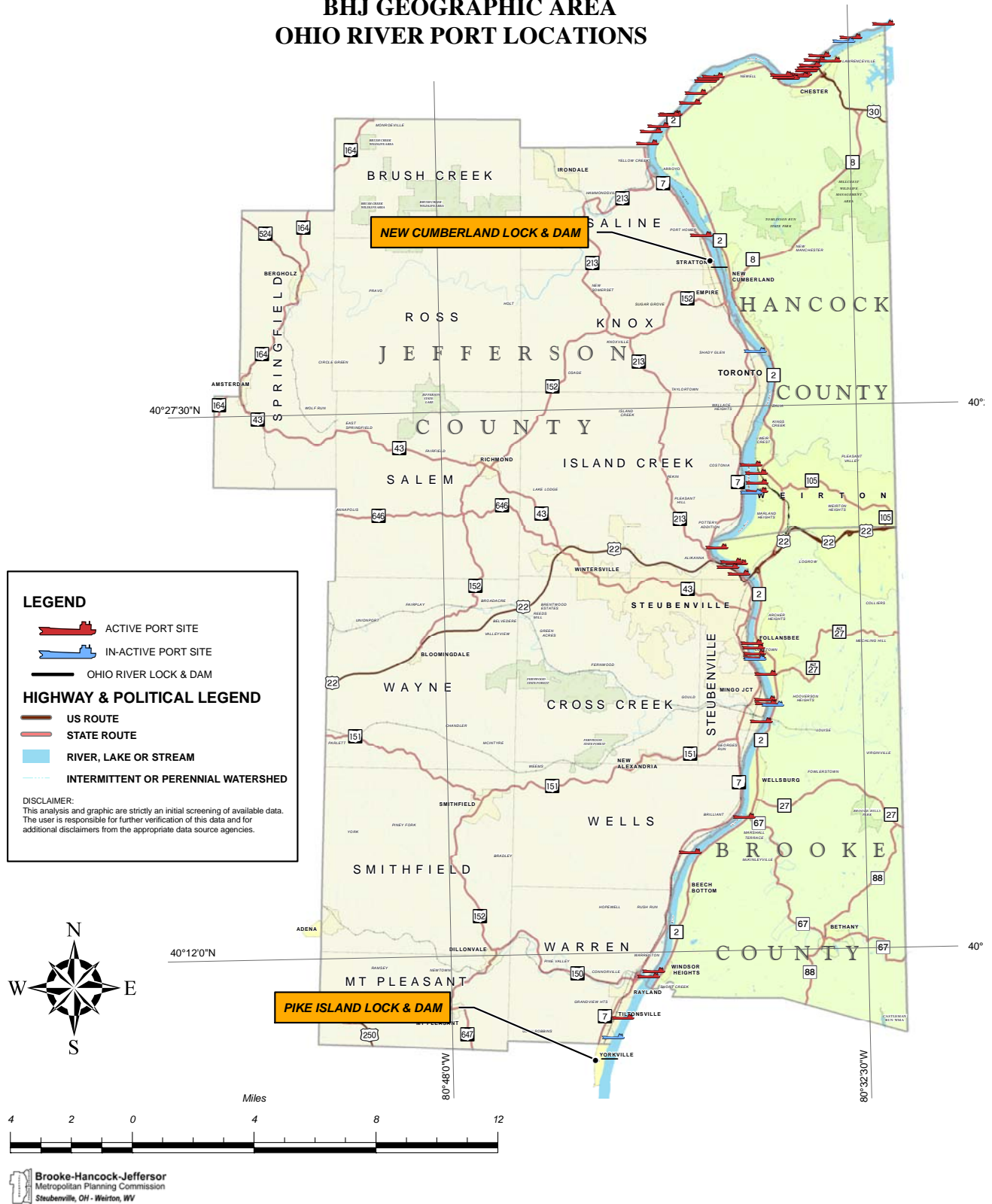
This section is an inventory of the non-highway means of transporting people and goods within the BHJ region through railroads, water ports, airport, and shared ride alternatives. Although these modes have historically played an important role in the region’s past in one form or another, an interconnected “seamless” transportation network will help conserve energy, financial, and other environmental resources, and in turn, promote future growth and economic development.

