



CONNECTING COMMUNITIES

CITY OF BARBERTON

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

CITY ARCHITECTURE

DECEMBER 2014

BARBERTON'S NORTH-SOUTH BICYCLE INFRASTRUCTURE MASTER PLAN

BARBERTON'S NORTH-SOUTH BICYCLE INFRASTRUCTURE MASTER PLAN

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DISCOVERY	4
History.....	5
Connecting Communities.....	6
Transportation Network + Traffic Volume & Functionality.....	8
Development Patterns.....	10
Right - of - Way	12
Focus Areas and Corridors.....	14

INVESTIGATION	16
Walking Tour.....	16
Overlaying Infrastructure.....	18
Potential Bicycle Routes	20
Bridge to Bridge.....	22
Green Intersection.....	23
Off Road Trail via Third.....	24
Off Road Trail via Fourth.....	25
Contraflow via Second.....	26
Contraflow via Wooster.....	27
The Magic Mile.....	28

ENVISIONING	32
The Seven Steps of the Magic Mile Loop.....	33
Bicycle Infrastructure Tenets.....	35
Robinson Bridge.....	36
Robinson Wooster 2nd Intersection.....	38
Wooster Tuscarawas Connector.....	42
Tuscarawas Lake Anna Trail.....	48
The Magic Mile: Barberton's Bicycle Infrastructure Master Plan.....	52

IMPLEMENTATION	54
Continue the Momentum + Next Steps.....	55
Phasing + Funding Sources Map.....	56
Implementation Initiatives: Bicycle Infrastructure.....	58
Implementation Initiatives: Citywide Planning.....	60

APPENDIX	62
Potential Funding Strategies and Sources	
Workplan	
Meeting Summaries	
Bike & Brainstorm Map	
Downtown Parking Study	
Barberton Historical Society Walk / Bike Tour Map	



LOOK OUT FOR BIKES!

Look for this bicycle symbol throughout the report for major milestones that helped shaped the path of Barberton's Bicycle Infrastructure Master Plan.

BARBERTON, OHIO: THE MAGIC CITY
BARBERTON IS A SUBURBAN CITY
WITH THE FEEL OF A SMALL TOWN
COMMUNITY.

IT'S FABRIC & RESIDENTS PROUDLY
CELEBRATE AN INDUSTRIAL
HERITAGE WHILE LOOKING
FORWARD TOWARD GROWTH AND A
RENEWED SENSE OF PLACE.

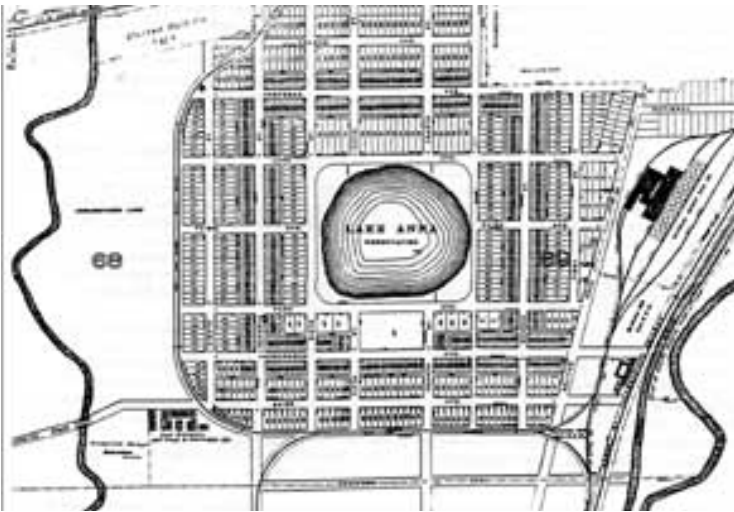
DISCOVERY

ANTICIPATED OUTCOMES

- Uncover Barberton's history and identity
- Encourage a strong sense of community among Barberton's residents and businesses
- Strengthen North-South connections throughout the city's downtown core
- Determine appropriate scale and size of roadways and infrastructure
- Increase pedestrian and bicycle safety

HISTORY

The City of Barberton was founded by industrialist O.C. Barber who planned a community to support his match production facilities (later known as Diamond Match Company) in the 1890s. The town was laid out around the natural amenity of Lake Anna, named for Barber's daughter. Their family farm and estate, Anna Dean, was built at the higher elevation overlooking Downtown and the industrial valley, where the piggery and other buildings remain today. Barberton's rapid industrial growth can be attributed to its access by both the Ohio-Erie Canalway which opened along the banks of the Tuscarawas River in the late 1820s, and the railway system in the 1850s. Barber was able to actively attract residents and other industries to his new town and stimulate the economy so rapidly that Barberton became known as the "Magic City." The planned grid of the Downtown core remains largely intact today, with Lake Anna as its central green space.



* Photographs & Information from the City of Barberton & the Barberton Historical Society

BARBERTON BY THE NUMBERS

- The City of Barberton is **9.26 square miles** and is located in **Summit County**, Ohio, Southwest of Akron
- It is **7.5 miles** from Downtown Barberton to Downtown Akron
- Population is stable (**26,316** in the 2012 Census Estimate, down <1% from 2010)
- 91.7% white, 5.3% black, 1.9% hispanic
- Median age is 40.3 years, and the age distribution of the population is roughly equally across all major groups
- The major employment sectors are Education & Health Care (22.2%), Manufacturing (20%), Retail (12%) and Arts / Entertainment (11.4%), with an unemployment rate of 5.7% (July 2014)
- The median income is **\$37,490** which is 24% lower than Summit County
- There are **12,191 housing units** in the city, with 9.3% vacant, 56.7% owner-occupied, and 34% rental



CONNECTING COMMUNITIES

The Connecting Communities Planning Grant program is designed to provide communities with funding to develop transportation plans that will lead to the identification of projects eligible for Akron Metropolitan Area Transportation Study (AMATS) funds.

The purpose of these plans will focus on the concept of livability. Plans should enhance neighborhoods by improving transportation connections and promoting alternative modes of transportation like walking, biking, and transit. Grant funding will be used to hire a consultant to study a general area of a community. The funds will not be used for preliminary engineering, but instead will be used to develop a plan containing analysis and recommendations. Recommended projects will then be eligible for inclusion in the Regional Transportation Plan.

There are eight main recommendations in Connecting Communities. The recommendations are intended to be used by AMATS and other agencies as a framework for increasing transportation alternatives and supporting land use patterns through targeted investments.

The City of Barberton applied for and was selected for a Connecting Communities Grant in 2013. The intent of this grant is to explore planning related issues in the City of Barberton, specifically to establish a cohesive identity and sense of place that contributes

to the success of the downtown and it's economic base. Prior to engaging a consultant, AMATS produced a document that would be used as a foundation and resource throughout the Planning Grant Process highlighting key concerns in Barberton.

In May 2013, AMATS conducted a site visit to the study area. The staff drove through the area as well as walked portions of the area and took pictures to highlight issues identified. The key issues identified in the corridor include:

1. Access between downtown and the Ohio & Erie Canal Towpath Trail
2. Poor function, connectivity and visual aesthetics that create barriers between the east and west portions of the City
3. Lack of community gateways
4. Lack of wayfinding and signage
5. Zoning and land use concerns

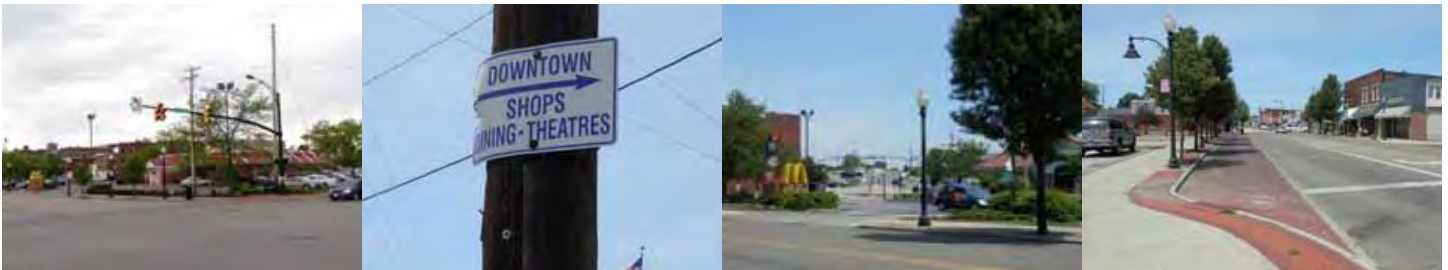
- 1. Improve pedestrian planning and facilities through targeted investments.**
- 2. Improve bicycle planning and facilities through targeted investments.**
- 3. Enhance public transportation systems to meet the needs of current users and be attractive to new users.**
- 4. Incorporate complete streets principles into land use and transportation decisions.**
- 5. Implement land use policies that improve community cohesion and reduce urban sprawl.**
- 6. Integrate environmental planning into land use and transportation planning.**
- 7. Improve inter-agency coordination on regional planning.**
- 8. Create a planning grant program to implement Connecting Communities.**



Snyder Avenue Trailhead & 2nd Street



Robinson Avenue Bridge - Proposed Towpath Bridge & Trailhead



Wooster - Robinson - 2nd Street Intersection

1. Access between Downtown and the Towpath

Access to the Ohio and Erie Canal Towpath Trail (Towpath) is located approximately one mile south of downtown off of Snyder Ave. 2nd St is the primary route to get from the Towpath to downtown, although there are no sidewalks or bicycle facilities from the trailhead to 2nd St along Snyder Ave, no wayfinding and the sidewalk along 2nd St is in poor condition.

There are sidewalks along Snyder Ave east of the trailhead through residential areas, but they do not connect all the way to the Towpath. They stop approximately a third of a mile before the trail.

There is potential access closer to downtown from the Towpath further north near Robinson Ave. The Robinson Ave Bridge connects downtown to the east side of Barberton spanning the Ohio and Erie Canal, the Tuscarawas River and several railroad tracks. The Towpath is between the Ohio and Erie Canal and the Tuscarawas River under the bridge. The bridge was constructed with extra wide sidewalks separated from vehicle traffic which with a ramp on the east side of the bridge going down to the Tuscarawas River for future Towpath access. There is a public parking lot on the west side of the bridge that could be used as a future trailhead.

2. Poor function, connectivity and visual aesthetics

Second Street from Snyder Ave to Robinson Ave is primarily industrial with Babcock and Wilcox (B&W) on the west side and vacant property and buildings on the east side. The sidewalks along Second St are

in disrepair and it is not a very pleasant or inviting street. There are no bike lanes or other bike facilities, although the four lane road is very wide for the volume of traffic (2011 ADT = 3,300). Van Buren has sidewalks on both sides of the street for most of the road between Snyder and Robinson Avenues. The west side is industrial, including B&W offices, and the right is residential multi-family.

3 & 4. Lack of Community Gateways & Wayfinding

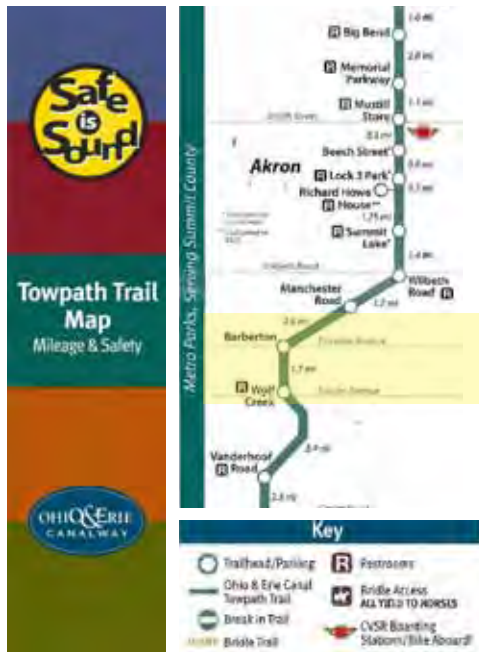
While the downtown and Lake Anna area streetscape has been improved through lighting and landscaping, wayfinding to and around downtown is lacking. Another challenge is that downtown is separated into two areas, along Tuscarawas Ave and 2nd St. Neither of these areas are accessible or visible from the Towpath or function as main city thoroughfares. The majority of through traffic stays on Wooster Rd and Robinson Ave. There is no signage or wayfinding to direct people to downtown from Wooster Rd and Robinson. Downtown is also not very visible from either of these roads, making it very easy to miss if someone didn't already know it was there.

If a Towpath Trailhead was built near the Robinson Ave bridge and utilizing the existing public parking lot on the southeast corner of Robinson Ave and 2nd St there would still be two blocks to get people to either the Tuscarawas or 2nd St downtown districts. While this doesn't seem like a huge distance the downtown areas aren't visible and lack wayfinding. The intersection of Robinson Ave and 2nd St is busy and not bike or pedestrian friendly.

TRANSPORTATION NETWORK

AMATS provided a series of maps that illustrate the existing roadway network within Barberton, the condition of its pavement, which indicated what road may be scheduled for repair or in need of re-surfacing. Barberton is also connected to Greater Akron via the Metro Regional Transit Authority which has two routes that go through Downtown Barberton and connect to surrounding communities like Norton as well as Downtown Akron.

