



SCENIC
OHIO

AMERICA'S OLDEST
ADVOCATE OF
BEAUTIFUL & SAFE
SCENIC HIGHWAYS.



NEWS

SUMMER 2018

Scenic Ohio is a 501 (c) 3 Charitable Nonprofit Organization. It is the only nonprofit in Ohio dedicated to protecting and enhancing the visual quality and scenic character of Ohio's towns and countrysides. Scenic Ohio is the longest standing nonprofit in America that advocates keeping our highway corridors beautiful and safe.

Donations are welcome. Send your tax deductible contributions to:

Scenic Ohio
P.O. Box 09816
Columbus, OH 43209

www.ScenicOH.org

Scenic Ohio has a unique history as the only organization dedicated to the sustained beautification of Ohio's byways and communities. Founded in 1933 as the Ohio Roadside Council, it has a distinguished heritage as the longest standing nonprofit organization in America dedicated to improving roadway environments and aesthetics. Scenic Ohio works with local and state agencies, communities, and individuals to achieve its goals to conserve and protect Ohio's many scenic byways, its historic, prehistoric, and ecological resources, and the appearance of its gateways.



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CHAIRMAN'S REPORT

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Growing up in a historic village did influence my early thoughts about scenic villages, townscapes and romantic country roads. My village was originally a summer home to the Chippewa Indians. It was later colonized by New England settlers creating a grid of streets and alleys that extended out into the organized landscape of orchards and farm fields. Today "rediscovered", my home village has hundreds of restored historic houses honoring the architecture of the 1840s – early 1900s. A one square mile historic and scenic place.

We honor the sense of place that our historic villages and small cities bring to American life. At their best they connect the past to our cultural futures and bring a special vision of community at a time when we need to elevate the livability of town planning, historic preservation and conservation of scenic places.

Ohio is blessed with many beautiful villages and small cities. Many are located along Ohio's 27 Scenic Byways. Our Scenic Byways capture the unique history and landscapes of Ohio. Five are "America's Byways" including: Amish Country Byway, Historic National Road, Lake Erie Coastal Ohio Trail, Ohio & Erie Canalway, Ohio River Scenic Byway.

This year our Scenic Awards Program focused upon several of the many livable and scenic places along our Scenic Byways. We teamed with Heritage Ohio's annual meeting and awards program to honor these "Scenic Places".

- **CHILLICOTHE**, historic capitol of Ohio, located along the Scioto River in the midst of ancient American Indian sites and Great Seal State Park along historic Route 50.
- **GRANVILLE**, home of Denison University on the recently established "Granville Scenic Byway"
- **MARIETTA**, historic early settlement in the Territory Northwest of the Ohio River. Steeped in history of the frontier and ancient American Indian site. Located along the "Ohio River Byway"
- **OXFORD**, home of historic Miami University and located on the Presidential Pathways Scenic Byway
- **ZOAR VILLAGE**, founded in 1817 by German Separatists, celebrating its unique history and Bicentennial this year. Located on the "Canal Way Ohio Byway"

Take some time to review the "New Ohio Guide" created by Ohio Humanities. This project revives 14 travel guides created during the Great Depression, through the Federal Writers Project. Review "The Ohio Guide" in "See Ohio First".

There are dozens of other beautiful villages and small cities, we will celebrate those in future awards programs. Please recommend to Scenic Ohio your most favorite villages, small cities and other scenic places for our future awards programs.

Gary W. Meisner, FASLA
Scenic Ohio Chairman



Big Changes Evolving in DOT Policy for Better Environmental Outcomes

An evolution of changing federal transportation policies and philosophies may enhance the importance of organizations like Scenic Ohio in helping deliver better environment outcomes from transportation investments.

While available traditional federal transportation funding dollars will continue to fall short of growing transportation needs under any scenario, the Administration is at the same time honing policy and guidance that enhances focus on true priority needs, and rewarding states and transport agencies that are creative in how they tackle planning, design, delivery, funding and financing.

Part of the picture are things like Public-Private Partnerships (P3), which are often mentioned in news reports but are really only one piece in a basket of opportunities for state DOTs and other agencies (port authorities, toll agencies, cities, counties, transportation improvement districts) to do “more and better” with the dollars available.

Better transportation outcomes and performance, including the built and natural environment, is the growing expectation of citizens in every part of the United States. The Administration is revamping and refocusing old ways of “doing” transportation, and challenging agencies that receive federal transportation dollars to better respond to those outcomes and performance expectations voiced by tax payers and system users.

Secretary of Transportation Elaine Chao has been quietly leading the charge in policy change for more effective transportation investments, including on the environmental front. Understanding that “the environment” includes both our valued natural resources and systems, as well as our human populations and built communities, USDOT has been putting forth program guidance and policies that incentivize projects that “do best good” for the environment, rather than the lower bar of “do no harm”, a standard which often keeps transportation investments from being best partners with the environment, and creating new and important value in the process.