RIVER PORTS

The region’s Ohio River Navigation System consists of two project pools. From the north, the New Cumberland Pool stretches 14.3 river miles through the region along the shores of Hancock County, WV, and Columbiana County, OH beginning at Mile 40, the Pennsylvania Stateline, and ending at River Mile 54.3, the New Cumberland Locks & Dam. The Ohio River then flows over the New Cumberland Dam into the Pike Island Pool ending at Mile 84.2, the Pike Island Locks & Dam just south of the Jefferson County line at Yorkville, OH, and drains into the Hannibal Pool. In total, Ohio River Navigation System accessible throughout the BHJ Region is 44.2 river miles.

Figure 1 illustrates Ohio River Port Locations in the BHJ Geographic Area. According to a U.S. Army Corps of Engineers (USACE) Waterway Data survey completed in 2005, the most recent survey information available, 52 river terminals, including seventeen situated in Columbiana County, OH, are accessible within the BHJ Ohio River Navigation system. In all, eleven sites are located in Brooke County, ten in Hancock County, and eleven

Figure 1
BHJ GEOGRAPHIC AREA
OHIO RIVER PORT LOCATIONS



in Jefferson County. The USACE database lists six locations as not used and fifteen ports having a direct railway connection. Table 1 below is an inventory of the river port locations. Currently, private business interests own and operate all terminals, docks, and barge-loading facilities with the exception of three sites operated by the Columbiana County Port Authority at River Mile 41.4, 49.4, and 49.7. While a few river ports operate as a contract service to other corporations, the majority of the sites operate exclusively for the company owner.