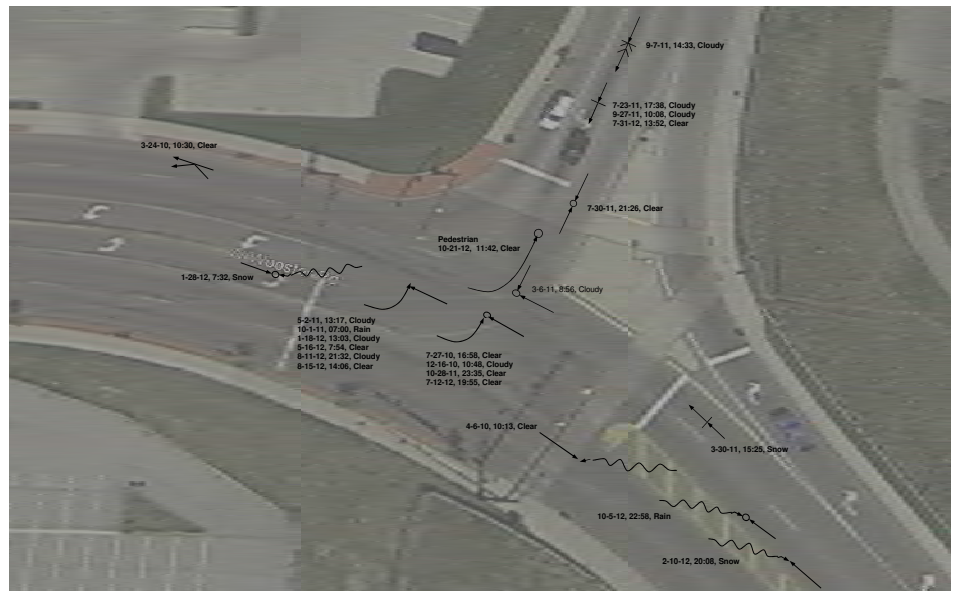
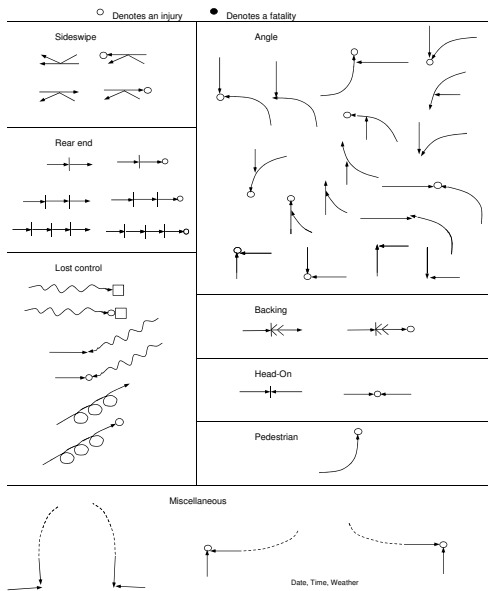
The Towpath Trail runs just east of Downtown, parallel to the Tuscarawas River. The Towpath is an 85 mile multi-purpose trail that follows the route of the historic Ohio & Erie Canalway from Cuyahoga County to Tuscarawas County.



TRAFFIC VOLUMES & FUNCTIONALITY

While traffic counts indicate that much of Barberton's roadway infrastructure is oversized for the capacity it actually carries, some areas still experience higher volumes - particularly Wooster Road (North & West) and Robinson Avenue as the main routes through town.

Specifically, the Robinson - Wooster - 2nd Street Intersection experiences the highest volumes of traffic in the City, it also has design issues that impair sight lines and cause crashes, several including pedestrians. The safety and functionality of this intersection is a considerable design issue for the project.

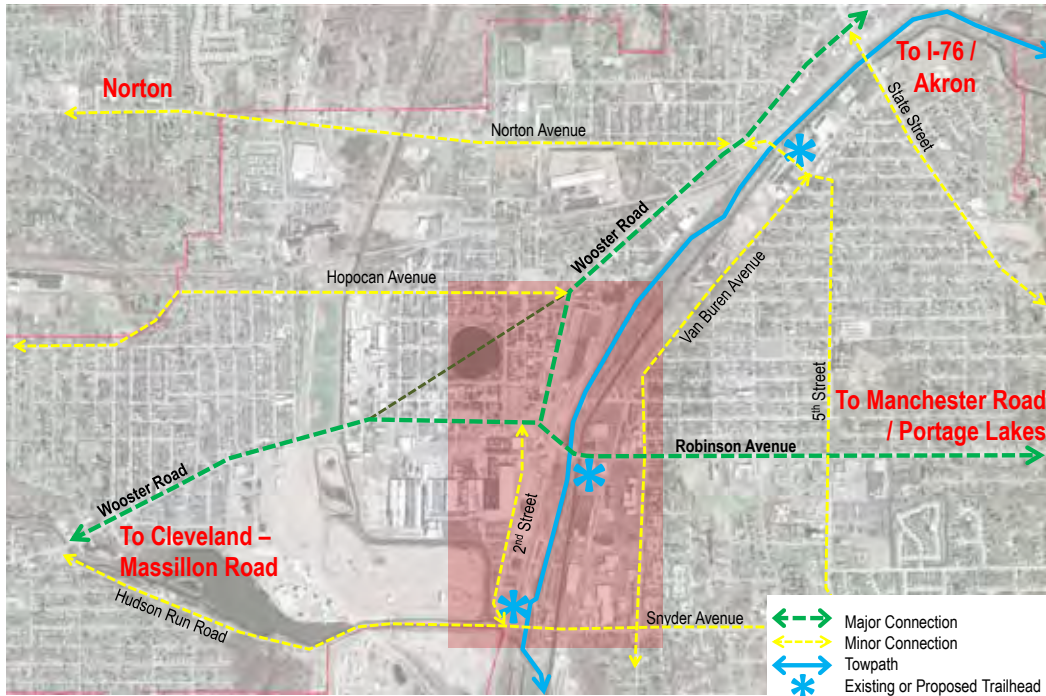


Wooster - Robinson - 2nd Street Intersection

DEVELOPMENT PATTERNS

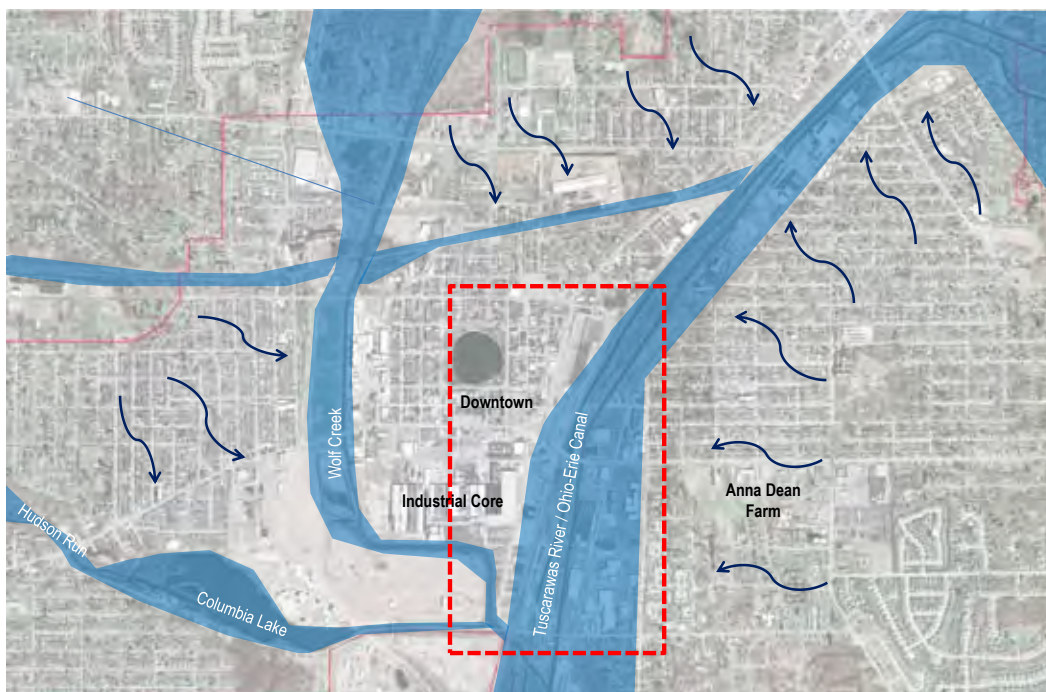
Downtown Barberton was planned city, but physical constraints and development have had their effect on the City's identity. Edges and Districts have emerged and the river valleys and roadway network have helped to define natural and implied boundaries.

CONNECTIVITY



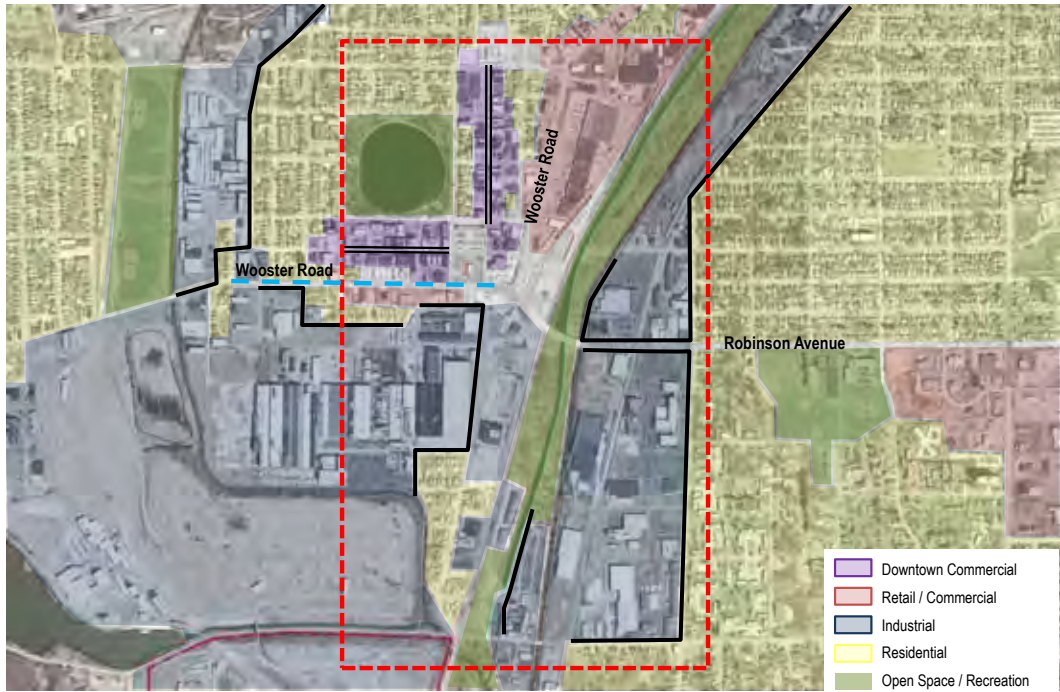
The existing roadway network relies on Wooster & Robinson as the major connections from Downtown to Barberton's neighborhoods, and provides access to the highway network and surrounding communities. This keeps the high volume traffic out of the historic Downtown core, which is good for walkability and safety, but can be a challenge for new development that relies on exposure to traffic corridors.

TOPOGRAPHY



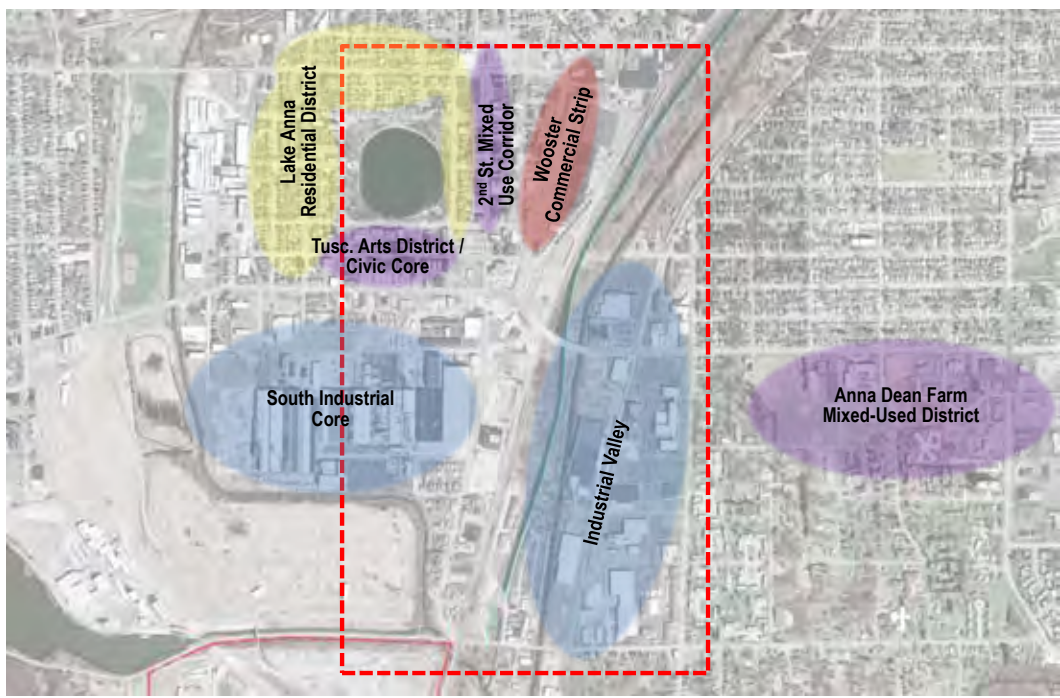
Topography played a major role in the planning of Downtown Barberton. The historic and industrial core sit on a plateau between the Tuscarawas River Valley & Wolf Creek, while the residential neighborhoods were developed along the surrounding hillsides. The rail lines were also laid parallel to the waterways and lower elevations.