Scenic Ohio Board Member Rick Record, a longtime transportation professional, has been working with the Secretary’s office over the course of the past year helping develop the concepts rolling out on this front.



USDOT Headquarters in Washington, D.C.



SCENIC OHIO AWARDS



THE CITY OF CHILLICOTHE



THE CITY OF MARIETTA

The Scenic Ohio Award gives special recognition to communities and other entities who work to improve and protect their visual qualities, distinctive culture, or historical character. It's granted to community and government agencies, organizations, institutions and individuals who have taken positive measures to protect and enhance Ohio's scenic resources.

In 2017, the Scenic Ohio Awards were held in collaboration with Heritage Ohio at the Annual Preservation and Revitalization Conference in Columbus. Award recipients included The City of Chillicothe, The Village of Granville, The City of Marietta, Historic Zoar Village, and The City of Oxford. Each were recognized for being located on a Scenic Byway, having town centers that are viable and functioning, and having rich historic backgrounds celebrated in the fabric of their town centers and surrounding areas.

The awards presentation included a special recognition award given to Heritage Ohio for fostering the revitalization and preservation of Ohio's Main Streets, Historic Districts and Downtowns.

THE CITY OF CHILLICOTHE

It was after the American Revolution that most European settlements came to this area. Migrants from Virginia and Kentucky moved west along the Ohio River in search of land.

Chillicothe served as the capital of Ohio from the beginning of statehood in 1803 until 1810 when Zanesville became the capital

for two years. The capital was moved to Zanesville as part of a state legislative compromise to get a bill passed. In 1812 the legislature moved the capital back to Chillicothe. In 1816 the state legislature voted to move the capital again, to Columbus to have it near the geographic center of the state, where it would be more accessible to most citizens.

Modern Chillicothe was the center of the ancient Hopewell tradition, which flourished from 200 BCE until 500 CE. This Amerindian culture had trade routes extending to the Rocky Mountains. They built earthen mounds for ceremonial and burial purposes throughout the Scioto and Ohio River valleys. Later Native Americans who inhabited the area through the time of European contact included the Shawnees. Present-day Chillicothe is the most recent of seven locations that bore the name, because it was applied to the main town wherever the Chalakatha settled.



THE VILLAGE OF GRANVILLE

Unlike many settlements in the early 1800s, Granville was a planned community, founded in 1805 by people from the town of Granville, Massachusetts.

These New Englanders faced an economic crisis, since their population was booming but the soil in their area was exhausted. They looked west to the then-new state of Ohio for their prosperity.

Granville is located in what was known as the "Military Lands," territory that the U.S. government had seized in the Northwest Indian War in the 1790s. Having forcibly moved most of the Native Americans to the north and west, the U.S. then parceled up the land and gave it to veterans of the Revolutionary War. In the 1830s, both the National Road and the Ohio & Erie Canal passed Granville by, and most of the industry moved elsewhere. This potentially devastating blow, however, paved the way for a different kind of growth, and the village became an educational center with the founding of schools in the 1830s from which Denison University grew.





THE VILLAGE OF GRANVILLE



HISTORIC ZOAR VILLAGE



THE CITY OF OXFORD

THE CITY OF MARIETTA

On April 7, 1788, an unusual river craft, the "Adventure Galley" coasted through the early morning mist and landed at a point slightly below the confluence of the Muskingum and Ohio Rivers.



Due to the foggy conditions and the huge sycamore trees that obscured the mouth of the Muskingum, the party inadvertently passed their intended debarkation point (the present site of Marietta) and landed below Fort Harmar. With the aid of the garrison from the fort, the flotilla was towed back up to the Muskingum, making possible the second historic landing of the day.

The landing culminated the one-thousand mile journey of a vanguard of forty-eight hardy pioneers. The party, led by General Rufus Putnam, had trekked from Massachusetts in the depth of winter to establish Ohio's first city, Marietta.

HISTORIC ZOAR VILLAGE

Zoar Village was founded in 1817 by a group of over 200 German Separatists seeking escape from religious persecution in their homeland. These Separatists thrived as a unique society for more than 80 years, making Zoar Village one of the most successful communal settlements in American history.



Today, Zoar Village is made up of approximately 75 families living in homes built from 1817 to the present. Visitors to Zoar Village can tour museum buildings, see early American architecture, and enjoy the quaint village scenery.

THE CITY OF OXFORD

In 1803, a college township was set aside in the almost uninhabited woodlands of northwestern Butler County. In 1810, a year after Miami University was chartered, the Village of Oxford was laid out and the first lots were sold. In the following year the first school was built and by 1830, with a population of over 700, the Village of Oxford was incorporated. A charter form of government was adopted in 1960 and a decade later population growth had turned the village into a full-fledged city.