Table 1
Ohio River Port Locations

OWNER/OPERATOR	LOCATION	STATUS	RAILWAY CONNECTION
S. H. Bell Co.	East Liverpool, Columbiana County, OH River Mile 40.0	Operational	One platform-level track
S. H. Bell Co.	East Liverpool, Columbiana County, OH River Mile 41.2	Operational	None.
Columbiana County Port Authority.	East Liverpool, Columbiana County, OH River Mile 41.4	Not used.	One surface track
Congo Corp.	Chester, Hancock County, WV River Mile 42.2	Operational	None.
D. W. Dickey & Son, Inc.	East Liverpool, Columbiana County, OH River Mile 42.3	Operational	None.
Agland Co-op.	East Liverpool, Columbiana County, OH River Mile 42.5	Operational	None.
A.M.& O. Towing, Inc.	East Liverpool, Columbiana County, WV River Mile 42.7	Operational	None.
TransMontaigne Product Services, Inc.	East Liverpool, Columbiana County, OH River Mile 42.8	Operational	None.
East Liverpool River-Rail Terminal, Inc.	East Liverpool, Columbiana County, OH River Mile 42.9	Operational	None.
A. M. & O. Towing, Inc. and East Liverpool River-Rail Terminal, Inc.	East Liverpool, Columbiana County, OH River Mile 43.1	Operational	None.
D. W. Dickey & Son, Inc.	East Liverpool, Columbiana County, OH River Mile 43.2	Operational	One surface track
Parsons Coal Co., Inc.	East Liverpool, Columbiana County, OH River Mile 43.7	Operational	Two surface tracks
Seaforth Mineral & Ore Co., Inc. and City of East Liverpool.	East Liverpool, Columbiana County, OH River Mile 43.9	Operational	One surface track
Parsons Coal Co., Inc.	East Liverpool, Columbiana County, OH River Mile 44.0	Operational	One surface track
Ergon West Virginia, Inc.	Newell, Hancock County, WV River Mile 46.5	Operational	Four surface tracks
Congo Corp.	Newell, Hancock County, WV River Mile 46.5	Operational	None.
Ergon West Virginia, Inc.	Newell, Hancock County, WV River Mile 46.8	Operational	Four surface tracks
DTC Services, Inc.	Congo, Hancock County, WV River Mile 47.3	Operational	None.
Mountaineer Racetrack and Gaming Resort.	Congo, Hancock County, WV River Mile 47.7	Operational	None.
Mississippi Lime Co.	Wellsville, Columbiana County, OH River Mile 48.4	Operational	One surface track
Wellsville Terminals Co.	Wellsville, Columbiana County, OH River Mile 48.5	Operational	One surface track
Marathon Petroleum Corp, LLC.	Wellsville, Columbiana County, OH River Mile 49.1	Operational	None.
Columbiana County Port Authority.	Wellsville, Columbiana County, OH River Mile 49.4	Operational	Two rail spurs
Columbiana Port Authority.	Wellsville, Columbiana County, OH River Mile 49.7	Operational	None.
First Energy Corp.	Stratton, Jefferson County, OH River Mile 53.1	Operational	One surface track
First Energy Corp.	Toronto, Jefferson County, OH River Mile 57.5	Not used.	None.
Mittal Steel USA - Weirton, Inc.	Weirton, Hancock County, WV River Miles 61.5 and 61.3	Operational	None.
Mittal Steel USA - Weirton, Inc.	Weirton, Hancock County, WV River Mile 61.8	Operational	Two platform-level tracks
Mittal Steel USA - Weirton, Inc.	Weirton, Hancock County, WV River Mile 62.1	Operational	One platform-level track
Mittal Steel USA - Weirton, Inc.	Weirton, Hancock County, WV River Mile 62.4	Operational	One surface track
L & J Bowers, Inc.	Weirton, Hancock County, WV River Mile 62.5	Not used.	None.
Mittal Steel USA - Weirton.	Weirton, Brooke County, WV River Mile 64.9	Operational	None.
L. & J. Bowers, Inc.	Steubenville, Jefferson County, OH River Mile 65.6	Operational	None.
Weirton Ice & Coal Supply Co.	Weirton, Brooke County, WV River Mile 65.7	Operational	One surface track
Weirton Ice & Coal Supply Co.	Weirton, Brooke County, WV River Mile 66.0	Operational	One surface track
City of Steubenville.	Steubenville, Jefferson County, OH River Mile 66.2	Operational	None.
Wheeling-Pittsburgh Steel Corp.	Follansbee, Brooke County, WV River Mile 68.8	Operational	One surface track
Wheeling-Pittsburgh Steel Corp.	Follansbee, Brooke County, WV River Mile 68.9	Operational	One surface track
Wheeling-Pittsburgh Steel Corp. and Koppers, Inc.	Follansbee, Brooke County, WV River Mile 69.1	Operational	None.
Koppers, Inc.	Follansbee, Brooke County, WV River Mile 69.3	Not used.	Four surface tracks
Koppers, Inc.	Follansbee, Brooke County, WV River Mile 69.3	Operational	Four surface tracks
Kinder Morgan Arrow Terminals.	Follansbee, Brooke County, WV River Mile 70.0	Operational	None.
Wheeling-Pittsburgh Steel Corp.	Mingo Junction, Jefferson County, OH River Mile 70.7	Operational	None.
Wheeling-Pittsburgh Steel Corp.	Mingo Junction, Jefferson County, OH River Mile 70.9	Operational	Two surface tracks
Johnson Towing Corp.	Follansbee, Brooke County, WV River Mile 71.0	Not used.	None.
Wheeling-Pittsburgh Steel Corp.	Mingo Junction, Jefferson County, OH River Mile 71.5	Operational	None.
Bartley Marine, Inc.	Wellsburg, Brooke County, WV River Mile 74.7	Operational	None
Ohio Power Co.	Brilliant, Jefferson County, OH River Mile 76.9	Operational	One surface track
Warrenton River Terminal, Ltd.	Rayland, Jefferson County, OH River Mile 80.9	Operational	One surface track
Shelly & Sands, Inc.	Rayland, Jefferson County, OH River Mile 81.1	Operational	None.
Walden Industries, Inc.	Tiltonville, Jefferson County, OH River Mile 82.8	Operational	None.
Wheeling-Pittsburgh Steel Corp.	Yorkville, Jefferson County, OH River Mile 83.4	Not used.	One surface track

Source: US Army Corps of Engineers, U.S. Waterway Data, Port and Waterway Facilities

Commodities

In 1997, the Brooke-Hancock-Jefferson Metropolitan Planning Commission documented the potential for intermodal opportunities along the Ohio River in Eastern Ohio in its publication, *Ohio River Port Development Position Paper*. The publication provided the following purpose statements:

- By fully integrating ports, rail lines, the national highway system, and airports, the BHJ region can be marketed globally as a multi-modal system with time and cost efficiencies. On a basis of product value, transit time and asset utilization, river transportation is generally the least expensive mode for bulk products
- Waterway travel reduces the potential for accidents and exposure to hazardous materials; specifically, barges travel through less-populated areas than do trains on rail and trucks on highways. Large barge capacities reduce shipping frequencies. Indeed, river transportation has less labor costs per unit shipped.
- The most underutilized and weakest link in this multi-modal system is river port development.
- The Ohio River is an economically efficient transportation mode. With \$4.5 billion of lock and dam improvements over the last 20 years, it is one of the most modern systems in the world.