LAND USE & EDGES



Barberton's Downtown surrounds Lake Anna, which is ringed by housing and to the South & East, and the historic commercial and civic core of the community on Park Avenue, Tuscarawas Avenue, and 2nd Street. Major industrial areas remain along the waterways / rail corridors predominately South and East of Downtown. Retail centers have developed along Wooster Road North and Robinson Avenue.

DISTRICTS



Downtown has four distinct districts that have emerged - the Tuscarawas Arts District which is the center of redevelopment efforts with newly renovated theaters, Kavé coffee shop and Nine Muses art gallery; The 2nd Street Mixed Use District is very walkable with a variety of storefronts ready for redevelopment; the Wooster Commercial Strip is disconnected, outmoded, and in need of upgrades like parking lot screening and pedestrian scale access; and the largely intact Lake Anna Residential District.

RIGHT-OF-WAY

Analysis of Downtown Barberton's roadway infrastructure in comparison to traffic counts shows many oversized cartways that were built for much higher traffic capacities than Barberton is currently experiencing.

This has created an overabundance of hardscape, but also provides the opportunity to explore roadway diets that incorporate landscape bump-outs & medians and on-road bicycle infrastructure. The compactness

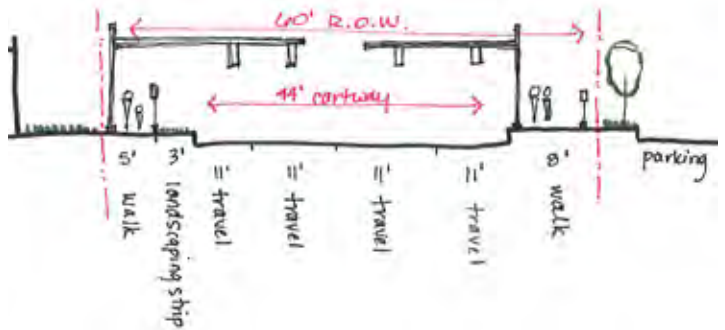
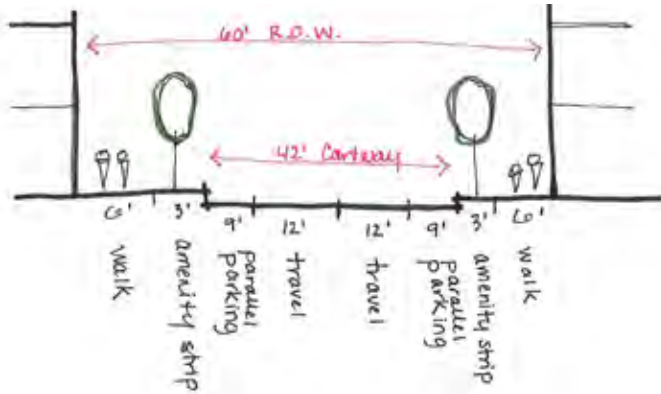
and consistent sidewalk network encourages walkability which can be enhanced with reconfigurations within the existing right-of-ways.



4th Street



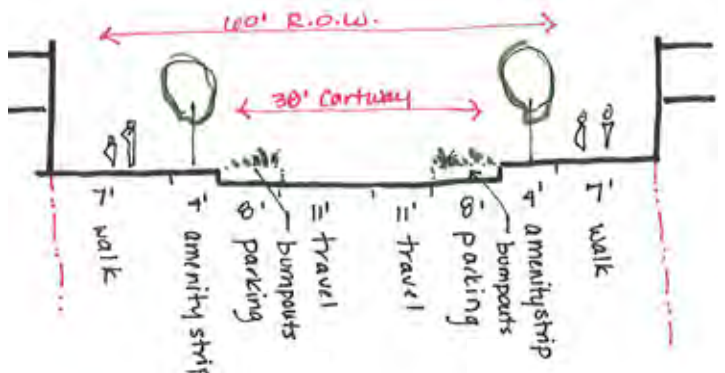
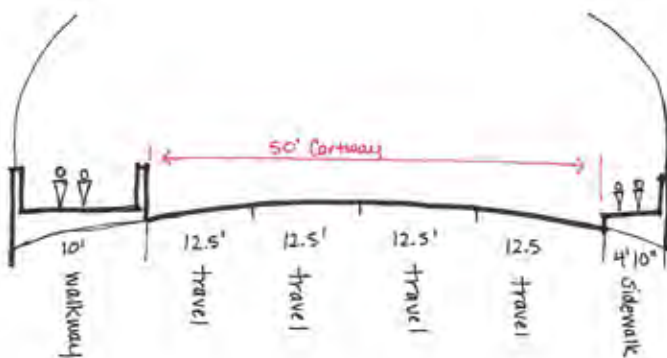
Wooster Road North

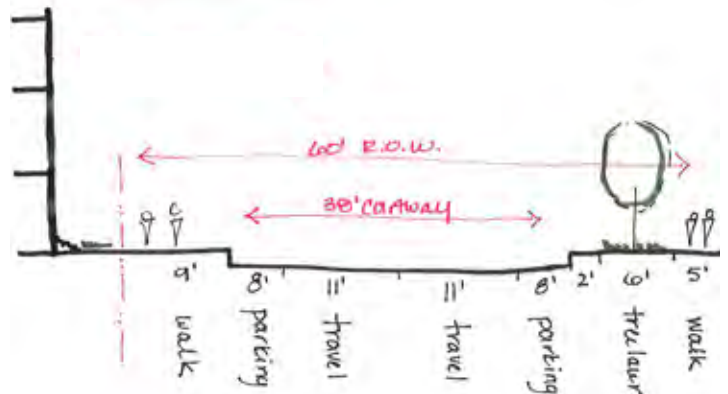
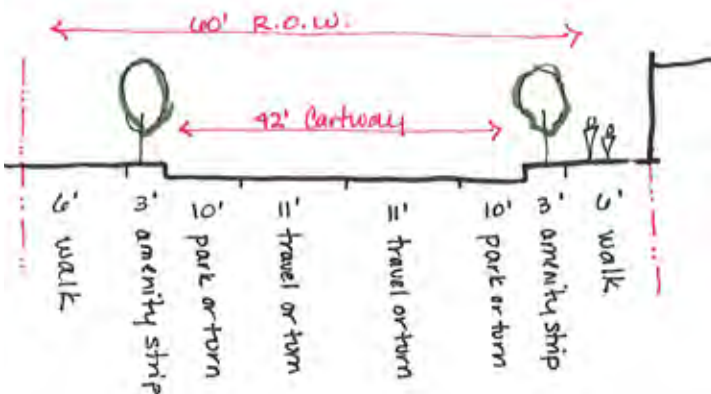
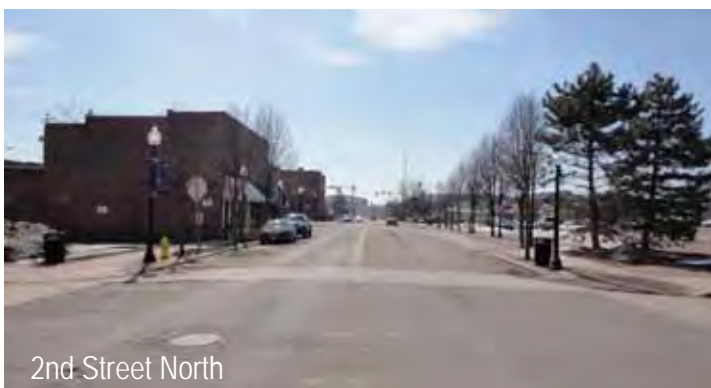
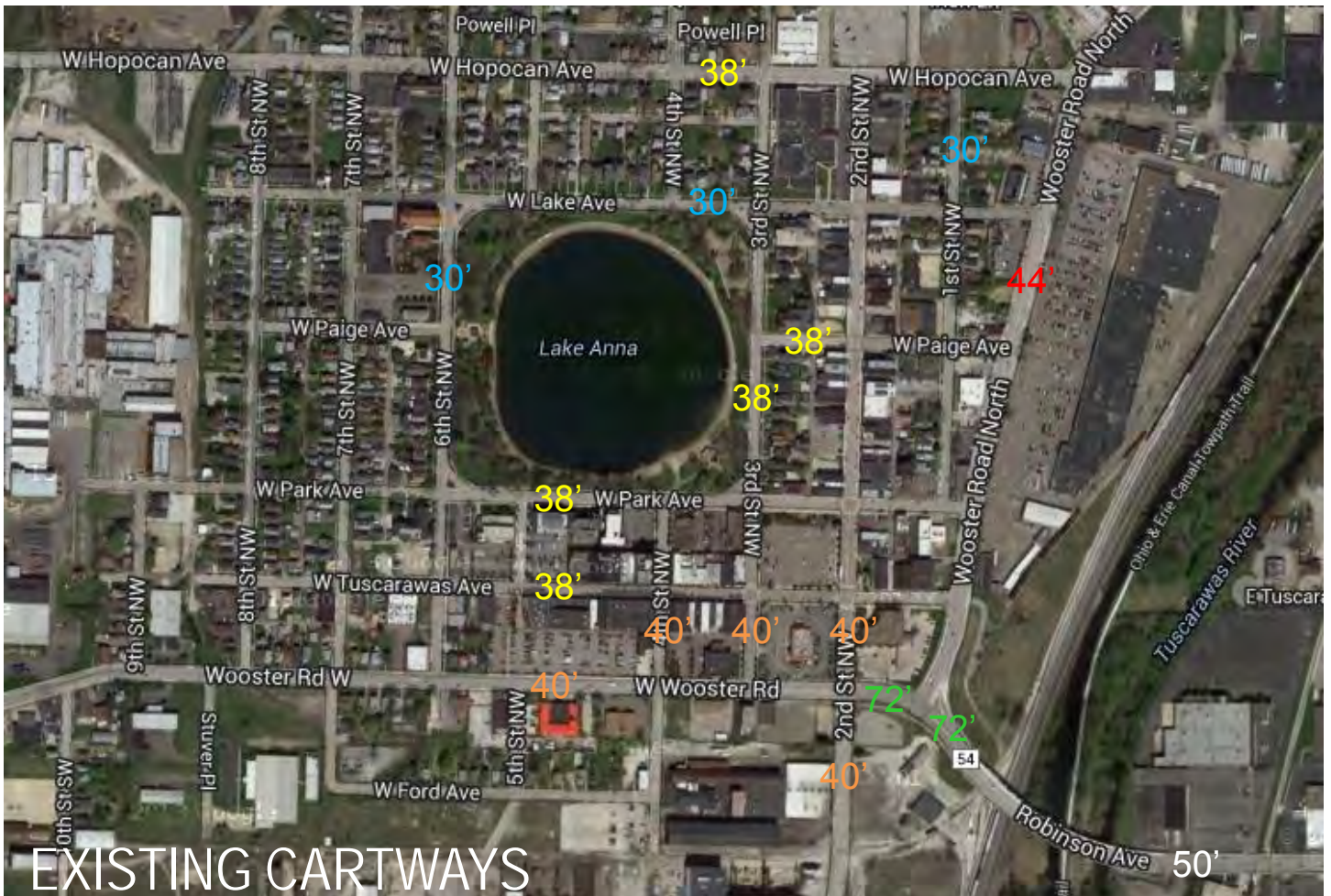


Robinson Avenue Bridge



Tuscarawas Avenue







THE TOWPATH TO DOWNTOWN

Initial analysis of Barberton’s existing infrastructure, development patterns, and ongoing investments led to several possible study areas: gateways into Downtown, corridors into the City and emerging redevelopment districts.

The map illustrates the potential study areas that initial analysis uncovered. Focus Areas indicate places where Barberton has the opportunity to make a first impression on visitors travelling by car, bike or on foot. These are places that can be considered for gateways, trailheads, or wayfinding. The corridors are the connective tissue between these focus points where meaningful experiences can highlight Barberton’s amenities.