The original boundaries of the City consisted of the Mile Square. A number of annexations during recent decades increased the size, resulting in the City currently consisting of approximately seven square miles.

ANNOUNCEMENT!

NOW IS THE TIME to send nominations for the 2018 Scenic Ohio Awards! This year's theme is Ohio's Scenic Farmlands.

- Email award nominations for Ohio's Scenic Farmlands to: meisnerandassociates@fuse.net
- You can also mail nominations to: Scenic Ohio, P.O. Box 09816, Columbus, OH 43209
- The 2018 awards event will take place in Columbus, *date and time to be announced.*
- If you also have ideas for **future** awards themes or candidates, please let us know!



SCENIC OHIO TECHNICAL SERIES

Identification of Common Ohio Roadside Weeds | Part Three

Field Bindweed (*Convolvulus arvensis* L.)

by Hannah Mathers, PhD | Mathers Environmental Science Services, LLC

Field bindweed (*Convolvulus arvensis*), is considered one of the most invasive weeds in agriculture and horticulture fields worldwide. Also known as wild morning glory, small-flowered morning glory, bindweed or creeping Jenny, it's a native of Europe and Asia that has spread throughout the world and ranks as one of the world's ten worst weeds. It commonly occurs in two-thirds of Ohio's counties, but according to the Ohio Noxious Weed Act it is not a noxious weed. Nonetheless, it is on Ohio's "Prohibited" Noxious Weed Seed list.

It is common to see field bindweed along roadsides, trailing on the ground or climbing and twining along fence rows and other vegetation with stems measuring up to 5 feet or longer. Stems emerge in spring, and flowers from May through September. When not competing with other plants, a bindweed seedling may develop a root system that will penetrate to a depth of 4 feet. With its rapid growth, it covers and suffocates young seedlings, invading crops and decreasing yields.

SIMILAR WEEDS

Field bindweed is confused with at least two other vining weeds, hedge bindweed (*Calystegia sepium*), and wild buckwheat (*Polygonum convolvulus*).

Hedge bindweed (*Calystegia sepium*) is in the morning glory family or Convolvulaceae as is field bindweed.

Field bindweed and hedge bindweed leaves are alternate, one per node. The leaves of field bindweed have a rounded tip (Fig. 1A) whereas hedge bindweed leaves are arrowhead shaped tip (Fig. 1B).



Another important characteristic that helps identify hedge bindweed from field bindweed are their flower shapes and bases.



The flowers of field bindweed are smaller, 0.75 to 1 in. long, with white petals, sometimes pink, fused into a funnel-shaped tube with bracts some distance below the flower (Fig. 2A); whereas, the flowers of hedge bindweed are 1.25" to 3" long, light pink, trumpet shaped flowers with two distinctive green bracts on the flower stalk (Fig. 2B).

Field bindweed (*C. arvensis*) is a noxious and highly invasive plant. However, in terms of heavy-metal contaminated site remediation, it may be the one of the best tools available.

Field bindweed shoots exposed to the heavy metals, cadmium (Cd), chromium (Cr), and copper (Cu), have demonstrated a capability to accumulate these heavy metals through their roots. Studies have shown *C. arvensis* is a suitable candidate for the phytoremediation of Cd, Cr, and Cu contaminated soils. Furthermore, the concentration of Cr determined in the dry leaf tissue of *C. arvensis* indicates it could potentially be considered as a Cr-hyperaccumulator plant species.

Hyperaccumulator plants are capable of growing in soils with very high concentrations of metals, absorbing those metals through their roots, and concentrating extremely high levels of metals in their tissues.

Phytoremediation is a cost-effective plant-based approach of remediation that takes advantage of the ability of plants to concentrate elements and compounds from the environment and to metabolize various molecules in their tissues. It refers to the natural ability of certain plants called hyperaccumulators to bioaccumulate, degrade, or render harmless contaminants in soils, water, or air.

SCENIC OHIO BOARD MEMBER SPOTLIGHT



Christopher Carver (ENP) is one of Scenic Ohio's newest Board Members and a 23-year veteran of government and

public safety service. Passionate about geography, transportation, tourism, and his home state of Ohio, Chris holds a BA in Geography (Urban and Regional Studies) from Ohio State and an MPA from Jacksonville State University. He is currently the Director of 9-1-1/Public Safety Answering Point (PSAP) Operations for the National Emergency Number Association (NENA). For NENA, Chris is responsible for projects and activities designed to improve and enhance the ability of the 9-1-1 system and PSAPs to handle the more than 240 million service calls each year.