Several reports have documented the importance of increased waterway usage in the Steubenville-Weirton metropolitan area. *Warehouse/Distribution Center Study*, a study completed in 1976 by W.E. Quicksall and Associates, evaluated several locations in Jefferson County, OH for a proposed warehouse and distribution port on the Ohio River. Then again, in December, 1992, Woolpert Consultants in *Ohio River Development Strategy* proposed a similar project on vacant Weirton Steel Corp. property adjacent to the downtown district of the City of Steubenville. In December, 1997, Jack Faucett Associates proposed a *Master Plan for the Weirton Port and Industrial Centre District* at a facility owned by the Weirton Ice & Coal Company located at the Half Moon Industrial Park in Weirton, WV. Most recently, the Weirton Port Authority has reconsidered this last proposal with the cooperation of the West Virginia Public Port Authority. In the latter case, the proposal substantiated the compatibility of a public river terminal and private existing port facilities and illustrated the possibility of a significant number of employment opportunities generated by such a proposal.

Technical analysis found in the *Master Plan for the Weirton Port and Industrial Centre District*, was based on information collected from seven different ports located in West Virginia, Indiana, Kentucky, Tennessee and Oklahoma. In the end, the report concludes that a river industrial park could be attractive to at least 18 business candidates listed as:

- Chemical Distribution Facility
- Lime/Limestone Receipt Point
- Coal Coke Plant
- Coal Consolidation/Distribution
- Container Handling
- Chemical Product Manufacturer
- Nonferrous Foundry/Mill
- Petroleum Bulk Terminal
- Steel Fabricator
- Steel Mint Mill
- Steel Recycling Center

Table 2 below indicates a steady downward trend in commerce shipped by way of the Ohio River in the New Cumberland and Pike Island Pool between 1994 and 2003. Table 3 shows that coal is by far the largest commodity shipped throughout the BHJ Ohio River Navigation System making up 69% of all shipments in 2003. Most coal shipments are bound for power-generating facilities found along the Ohio River in Jefferson County. Namely, the W.H. Sammis Plant operated by the First Energy Corporation in Stratton, OH and the Cardinal Steam Generating Plant operated by the American Electric Power System Company and Buckeye Power, Incorporated in Brilliant, OH. After coal, iron & steel comprised 9% of commodities shipped followed by petroleum (6%), and then chemical products (5%).

Table 2¹
Ohio River Navigation System Historical Ohio River Traffic
New Cumberland & Pike Island Pool
1994 - 2003

Ohio River Project	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	(Kilotons)									
New Cumberland	37,272	36,745	36,584	35,564	35,425	33,906	34,062	33,854	35,251	32,189
Pike Island	43,643	43,309	43,729	41,345	43,027	41,276	41,460	41,682	43,634	39,062

Figure 2¹
Historic Ohio River Traffic
In Kilotons 1994 - 2003

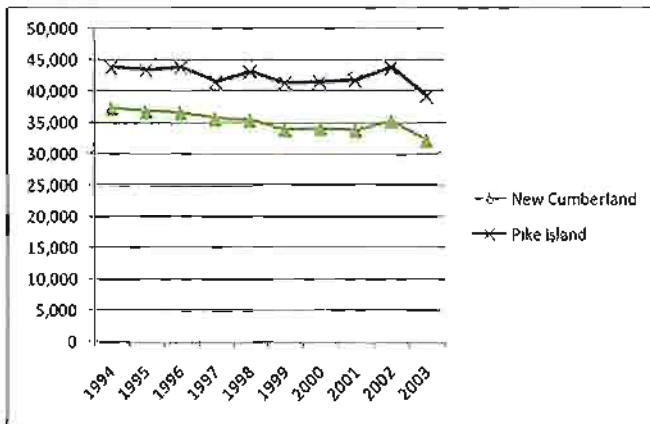


Figure 3¹
2003 Ohio River Traffic
Commodities in Kilotons

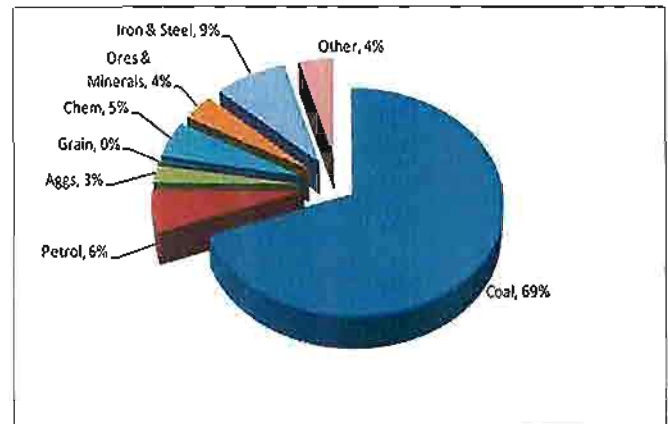


Table 3¹
2003 Ohio River Navigation System Traffic
New Cumberland & Pike Island Pool by Commodity