The investment by the Barberton Foundation in the new bicycle / pedestrian bridge underscores the need for a safe, intuitive route from the Towpath Trail to Downtown. The intersection of Robinson - Wooster - 2nd St. is oversized, has frequent accidents and is difficult to navigate. **For these reasons, C & D were identified as major focus areas, while J, K and L were identified as the primary corridors.**

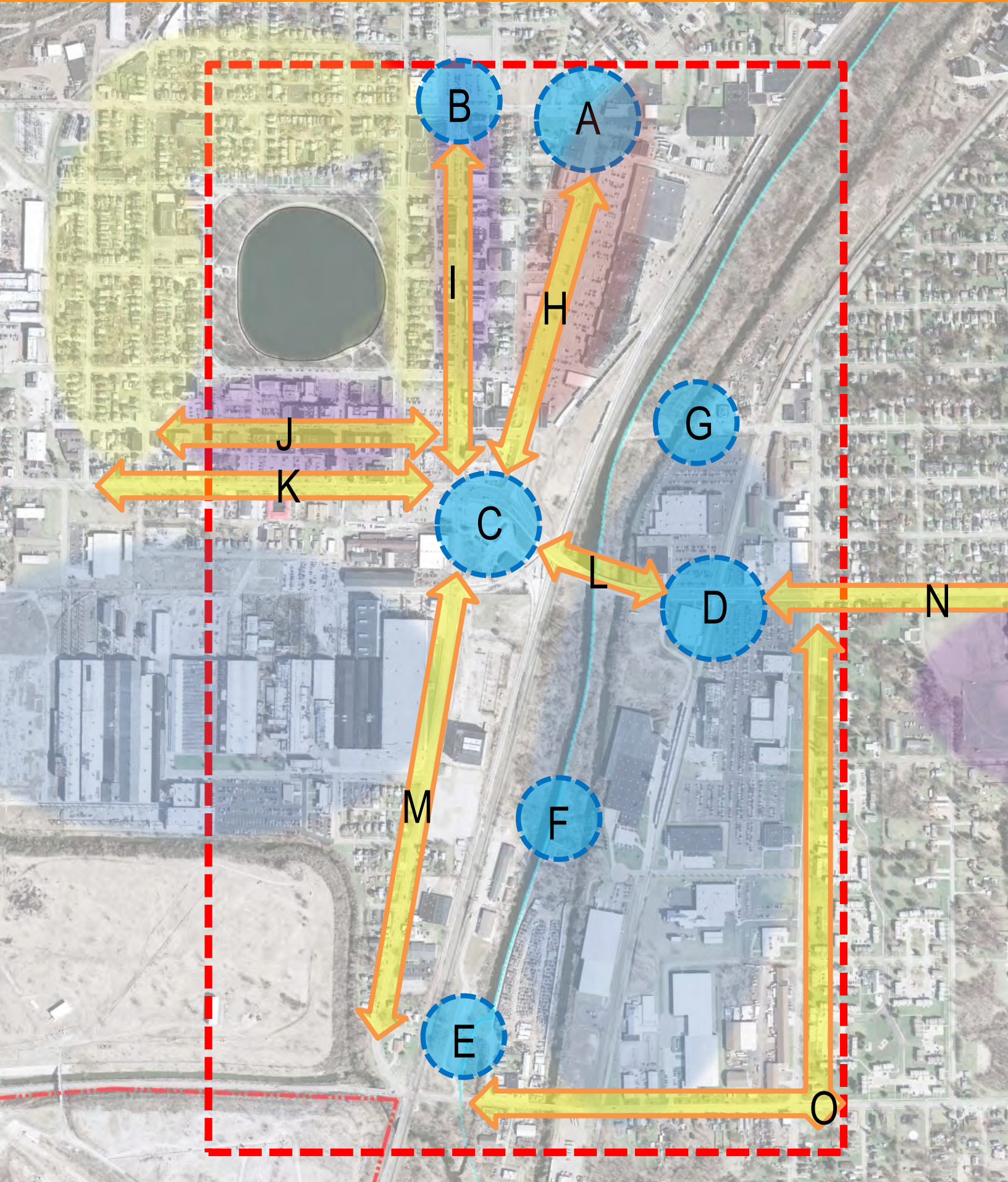
FOCUS AREAS

- A. Intersection of Wooster & Hopocan
- B. Intersection of 2nd & Hopocan
- C. Intersection of Wooster & Robinson & 2nd / New Trailhead**
- D. Robinson Avenue Bridge & New Towpath Trail Bridge Connection**
- E. Snyder Avenue Towpath Trailhead
- F. Towpath Trail Decision Point – Visit Barberton (from the South)
- G. Towpath Trail Decision Point – Visit Barberton (from the North)

CORRIDORS

- H. Wooster Avenue Retail Corridor
- I. 2nd Street Mixed Use Corridor
- J. Tuscarawas Avenue Arts District**
- K. Wooster Avenue – Industrial Edge**
- L. Robinson Avenue Bridge**
- M. 2nd Street Industrial Corridor
- N. Robinson Avenue – Anna Dean to Downtown Connector
- O. Van Buren – Snyder Connector

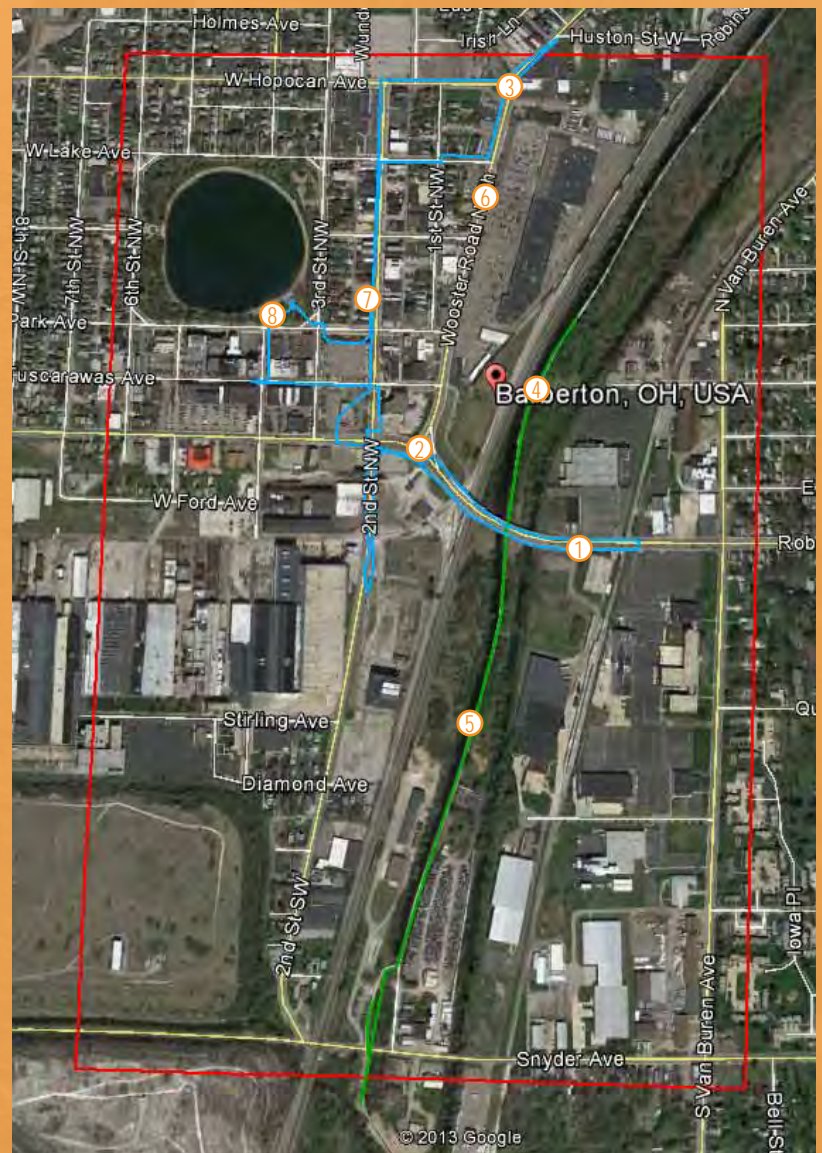
IS THE CRITICAL CONNECTION.





WALKING TOUR

After identifying the focus corridors & areas, the planning team set out on foot to investigate Downtown on the ground. The map below shows a walking tour route in the core districts and along the towpath. The photos to the right pair existing conditions with images of what could occur in these places. The walk uncovered ideas and concepts that could influence how visitors and everyday residents experience Barberton. Two major decision points occur for vehicular traffic in Downtown: the intersection with Wooster at the west end of Robinson Bridge (2) and the intersection of Wooster with Hopocan (3) as approached from the North / interstate. These decisions points serve as opportunities to create gateways that indicate entrance as well as direct people to Downtown's destinations. Similarly, on the Towpath, moments occur (1, 4, 5) when Downtown is nearby, but not visible. Using icons like the water tower or signage along the trail could serve to advertise Downtown's amenities. Once Downtown, opportunities to illustrate Barberton's character present themselves as public art installations (7), park entrances (8), corridors that run along parking (6) and the addition of wayfinding that can serve to introduce and direct visitors to the community.



GATEWAYS

EXPERIENCE

IDENTITY



OVERLAYING INFRASTRUCTURE

To understand how cyclists may navigate Downtown, the primary vehicular routes, public transit and existing bicycle infrastructure were studied by overlaying potential users to uncover where moments of confluence of users may lead to conflicts.

The first diagram illustrates primary vehicular routes, public transit routes and existing bicycle infrastructure. The second diagram looks at how different cyclists may navigate Downtown based on their classification of rider: families, recreational, historical interest and residents. Families were deemed to be the most sensitive group to plan for since their level of safety and comfort is paramount to the experience they have when leaving the relative security of the Towpath Trail. This proved to be an important milestone for the planning process since it indicated that any extension of bicycle infrastructure from the Towpath into Downtown need to be maintain the sense of security the off-road trail provides, particularly for parents with children.

The third diagram highlights potential confluence areas where vehicles, bicycles and pedestrians may all come together. These areas present the possibility of conflict between users and would need in-depth study and potential re-configuration if new bicycle infrastructure is introduced. It is important to note that several of these conflict areas correspond with the focus areas and corridors previously identified as priorities.

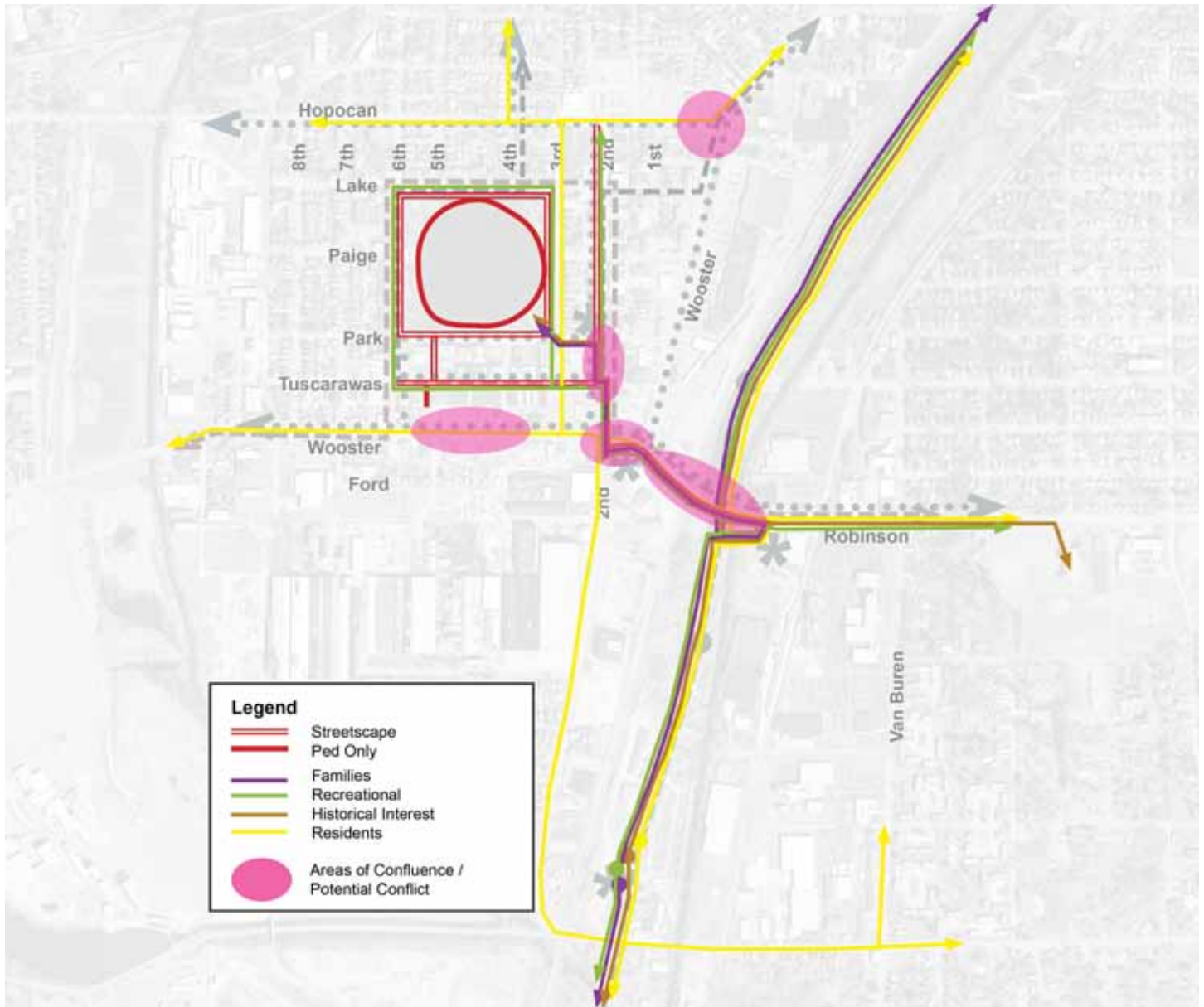
EXISTING TRANSIT NETWORK



POTENTIAL PEDESTRIAN & CYCLIST ROUTES



AREAS OF CONFLUENCE + POTENTIAL CONFLICT



AREAS OF POTENTIAL CONFLICT OVERLAP WITH FOCUS CORRIDORS & NODES

POTENTIAL BICYCLE ROUTES

These three diagrams explore potential types of bicycle infrastructure and routes. Option 3 was selected by the Steering Committee as the starting point for further study.