Chris started his career as a Fire/EMS Dispatcher in Central Ohio. After graduating from Ohio State University, he moved to New York City to work as a Dispatcher for the FDNY. He rose through the ranks serving as the Chief Dispatcher for incidents like Superstorm Sandy and the 2010 Blizzard before reaching the rank of Director of Dispatch Operations overseeing a staff of 200 and processing of over 500,000 emergency incidents per year. He relocated to Columbus in 2015.

Chris has been published in numerous publications and has presented at conferences in the United States and abroad on topics of leadership, management, supervision and crisis management.



William J. Purpura is a corporate communications, public relations, magazine publishing and marketing professional for

one of the world's top brands, AAA. Collaborative, creative, and quality-focused, Bill expertly works with writers, designers, photographers, advertising and marketing personnel as editor and publisher for AAA Ohio *Home and Away* magazine. When Bill was AAA's Corporate Communications Director, he directed Traffic Safety initiatives, addressing vital issues such as driver, passenger and pedestrian safety, and other issues related to mobility.

Bill has led a wide range of high-powered public relations efforts, including social media marketing, event planning, annual report development, executive speech writing, and long-term company and department strategic planning.

He has Bachelor of Arts degree in Journalism and Public Relations from The Ohio State University. He currently serves as President of the Board of Directors for the Convention and Visitors Bureau of Worthington Ohio.

Bill is a frequent keynote speaker and guest panelist to large audiences and is a media consultant and travel expert to visitor bureaus, major attractions and media organizations throughout the United States.



Robert Loversidge, FAIA is an award-winning preservation design architect, a Fellow of the American Institute of Architects, and President & CEO

of Schooley Caldwell. He is a past chair of the AIA's National Historic Resources Committee, and a recipient of the AIA Ohio Gold Medal. Bob is a graduate of OSU's Knowlton School of Architecture and a Distinguished Alumnus of the College of Engineering.

Bob was principal-in-charge of the ten-year renovation restoration addition project at Ohio's National Historic Landmark Statehouse where he still serves as Architect of the Capitol, and the Thomas J. Moyer Ohio Judicial Center, an adaptive use project for the Supreme Court of Ohio. Recent projects include renovation of Beaton Hall and the 1930s Ross Building at the Columbus Museum of Art; restoration of Frank Lloyd Wright's Westcott House in Springfield, Ohio; and work at the state capitols of Kansas, Utah, and Minnesota.

Current design work includes renovation of the LeVeque Tower, the Main Library and the Convention Center in Columbus, and design of a new eight story City Office building and parking garage.

Specializing in public work for over 70 years and known nationally as historic preservation experts, Schooley Caldwell has worked on many projects involving rehabilitation, adaptive use and additions, including National Historic Landmarks and many listed on the National Register of Historic Places.



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JOIN US!

MISSION AND GOALS

Preserve and expand Scenic Byways. Conserve Ohio's scenic, historic, cultural, ecological resources.

Educate the importance of Scenic values in relationship to cultural / historic tourism and the economic growth and well-being of small villages and cities.

Elevate the importance of Scenic values in relationship to Ohio's gateways, portals and "views from the road" for millions of travellers in and through Ohio.

Advance context sensitive design. Work with local jurisdictions, villages, cities, counties, and townships to knit transportation improvements with land use, gateways and other local needs.

Reduce proliferation of off-site signage and billboards that degrade property values and create unsafe distractions and public welfare issues along state and federal highway systems.

Advance "Green" solutions like vegetative sound walls and storm water bio-retention to modernize and make highway corridors more sustainable.

Educate ODOT Districts on how to better manage the "greensward" of our highway corridors.

Give back to local jurisdictions in our Home Rule State the ability to control their visual resources by providing amortization legislation.

Work with local jurisdictions and State agencies including ODOT, Ohio History Connection, Ohio Humanities Council, ODNR, Ohio Division of Travel and Tourism, Ohio Department of Commerce, Garden Clubs and Historical Societies to preserve and conserve scenic resources.

CURRENT PROGRAMS

Working with ODOT to improve roadways, including promotion of living sound walls and improving vegetative management practices. Continue Scenic Ohio "Green Highways" educational workshops with each of the 12 ODOT District offices.

Working with the Ohio Humanities Council, Ohio History Connection, Ohio Department of Natural Resources, ODOT, and The Ohio Department of Development/Division of Tourism to advance a unified online Scenic Resource map and improved Ohio tourism website.

Meeting with Ohio Garden Clubs of America to coordinate advocacy of issues of mutual interest.

Recognizing agencies, organizations and individuals who have significantly contributed to preserving, conserving and enhancing the visual resources of Ohio with the annual Scenic Ohio Awards program. Conducting the awards program to maximize public education on the importance of Scenic Resources.

Continuing to advocate for safe and beautiful highway corridors that minimize distractions that reduce safety to the driving public. This includes distracting lighting, on-premise signs, off-premise signs, billboards and digital billboards.

DONATIONS ARE WELCOME!

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