Ohio River Project	Coal	Petrol	Aggs	Grain	Chem	Ores & Minerals	Iron & Steel	Other	Total
	(Kilotons)								
New Cumberland	22,809	2,044	866	134	1,860	1,318	1,787	1,371	32,189
Pike Island	26,540	2,262	873	137	1,862	1,400	4,353	1,634	39,061
Totals	49,349	4,306	1,739	271	3,722	2,718	6,140	3,005	71,250

¹Source: Great Lakes and Ohio River Navigation Systems Commerce Report, 2004 U.S. Army Corps of Engineers Great Lakes and Ohio River Division

AIRPORTS

Four general aviation airports are located within the three-county area. The Jefferson County Airpark and the Wheeling-Ohio County Airport are both publicly owned airports, while the other two, Eddie Dew Memorial Airpark situated a short distance northwest of Toronto in Jefferson County and the Herron Airport located a few miles northeast of New Cumberland, WV, operate as privately owned. In addition to these local airfields, the Pittsburgh International Airport is located just 28 miles to the east of the region in Findlay Township, Allegheny County, PA. The Pittsburgh International Airport provides major airline service, including passenger and cargo services, for residents and businesses located in the BHJ area.

The Jefferson County Commission publicly owns the Jefferson County Airpark. Located roughly 4 miles west of Steubenville, OH, the Jefferson County Regional Airport Authority manages all airport operations. Airpark facilities, first activated in January 1948, consist of one runway 4,400 feet long and 60 feet wide. The airpark's runway surface is asphalt and rated "in good condition". Runway 14/32 also includes a partial parallel taxiway, terminal apron area, and newly constructed terminal building. As of February 14, 2008, Federal Aviation Administration (FAA) reports found on AirNav.com list an average of 44 aircraft operations per day on and off the field comprised of 74% transient general aviation, 22% local general aviation, 3% air taxi, and <1% military. At present, the airpark houses 37 based aircrafts, 33 single engine airplanes, 1 multi engine airplane, and 3 ultralight aircrafts.



The other publicly owned airport in the region is the Wheeling-Ohio County Airport. In continuous operation since November 1945, the airport is located 8 miles northeast of Wheeling, WV at the Brooke-Ohio County Line. Owned and managed by the Ohio County Commission, the airport operates two runways, Runway 3/21 and Runway 16/34. Runway 3/21 is 5,001 feet long and 150 feet wide with an asphalt-grooved surface and Runway 16/34 is 4,497 feet in length by 150 feet wide with an asphalt surface. AirNav.com reports that both runway surfaces are in "good condition". Airport management reports a daily average of 125 aircraft operations, 47% local general aviation, 33% transient general aviation, 17% military, 3% air taxi, and <1% commercial. Based aircraft on the field include 30 single engine airplanes: 8 multi-engine airplanes, 2 jet airplanes, 12 ultralights, and 12 military aircraft.

The Herron Airport, activated in November 1946, is located three miles northeast of New Cumberland, WV and is privately owned and operated. The February 2008 FAA information found through AirNav.com indicates that Herron Airport maintains two runways, Runway 4/22 and Runway 1/19. The FAA information lists the following runway information: Runway 4/22 as 20 feet wide and 2,030 feet in length with an asphalt surface in poor condition, and Runway 1/19 as 24 feet wide and 1,200 feet in length with a turf surface recorded as "in good condition". A public road, Hancock County Highway 24/1 (Herron Road), crosses through the center of the airfield. Airport ownership records 41 based aircraft on the field comprised of 35 single engine planes and 6 ultralights. Reported aircraft operations average 58 per week, 50% transient general aviation, 50% local general aviation, and <1% military.

Activated December 1937, the Eddie Dew Memorial Airpark sits approximately two miles northwest of Toronto, OH. AirNav.com (FAA information effective February 14, 2008) lists the airpark as privately owned with one operational runway entitled 16/34. Runway 16/34 is 145 feet wide and 2,268 feet in length. The runway surface is turf and is in "good condition". Additional airport statistics include 22 based aircraft

consisting of 21 single engine aircraft and 1 ultralight, and an average of 68 weekly aircraft operations, 81% local general aviation, 19% transient aviation, and <1% military.