OPTION 1: DIRECT TO DOWNTOWN

ADVANTAGES:

- Direct bike route from towpath bridge into Downtown
- Bikers are protected when travelling through some of the busiest intersections
- Little impact on existing traffic flows
- Increased awareness of bicyclists through signage and street markings
- No loss of on street parking

DISADVANTAGES:

- Bikers mix with vehicular traffic
- Bike traffic / lanes are added to the busiest intersections (points of confluence)
- Cyclists have to focus on navigating Downtown streets in traffic lanes / may be missed opportunities to highlight attractions and amenities



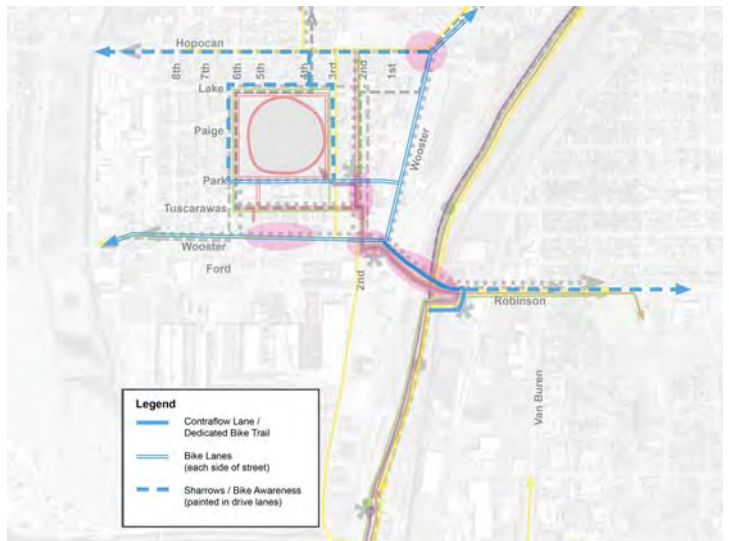
OPTION 2: FOCUS ON WOOSTER

ADVANTAGES:

- Minimize loss of parking on Downtown streets
- Visual connection from towpath / Robinson Bridge
- Bike infrastructure network connects to greater community rather than just focusing on towpath to Downtown connection
- Wooster will be redesigned to accommodate multi-modes of travel, reducing accidents and improving the safety of the Robinson & Hopocan intersections

DISADVANTAGES:

- Reduced parking capacity on Park to accommodate bike lanes
- Connection to Downtown is minimized
- Traffic flow may be reduced on Wooster (will need further study)



* See Appendix for route map

As part of the Connecting Communities process, residents from Barberton and surrounding communities gathered in September 2013 to get a handlebar perspective of Barberton. Riders traveled 9.74 miles along the Towpath and through Barberton's streets. Afterwards they filled out surveys that provided insight to how everyday riders' experience the community, a few comments were particularly helpful to the planning process:

- Need bike/vehicle separation on Robinson
- Signage needed
- Bike lanes needed from Snyder Ave Trailhead to Downtown
- Wooster Road West needs an off-road trail or bike lane
- Wooster Road West is dangerous
- Consider off-road amenities like food, restrooms, etc.
- Bike racks needed
- See a lot of potential for more on-road bicycling in Barberton!

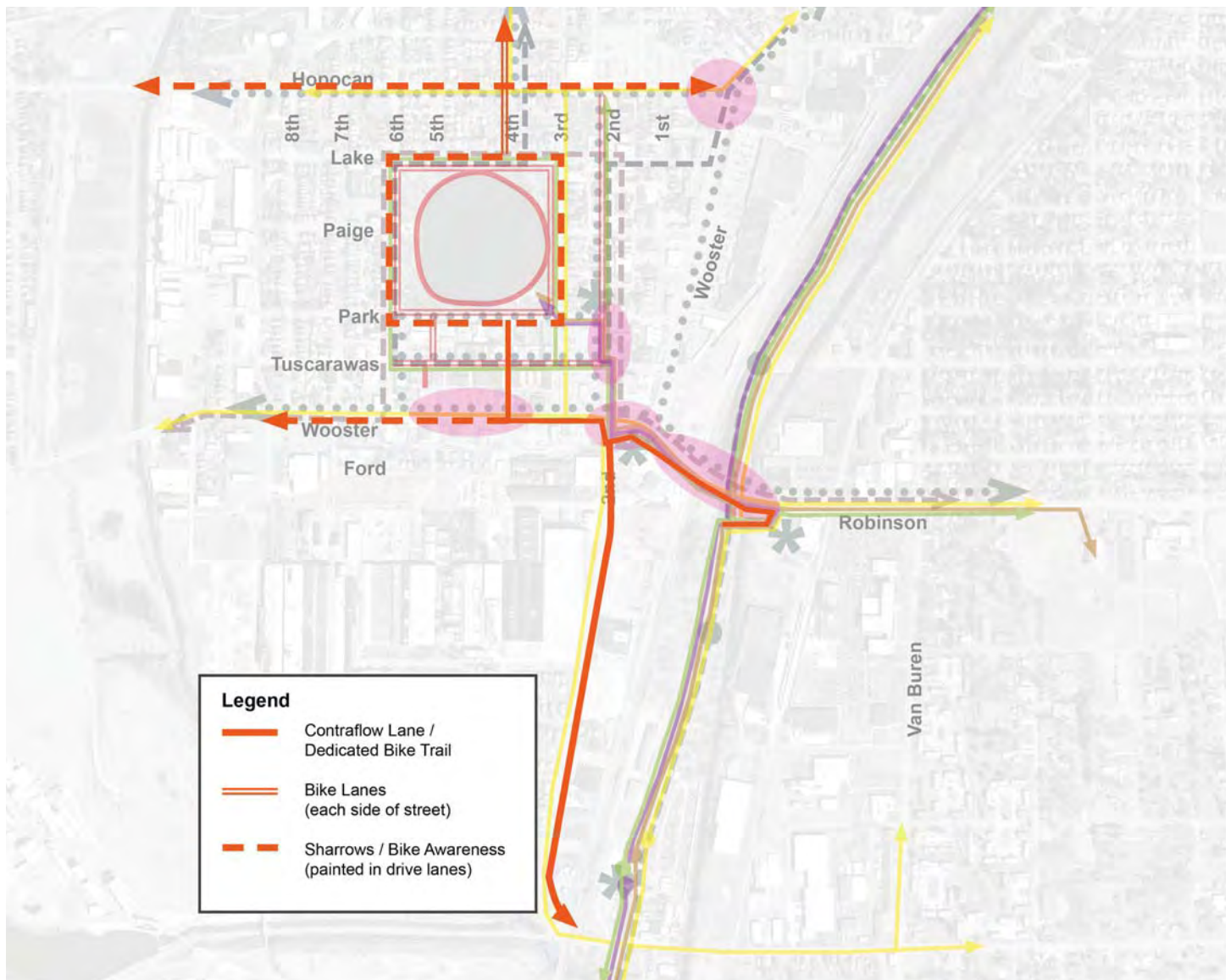
OPTION 3: CONNECT TO LAKE ANNA

ADVANTAGES:

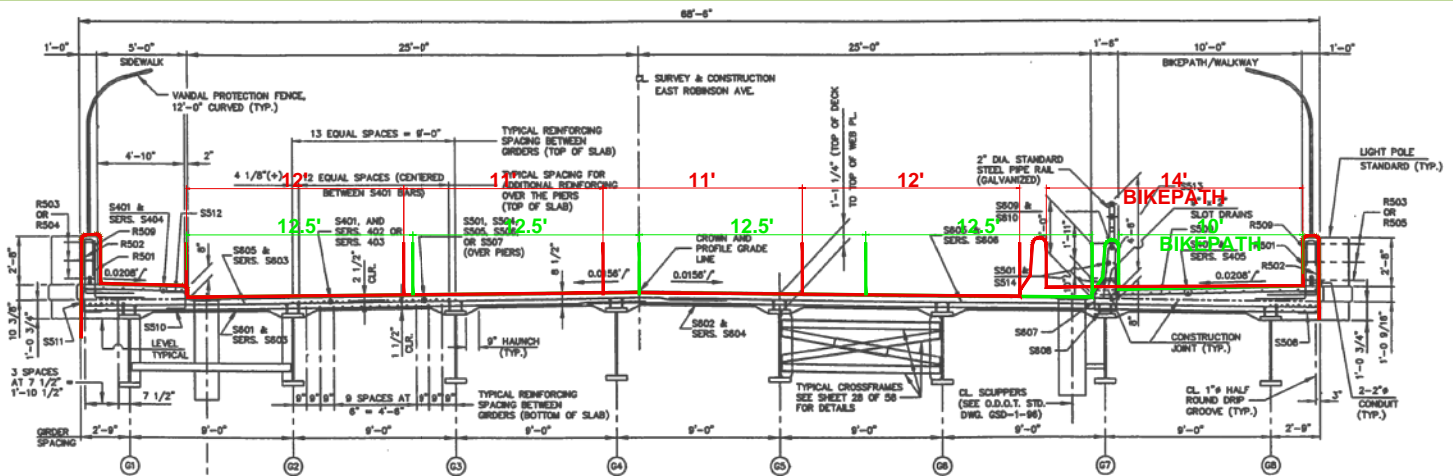
- Connection to Lake Anna
- Dedicated bike infrastructure to Lake, Downtown, and along 2nd Street (south of Wooster)
- Eliminates the need for cyclists to cross at the Wooster / Robinson Intersection
- Takes advantage of existing traffic signal at 4th / Wooster intersection
- Improve visual exposure of Wooster if frontage is developed
- No added infrastructure on 2nd Street (area of confluence) so cyclists are on a less trafficked route and do not conflict with buses
- Dedicated bike lanes along 4th allow for connection to schools

DISADVANTAGES:

- Reduced parking along 4th Street
- 4th Street may need to be one-way from Wooster to Park & have angled parking on one side of the street



BRIDGE TO BRIDGE



This cross section through Robinson Bridge shows the original construction dimensions in green and the proposed reconfiguration in red.



TRAVERSING ROBINSON BRIDGE NEEDS TO BE INTUITIVE AND SAFE.

Robinson Bridge is a four lane road that serves as the primary east-west connection in Downtown Barberton. It spans the Tuscarawas River valley, the canal and freight rail lines. Currently the bridge is configured with four 12'-6" travel lanes, a 10' wide trail with a protective barrier wall on the south side of the bridge and a 4'-10 sidewalk on the north side (see green dimensions on diagram above). At the eastern end of the bridge is the new towpath bridge which spans the river and connects cyclists to Robinson, making the vehicular bridge the primary connection from the Towpath to Downtown. Because of the change in topography and rise of the bridge, Downtown is not visible from the east end. The 10' wide trail is narrow for cyclists & pedestrians to traverse in both directions particularly with the steep slope and short sight lines. The travel lanes, which are wide for the speed and traffic volume on the bridge, can be narrowed to allow the trail to be expanded to 14' wide (see red dimensions on diagram above). Expanding the trail will emphasize it as a primary connection, encouraging people to choose it over the narrow sidewalk on the northern side. It will also provide a consistent level of protection and separation for riders as they traverse the bridge.

GREEN INTERSECTION



Median being hollowed out for landscaping, Huron, Ohio

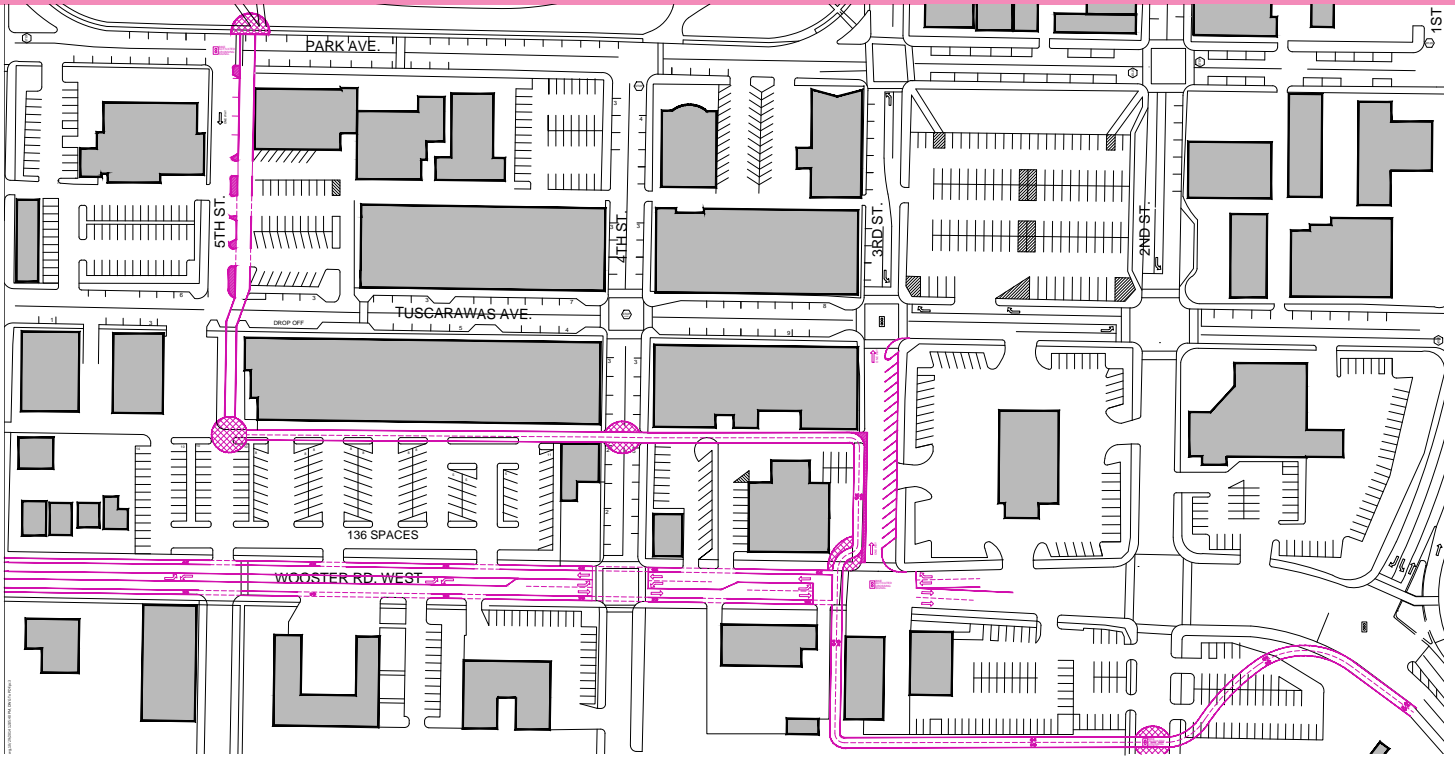


THE INTERSECTION OF ROBINSON BRIDGE & WOOSTER ROAD IS THE GATEWAY TO DOWNTOWN.