The Pittsburgh International Airport (PIT) is located just 28 miles to the east of the region in Findlay Township, PA. Opened October 1992, Pittsburgh International is within a 90-minute flight of 70 percent of North America's population and a two and one-half hour flight to 65% of the U.S. population. In all, the airport accommodates more than 11 million travelers through more than 270,000 aircraft operations annually. According to flypittsburgh.com, PIT directs 437 flights a day to 107 non-stop destinations. In all, over 20 different passenger carriers and 9 freight carriers, processing 209,847,683 pounds of freight in 2003, serve Pittsburgh International. PIT measures 2.1 million square feet in size and operates 69 domestic gates, 6 international gates and 25 commuter gates. Managed by the Allegheny County Airport Authority, Greater Pittsburgh International is a designated Foreign Trade Zone for fuel and other industry and employs over 16,000 people.

PUBLIC TRANSPORTATION

A wide variety of public transit and human service transportation programs serve the BHI region. First, the Steel Valley Regional Transit Authority (SVRTA) operating in Steubenville and Mingo Junction, and the Weirton Transit Corporation (WTC), providing transit service in Weirton, are both designated recipient of Federal Transit Administration (FTA) §5307 funds in the urban area. Next, CHANGE Inc., a Community Action Agency organized in Weirton, manages a Job Access/Reverse Commute Program formerly titled under the FTA §3037. Other transportation services in the region include a variety of service organizations for seniors, behavioral health, and the mentally disabled throughout Brooke, Hancock, and Jefferson counties. These organization have traditionally sought capital funding through FTA §5310 Specialized Transportation Program A detailed discussion of the public transportation services and programs is found in the *Public Transit-Human Service Coordination Transportation Plan for Jefferson County, March 2008*, and the *Coordinated Public Transit – Human Services Transportation Plan for Brooke-Hancock County, WV, January 2007*.

RIDESHARE/VANPOOLING

In previous years, BHI has strived to operate a stand-alone Rideshare program with little or no success. In early 2003, as the Southwest Planning Commission (the Pittsburgh, PA Metropolitan Planning Organization) reassessed its Rideshare program and developed the CommuteInfo program, SPC approached BHI to join a new partnership. CommuteInfo is a coordinated partnership of transportation management agencies, transportation providers, businesses and non-profit service organizations throughout Southwestern Pennsylvania, Jefferson County, Ohio and the West Virginia Northern Panhandle counties of Brooke and Hancock. CommuteInfo provides commuter information and service for persons who desire commuter travel alternatives to driving alone to their jobs and/or school primarily into Allegheny County Pennsylvania. The program goal is for commuters living, working, or attending school within the 13-county CommuteInfo area to choose ridesharing at least twice a week by providing them viable options, incentives, and encouragement.

The U.S. Census Bureau Journey to Work statistics indicate that the number of workers commuting to Allegheny County, PA from the Brooke-Hancock-Jefferson region has increased 144% from 1,398 workers in 1990 to 3,416 workers in 2000. Currently, there are six organized vanpools commuting from the three-county area into Allegheny County, PA, specifically into Downtown Pittsburgh and the Oakland District. With rising gasoline costs, BHI anticipates shared ride trips to work and



school is becoming more popular. In response, the BHMPO desires to continue its partnership with *CommuteInfo* and expand promotion and marketing components of the program. Marketing materials include a variety of media outlets such as television and newspaper advertising, billboards, public service announcement, and other printed materials. Finally, BHJ and SPC continually re-evaluates their joint public outreach efforts every 6 months through a variety of techniques such as tracking new program registrations or completing mail out/mail back surveys.

RAIL

Rail transportation remains a vital part of the transportation assets of the BHJ region. Four railroads, the Norfolk Southern (NS), the Wheeling and Lake Erie Railway (W&LE), the Columbus & Ohio River Railroad (C&OR), and the Ohio-Rail Corporation currently operate on approximately 135 miles of main and secondary lines. In several locations, dual rail service and multi-modal connections are available. Figure 4 presents the location of each of these operational transportation resources.