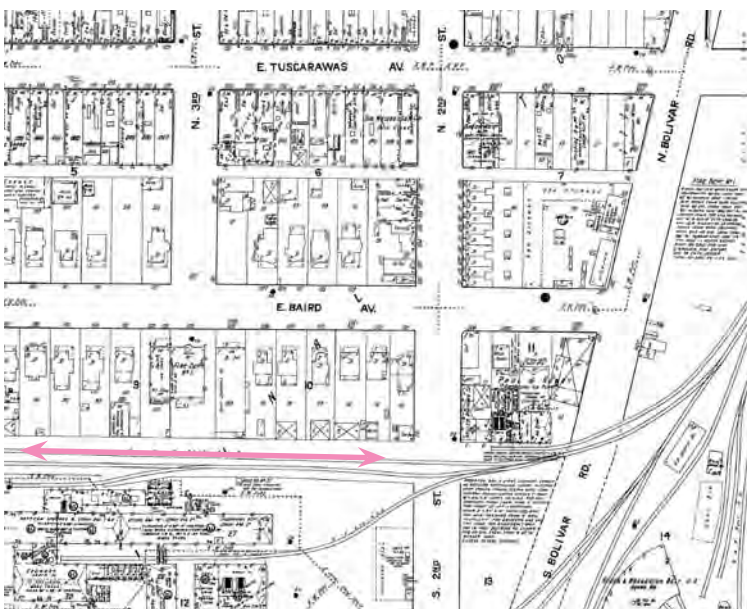
The intersection of Robinson - Wooster - 2nd is oversized and difficult to navigate. The rise of the bridge causes the intersection to appear rapidly without much warning to vehicles, which is reflected in crash data. Large areas are striped out as medians and a few medians have low curbs which show signs that they are often not seen until drivers run over them. In order to better define the intersection and travel lanes the medians need to become more prominent. The existing curbed medians can be hollowed and filled with low landscaping to better define. Medians that are currently striped can be curbed and given a similar landscape treatment, making them visible year round. The intersection of Wooster & 2nd currently has 6 lanes on the eastern side of Wooster and 4 on the west. The eastern side of Wooster as it approaches the intersection can be narrowed by removing the dedicated turn lane from Wooster onto 2nd Street South without greatly reducing traffic flow. The removal of this lane will allow for an additional median that continues the landscaping completely through the intersection, reducing pavement, better defining lanes and beautifying this gateway into Downtown.



OFF ROAD TRAIL via 3RD

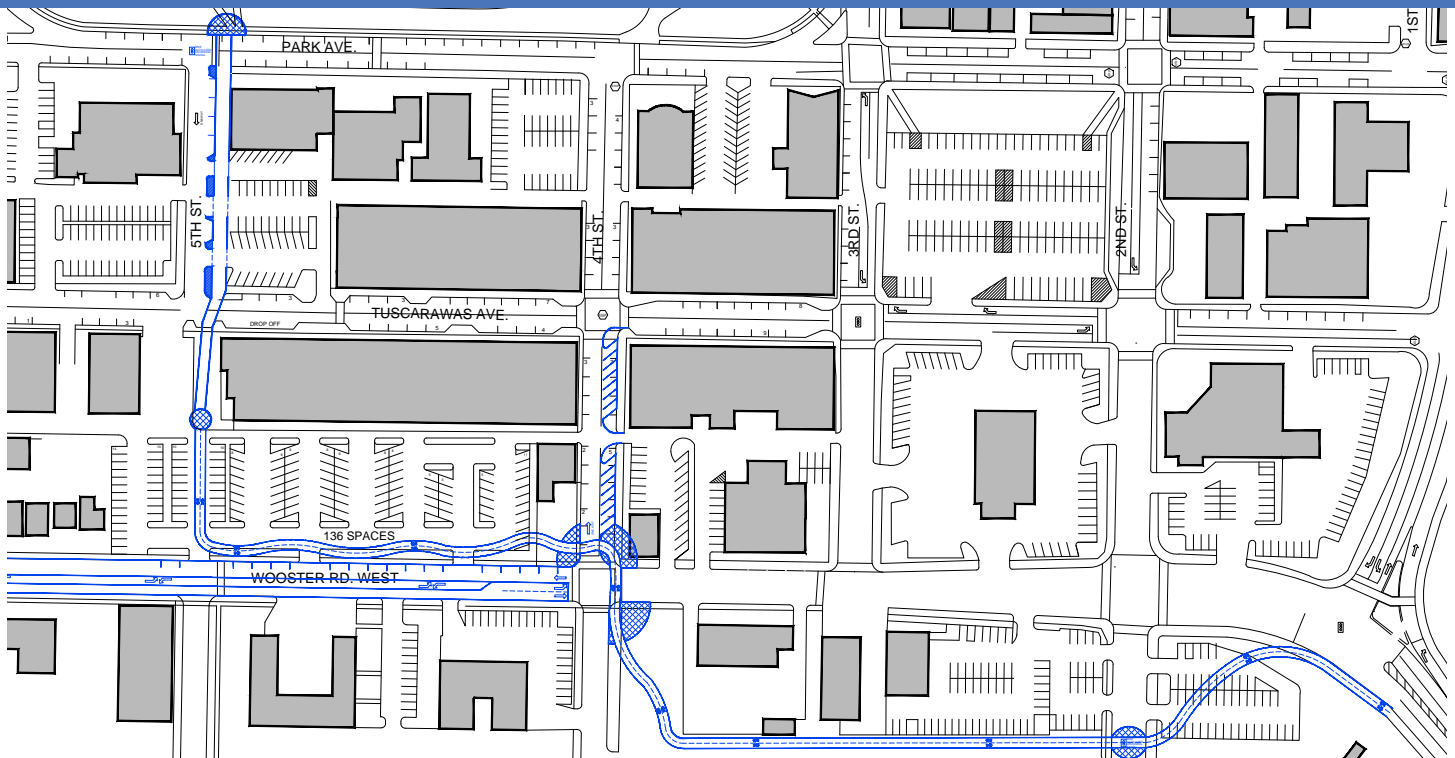


By exploring the potential to re-purpose a former railroad right of way offered the opportunity to maintain the trail extension completely off-road. The first option looked at using the former right-of-way to connect west to 3rd Street and then north along the old fire station to cross Wooster. The trail would then continue north along 3rd which would be reconfigured to one-way traffic heading north to allow for the trail's width. The trail would then take advantage of existing alleyways. A few issues came to light as a result of this concept: the railroad right-of-way is no longer public property and may require acquisition by the City to complete; the Post Office at the corner of 3rd & Wooster is looking to expand its parking; there is no traffic signal at 3rd & Wooster; mixing service traffic with bicyclists may cause issues in alleys.



1916 Sanborn Map of railroad R.O.W.

OFF ROAD TRAIL via 4TH



The second off-road option also uses the old rail right-of-way to connect west to a currently vacant property at the corner of Wooster & 4th Street. The trail would then cross Wooster at the existing traffic light at 4th Street and continue west along the theater parking lot to the 5th Street Promenade. Both options considered the potential to add bike lanes on each side of Wooster to connect to the Wolf Creek trail west of Downtown. The bike lanes would be added to Wooster west of 3rd or 4th Streets once traffic volume and cross traffic was minimized. Both schemes look at the potential to use the existing 5th Street Promenade as an entry point for bicyclists to the Tuscarawas Arts District. 5th Street, north Tuscarawas, can be reconfigured to accommodate a wider multi-purpose path on its east side for pedestrians and cyclists to connect to Lake Anna.

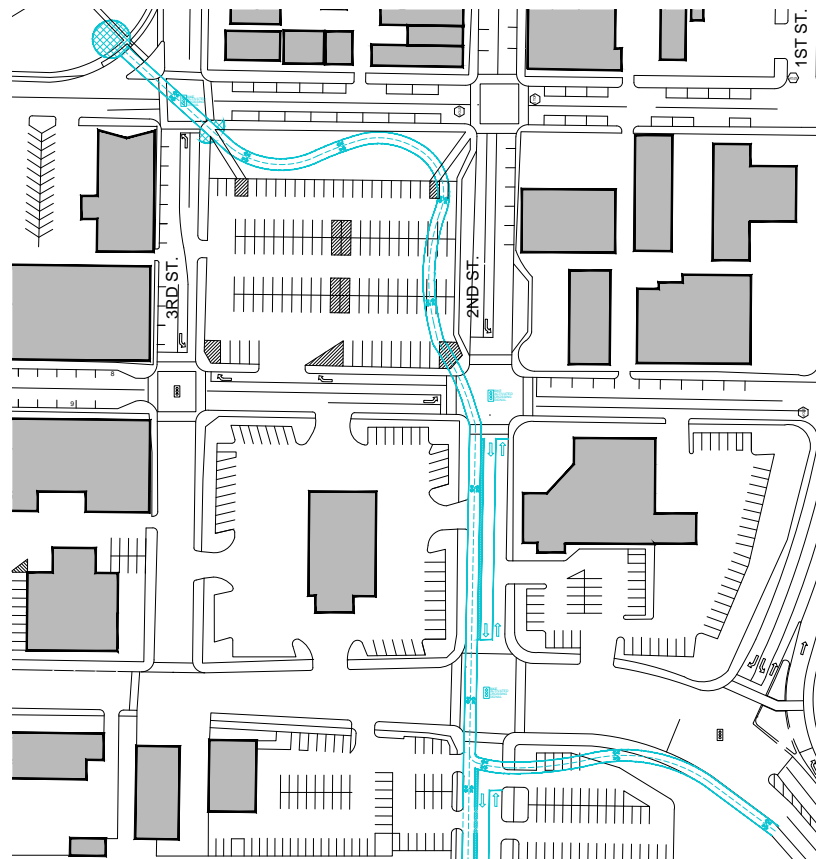
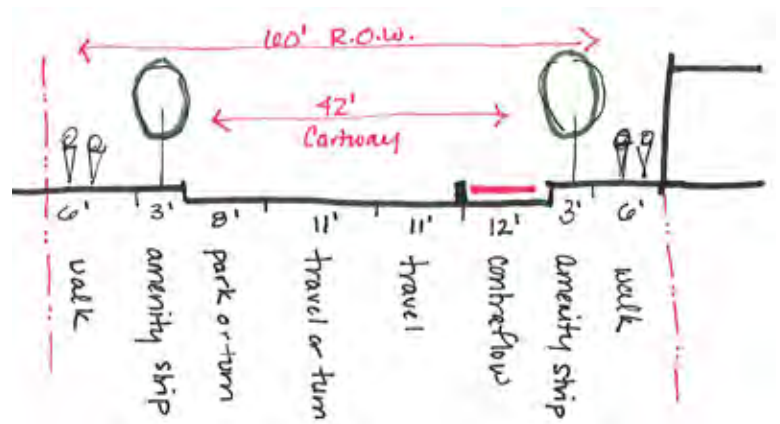


THE LOOK & FEEL OF AN OFF-ROAD TRAIL IS DESIRABLE TO MAINTAIN COMFORT & SENSE OF SAFETY FOR RECREATIONAL RIDERS.

CONTRAFLOW via 2ND



Second Street is a primary north-south connector for the city. It offers bicyclists the potential to quickly enter Downtown by crossing Wooster at the existing light, making the City owned parking lot at the intersection of Wooster and 2nd a potential location for a Downtown trailhead. Second Street's cartway is wide enough to add a separated on-road contraflow trail that would provide secure, dedicated infrastructure to cyclists. The contraflow could extend south to Snyder Avenue and the existing Towpath trailhead. The trail could then run north to Tuscarawas Street where an existing signal would allow cyclists to cross to the municipal lot (Lot 7). The trail could direct cyclists off-road through the parking lot to the intersection of Park Avenue and Third Street where an existing traffic signal could allow cyclists to enter Lake Anna.

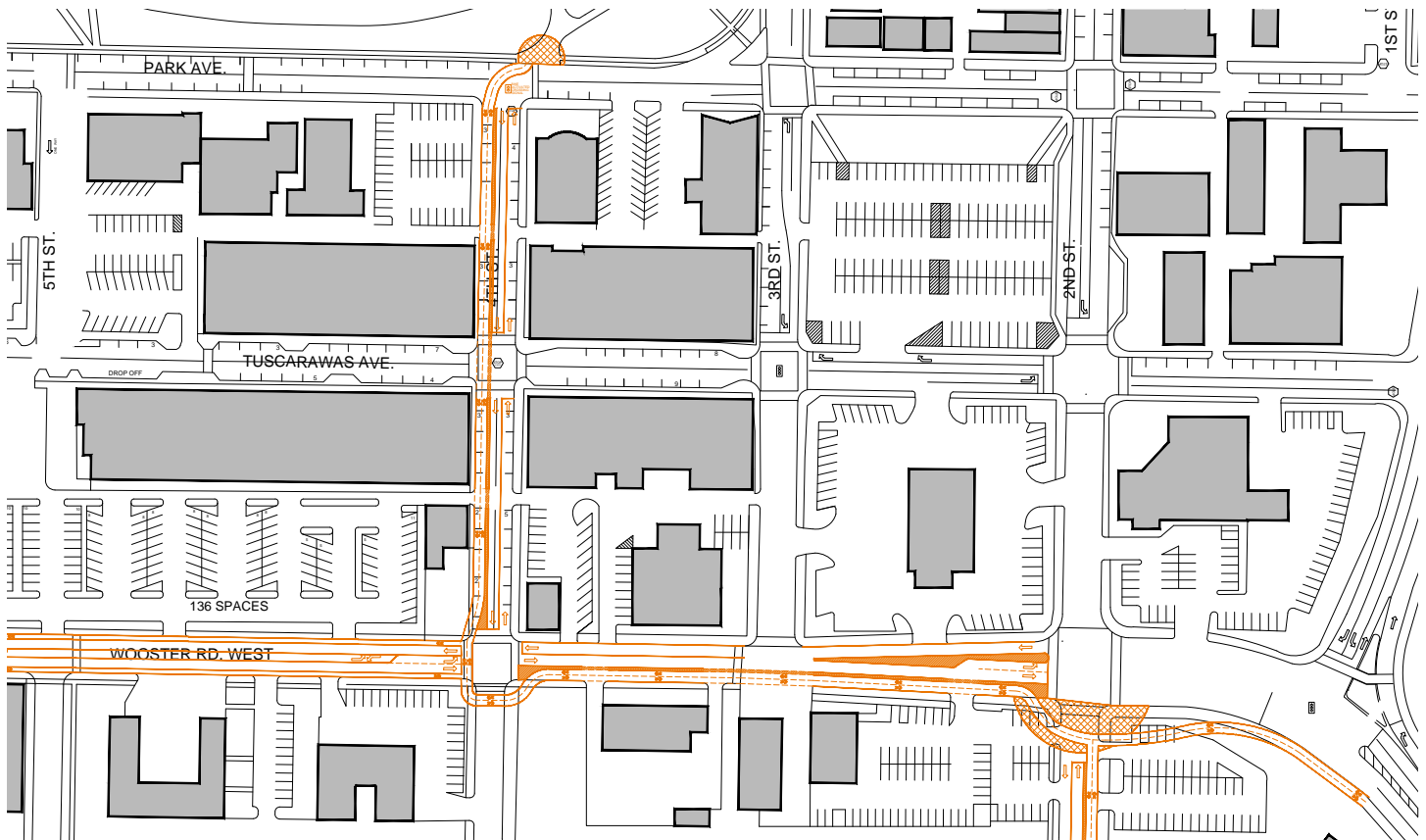
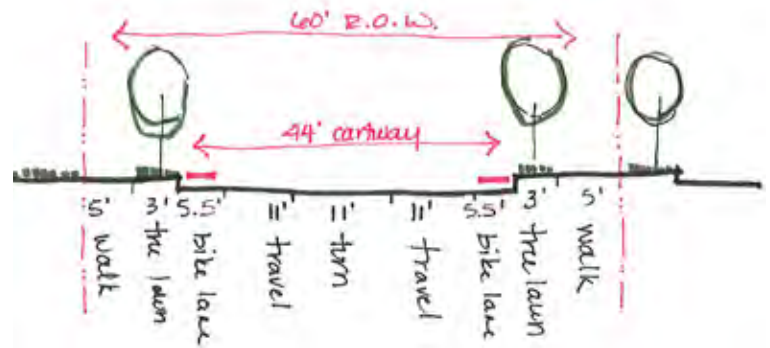


THE TRAIL SHOULD BE INTUITIVE AND VISIBLE FROM MAJOR ROADWAYS.

CONTRAFLOW via WOOSTER



Wooster Road also has a cartway wide enough for bicycle infrastructure. It could be narrowed between Second & Fourth Streets to accommodate an on-road contraflow trail. The advantage of keeping infrastructure on Wooster is the visibility of the trail to visitors as they crest Robinson Avenue Bridge. Wooster is currently oversized for its capacity and the bicycle infrastructure could be used to reduce the roadway from two travel lanes in each direction to one in each direction with turn lanes as needed, which would reduce the speed of drivers coming into the 2nd - Wooster - Robinson intersection. Combined with bike lanes west of 4th street on Wooster, the contraflow lane would also be readily visible to drivers and alert them to cyclists in the area, and would promote Barberton's efforts to become my bike-friendly. A contraflow, bike lanes or sharrows could be added to 4th street to connect to Lake Anna.



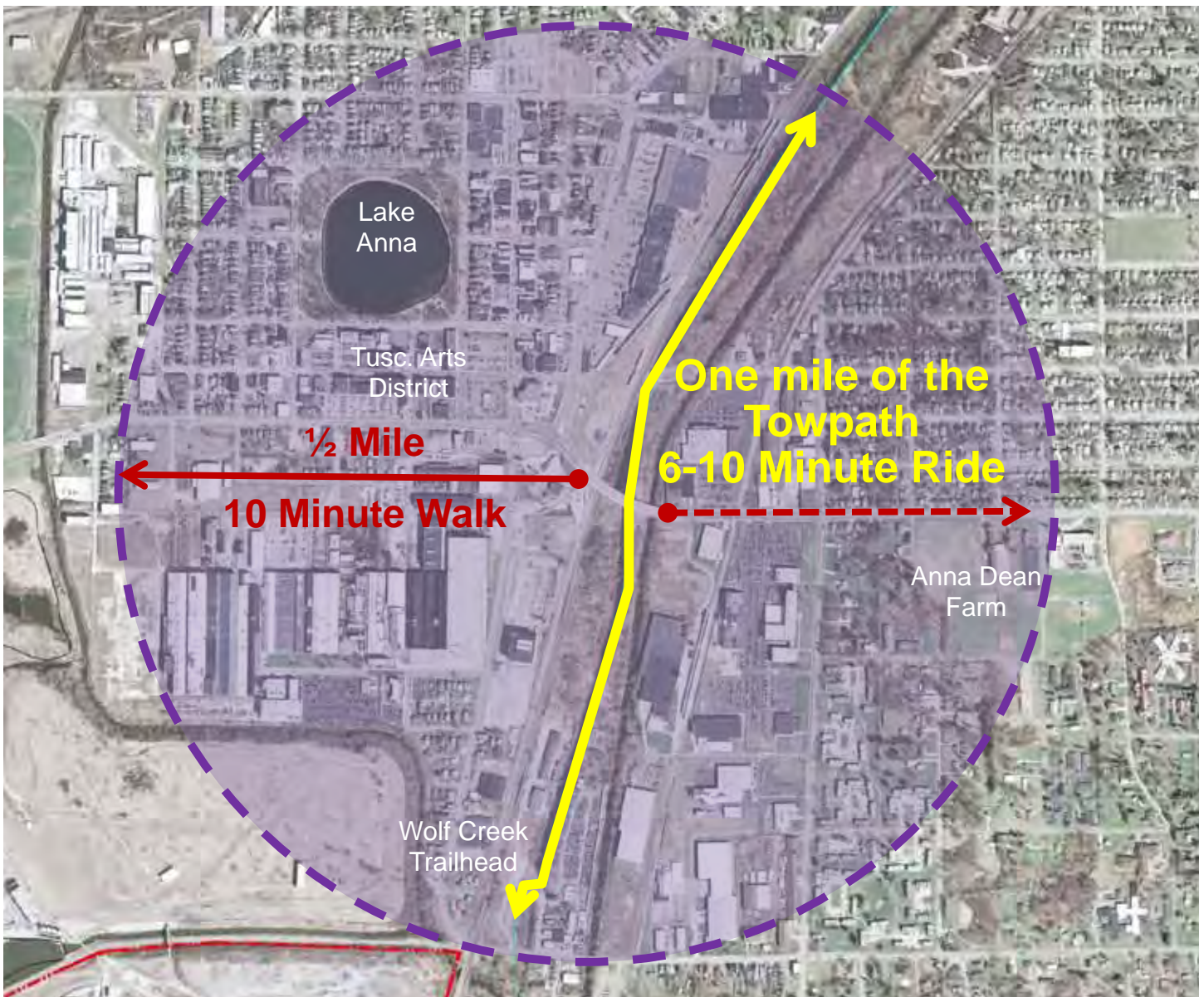
A public meeting is taking place outdoors at Lake Anna. In the foreground, several people are gathered around large white display boards on tripods. A woman in a teal jacket and sunglasses is looking at a board. To her left, a man in a purple shirt and a straw hat is also looking at a board. In the background, many other people are sitting on chairs on a grassy area, some looking towards the display boards. There are large trees and a building in the distance. The overall atmosphere is a community consultation.

ASK THE RESIDENTS: HOW CAN A TRAIL CONNECTION FROM DOWNTOWN TO THE TOWPATH CREATE **BARBERTON'S MAGIC MILE?**

Residents give feedback on bicycle infrastructure options during a summer polka concert at Lake Anna

The roadway configurations were presented in an open house format during two community events in Barberton: a public concert at Lake Anna and a weekly farmer's market. Residents were invited to review the alternatives, offer their opinions of bicycle infrastructure in the community and choose their preferred route. The feedback was overwhelmingly positive with residents sharing their excitement

for bicycle routes that connect the community to the Towpath. The need to continue the trail, established by the new bridge to Downtown and Lake Anna, was clearly a priority. The majority of residents chose schemes that kept bicyclists separated from traffic and had a more trail-like experience over bike lanes or sharrows.

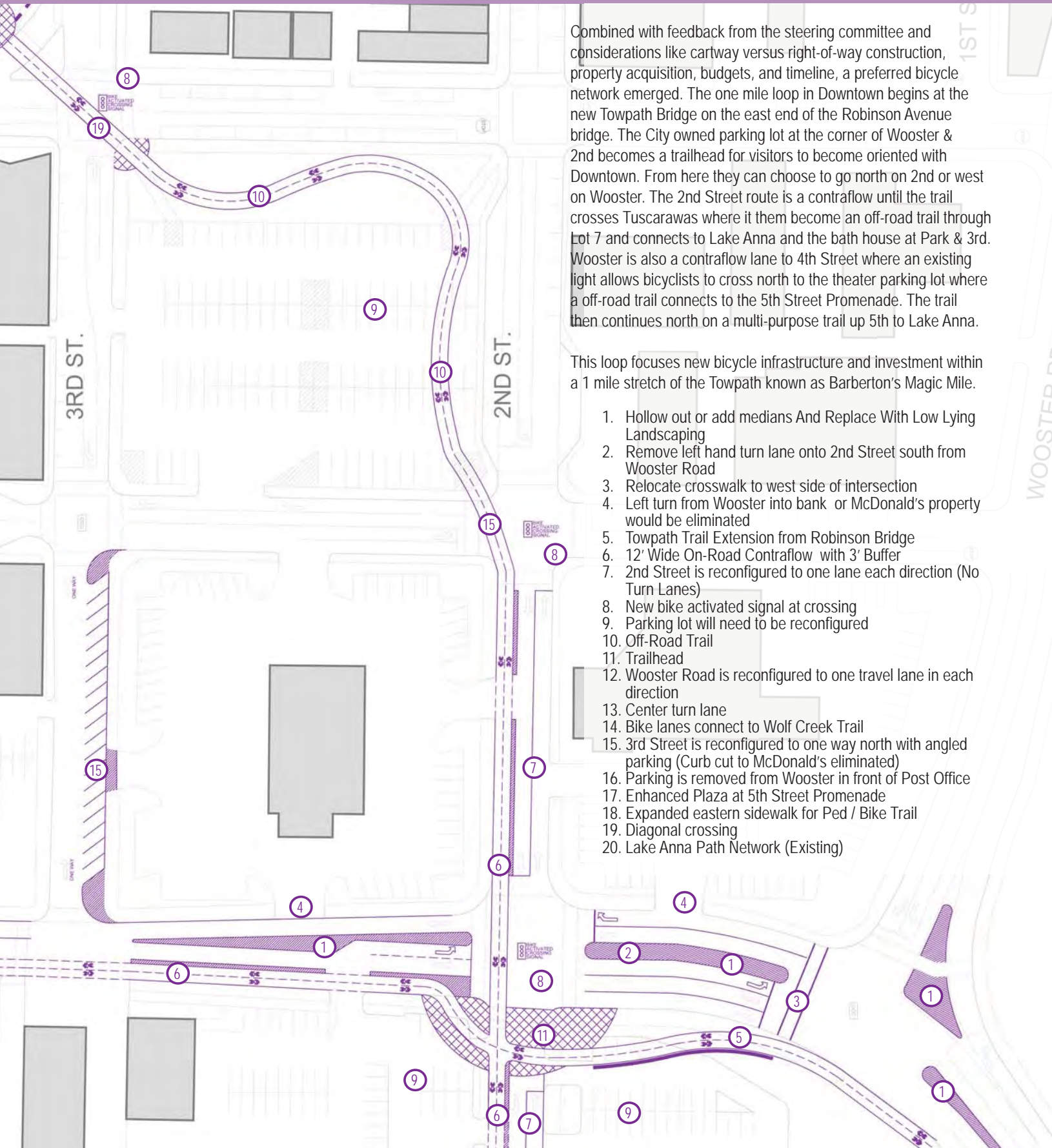




THE MAGIC MILE LOOP



ONE MILE OF BICYCLE INFRASTRUCTURE CONNECTING THE TOWPATH TO THE CORE OF DOWNTOWN



Combined with feedback from the steering committee and considerations like cartway versus right-of-way construction, property acquisition, budgets, and timeline, a preferred bicycle network emerged. The one mile loop in Downtown begins at the new Towpath Bridge on the east end of the Robinson Avenue bridge. The City owned parking lot at the corner of Wooster & 2nd becomes a trailhead for visitors to become oriented with Downtown. From here they can choose to go north on 2nd or west on Wooster. The 2nd Street route is a contraflow until the trail crosses Tuscarawas where it then become an off-road trail through Lot 7 and connects to Lake Anna and the bath house at Park & 3rd. Wooster is also a contraflow lane to 4th Street where an existing light allows bicyclists to cross north to the theater parking lot where a off-road trail connects to the 5th Street Promenade. The trail then continues north on a multi-purpose trail up 5th to Lake Anna.