Chief among the rail needs of the BHJ region is the preservation of rail competition through maintenance of dual rail service, upgrade of multi-modal capabilities, such as rail-to-barge transfers, and expanded rail yard capacity. Recent investment in rail infrastructures has been significant in helping to preserve a competitive rail environment in the region. The Ohio Rail Development Commission (ORDC) has provided grant funding to aid the upgrade of the East-West Panhandle Line, the Ohio-Rail Line south into Bergholz, the North-South River Line of the W&LE, and the Valley Line into Adena. The Valley Line represents the most direct route between the Panhandle Rail Line and the Warrenton River Terminal in Rayland while the River Line provides dual rail service for the NS and W&LE to vital industries located along the Ohio River on the Ohio side.

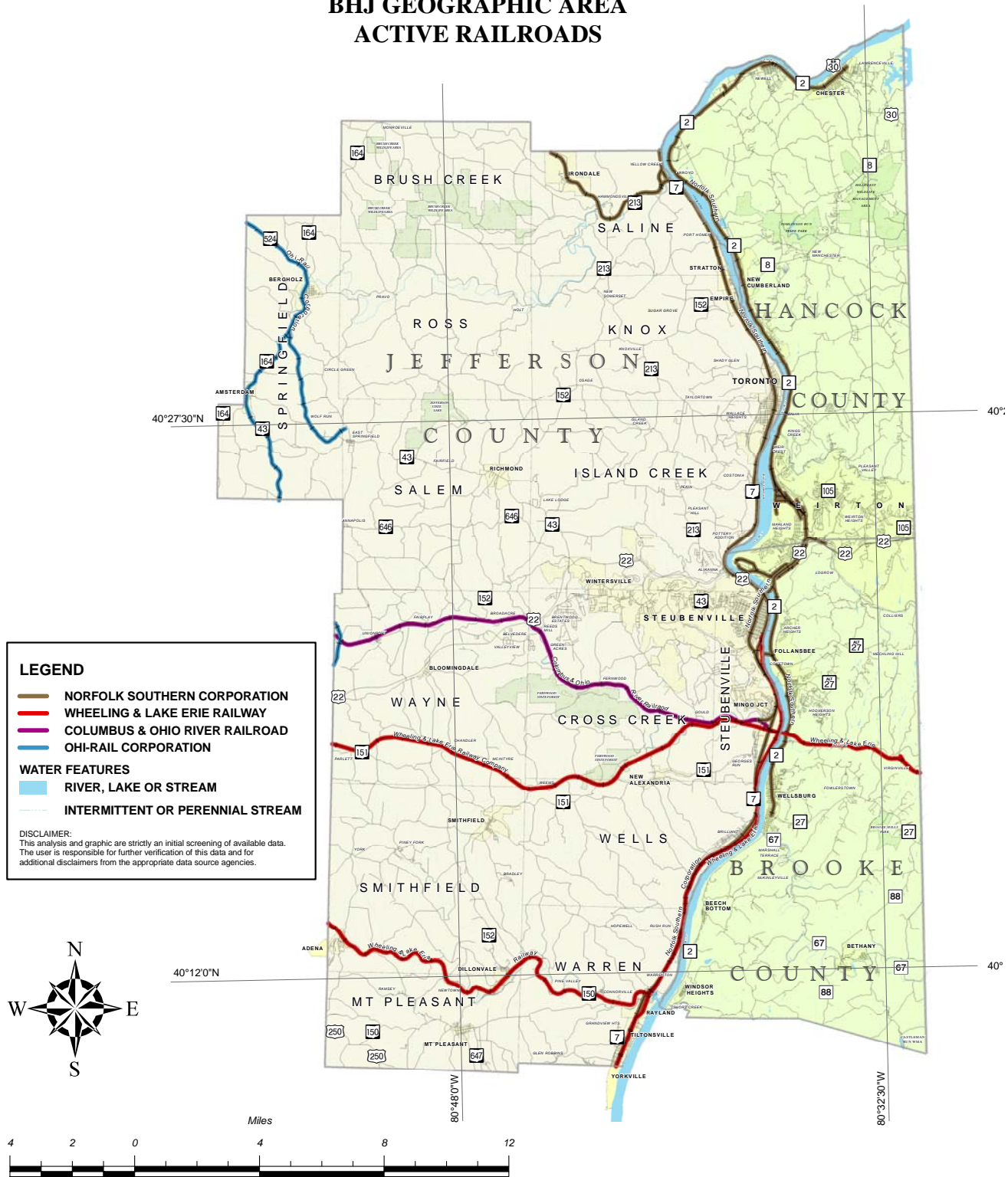
A potential threat to the preservation of rail competition is through the sale of the state-owned Panhandle Rail Line. In 1991, Jefferson County along with neighboring counties to the west successfully preserved the rail corridor. Since that time, state ownership has restored the Panhandle Rail Line to a viable transportation link between central and eastern Ohio. In early 2000, the ORDC entertained the idea of selling the line and continually explores this option. Federal designation of the Panhandle Rail Line as a high-speed rail corridor is among the goals stated by the ORDC. BHJ has supported the designation and will aid in any effort to develop the Columbus-Steubenville-Pittsburgh corridor for both the high-speed passenger option as well as enhanced freight service.

6.6 BICYCLE/PEDESTRIAN FACILITIES

Three rail-trail facilities are operational in the three-county area, the Panhandle Trail, Yankee Trail and the Pioneer Trail. The Panhandle Trail was the first trail initiative within the region to successfully apply for and receive funding. The Panhandle Trail was converted from the former Pennsylvania Railroad beginning near the US-22 Harmon Creek Interchange in Weirton, WV. A four and one-half mile ride to the Pennsylvania State Line, the Panhandle Trail is a western terminus of a more than 400-mile interstate rail-trail from three miles east of the Ohio



Figure 4
BHJ GEOGRAPHIC AREA
ACTIVE RAILROADS



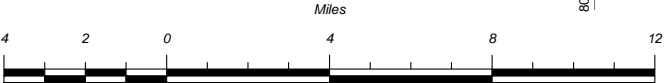
LEGEND

- NORFOLK SOUTHERN CORPORATION
- WHEELING & LAKE ERIE RAILWAY
- COLUMBUS & OHIO RIVER RAILROAD
- OHI-RAIL CORPORATION

WATER FEATURES

- RIVER, LAKE OR STREAM
- - - INTERMITTENT OR PERENNIAL STREAM

DISCLAIMER:
 This analysis and graphic are strictly an initial screening of available data. The user is responsible for further verification of this data and for additional disclaimers from the appropriate data source agencies.



1 Brooke-Hancock-Jefferson
 Metropolitan Planning Commission
 Steubenville, OH - Weirton, WV

River in Weirton and ending at the Potomac River in Washington, D.C. The Panhandle Trail in Pennsylvania connects to the Great Allegheny Passage trail system at McDonald in Allegheny County, PA. The Brooke Pioneer Trail connects with the Yankee Trail just south of the City of Wellsburg at the mouth of Buffalo Creek in Brooke County. Together with the Yankee Trail in Wellsburg, the two trails combine to create nearly five miles of off-trail along the Ohio River terminating at the north end of Beech Bottom. Plans include connecting the Brooke County network to the Greater Wheeling Trail network in the south at the Ohio County Line.

In addition to the above rail-trail system, several other bicycling locations are available within the region. For example, in Jefferson County, this is Old State Route 7 between Toronto and Empire, OH along the Ohio River in the north end of the county, as well as Jefferson State Park situated near Richmond, OH and Friendship Park just north of Smithfield, OH. In Hancock County, Tomlinson Run Park east of New Cumberland, WV, has off-road trails often frequented by bicyclers.

Other communities in the area have also identified opportunities to build bicycle and pedestrian facilities in the near future. The Pioneer Trail Association has considered development of an interconnected network of trails through Brooke County generally along Buffalo Creek to connect to the historic Town of Bethany and Bethany College. However, due to the topography and the limited right of way available, completing this interconnected network will be challenging. Another location is along the Ohio River in Steubenville from the marina (at the Fort Steuben Bridge) south to a site near the Ohio River Scenic Byway Visitor Center at the foot of the Market Street Bridge. Other rail-trail possibilities may also occur as railroads make existing corridors available by abandonment.

In 2000, a group of trail enthusiast envisioned an ambitious plan to connect the Great Allegheny Passage to the Ohio & Erie Canal Towpath Trail in northeast Ohio. If constructed, this Tri-State Trail Initiative would ultimately connect the nation’s capital to the Great Midwest. The initiative places an emphasis on connecting trails outside of the region such as the Conotton Valley Trail in Harrison County, OH and converts Old US Route 22 in Jefferson County, OH, thereby creating an on-road link from Cadiz, OH to the Ohio River. Then, the trail crosses the Ohio River by way of either converting one of the two older highway bridges, Fort Steuben or Market Street, to a bicycle/pedestrian only facility, and connects to the Panhandle Trail in Weirton.

**Figure 5
THE TRI-STATE TRAIL CONCEPT**