This loop focuses new bicycle infrastructure and investment within a 1 mile stretch of the Towpath known as Barberton's Magic Mile.

1. Hollow out or add medians And Replace With Low Lying Landscaping
2. Remove left hand turn lane onto 2nd Street south from Wooster Road
3. Relocate crosswalk to west side of intersection
4. Left turn from Wooster into bank or McDonald's property would be eliminated
5. Towpath Trail Extension from Robinson Bridge
6. 12' Wide On-Road Contraflow with 3' Buffer
7. 2nd Street is reconfigured to one lane each direction (No Turn Lanes)
8. New bike activated signal at crossing
9. Parking lot will need to be reconfigured
10. Off-Road Trail
11. Trailhead
12. Wooster Road is reconfigured to one travel lane in each direction
13. Center turn lane
14. Bike lanes connect to Wolf Creek Trail
15. 3rd Street is reconfigured to one way north with angled parking (Curb cut to McDonald's eliminated)
16. Parking is removed from Wooster in front of Post Office
17. Enhanced Plaza at 5th Street Promenade
18. Expanded eastern sidewalk for Ped / Bike Trail
19. Diagonal crossing
20. Lake Anna Path Network (Existing)

An aerial photograph of Barberton, Ohio, showing a river, downtown buildings, and a bridge. The text is overlaid on the image.

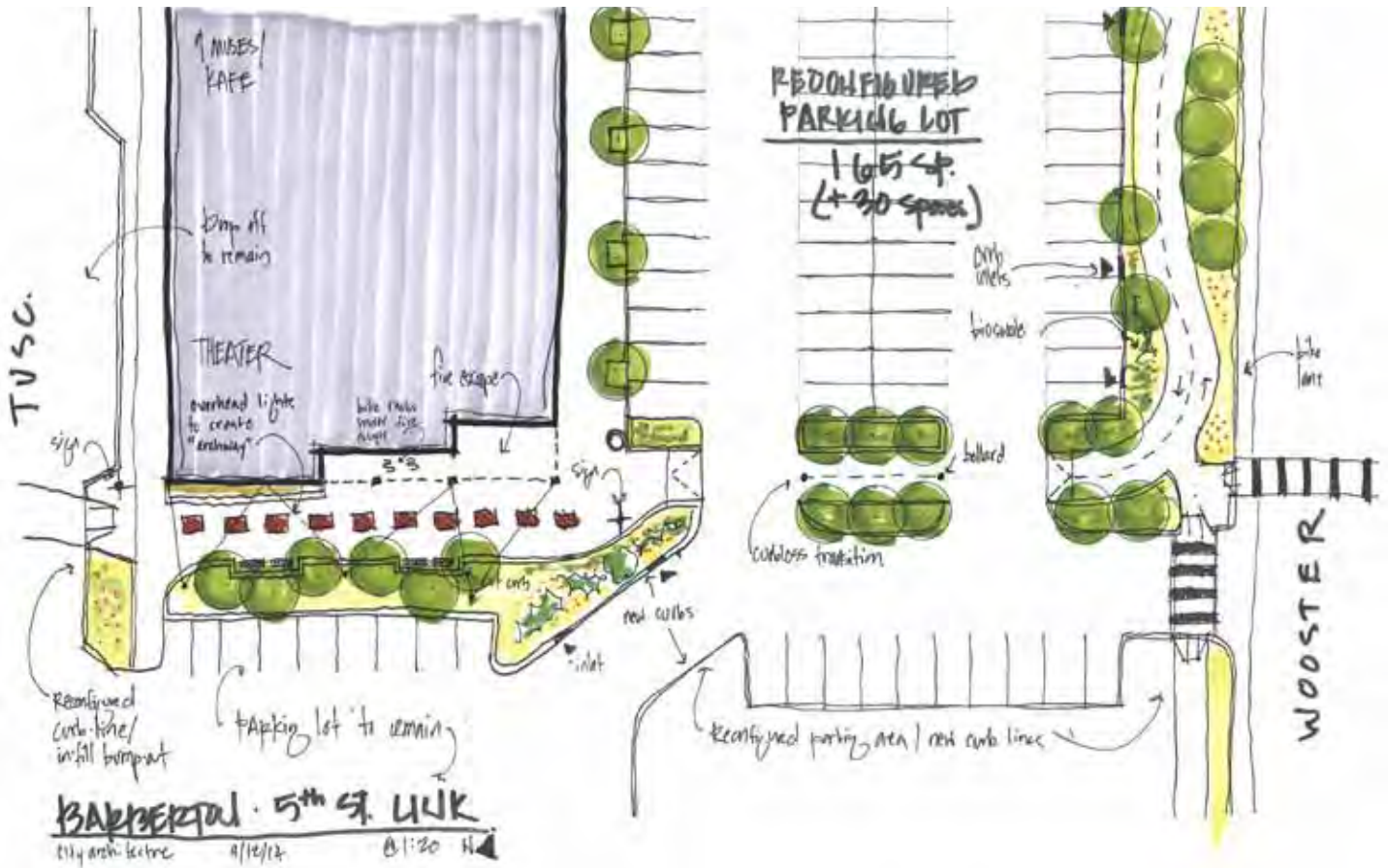
BARBERTON'S MAGIC MILE:
A ONE MILE LOOP FROM THE NEW
TOWPATH BRIDGE OVER ROBINSON
AVENUE AND THROUGH DOWNTOWN
ATTRACTING VISITORS,
CONNECTING AMENITIES AND
CREATING THE IDENTITY OF A
BICYCLE-FRIENDLY COMMUNITY.

ENVISIONING

PARK | 3RD | LAKE ANNA LINK



5TH STREET LINK



BARBERTON BICYCLE INFRASTRUCTURE TENETS



- EXTENDS THE TOWPATH TRAIL
- TRAIL MUST BE INTUITIVE AND IDENTIFIABLE
- ENHANCES EVERYTHING THAT IT AFFECTS
- ELIMINATES REDUNDANT PATHS
- FOUNDED WITH REALIZABLE AND FEASIBLE SOLUTIONS

ROBINSON BRIDGE

STEP 1: GET CYCLISTS OVER ROBINSON BRIDGE

The first piece of the Magic Mile extends the connection already established by the new Towpath bridge and directs riders towards Downtown Barberton. Decision points occur along the Towpath Trail where key elements such as the water tower, the sides of Robinson Bridge, views of Downtown, and the trail itself can act as indicators of amenities and attractions. Alerting riders that they are approaching Downtown is the first step. Painting the sides of Robinson bridge and installing a kiosk or marker at the intersection with the new bridge are key strategies to encourage users to leave the trail.

Once over the towpath bridge, visitors must be instructed to go over Robinson bridge to Downtown since it is not visible. Expanding the existing trail and narrowing the lanes of traffic across the bridge will maintain the experience of the Towpath by keeping cyclists and vehicles completely separate. Overhead signage and banners can be used across Robinson Bridge to welcome visitors and direct them towards destinations while alerting them to the path's trail. Signage can also direct history enthusiasts to explore Anna Dean farm by bike on Robinson Avenue hill.



**ROBINSON BRIDGE IMPROVEMENTS
+ SIGNAGE.....\$484,000**

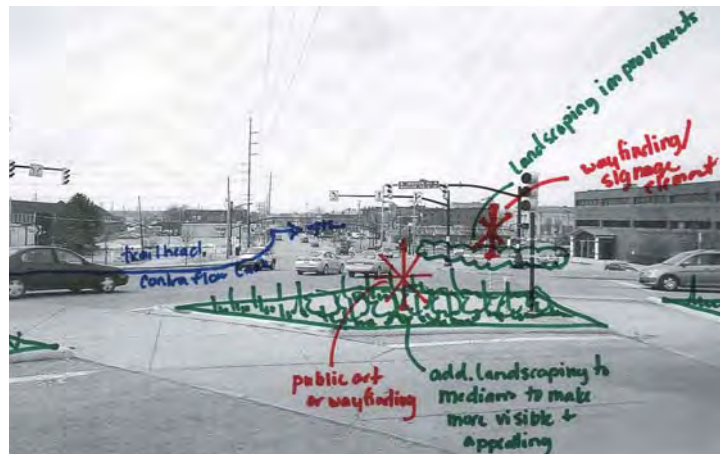




1. RELOCATED BARRIER
2. MULTI-PURPOSE TRAIL
3. TOWPATH BRIDGE (EXISTING)
4. SIGNAGE / KIOSK
5. SIGNAGE PAINTED ON BRIDGE (OVER TOWPATH)
6. LANDSCAPED MEDIAN
7. TOWPATH TRAIL
8. BICYCLE AWARENESS PAVEMENT MARKINGS (SHARROWS)
9. RETAINING WALL (EXISTING)

STEP 2: MAKE THE INTERSECTION SAFER FOR ALL USERS

Once riders are over Robinson Bridge, they approach the intersection of Robinson, Wooster and 2nd Streets. Landscaped medians are added to the intersections to direct and calm traffic. The crosswalk is relocated to the western side of the intersection of Wooster & Robinson to improve safety and visibility of pedestrians crossing Wooster, while directing cyclists to use the southern side of Robinson and the trail to cross the bridge. The barrier along the trail is extended to the intersection until the crosswalk. The trail then slides south, away from Wooster Road, under a gateway arch toward the city-owned parking lot which is redesigned as a trailhead. This arch is one of three proposed signage pieces that are visible from a distance allowing riders unfamiliar with Barbarton to clearly see where the trail is taking them.



STEP 3: EXTEND THE TRAIL WEST, NORTH & SOUTH

At the intersection with 2nd Street the trail becomes an on-road contraflow, with two way bicycle traffic separated from vehicular traffic with a curbed separator and bollards. Since the roadway is overly large and has no sidewalks, the contraflow lane runs along 2nd Street south to the Snyder Towpath Trailhead. The on-road trail continues north on 2nd Street to the intersection with Tuscarawas where it continues off-road through Lot 7. The third route is the primary route to Downtown: a contraflow on the south side of Wooster Road that runs west until 4th Street.



In all cases where the trail crosses vehicular traffic, specialized signals will be added to the existing traffic lights. These signals will activate a cycle that turns every traffic light red and allows for cyclists and pedestrians to cross separately and safely. This cycle can only be activated by the signal located near the trail. When the trail crosses a driveway special markings on the pavement alert drivers and cyclists. Curb locations and the overall cartway width remains the same whenever possible to reduce costs and all alterations are additive. Many of the changes can be achieved simply by re-striping and adding new curbs.



WOOSTER / ROBINSON INTERSECTION + TRAILHEAD.....	\$429,500
2ND STREET CONTRAFLOW (SOUTH).....	\$46,000
4TH STREET CONNECTION.....	\$52,800

INTERSECTION



1. RELOCATED BARRIER
2. ASPHALT TRAIL
3. NEW PAVEMENT MARKINGS / BICYCLE AWARENESS
4. BICYCLE AMENITY STATION / TRAILHEAD
5. LANDSCAPED MEDIAN
6. RELOCATED CROSSWALK
7. NEW CURB RAMP
8. BIKE / PED ACTIVATED SIGNAL
9. PEDESTRIAN LIGHT FIXTURE WITH BANNER
10. GATEWAY SIGN
11. METAL BOLLARD
12. BIO-RETENTION
13. NEW SPECIAL PAVING
14. EXISTING BRICK AMENITY STRIP
15. EXISTING UTILITIES
16. CURBED SEPARATOR WITH BOLLARDS
17. RETAINING WALL (EXISTING)

THE MAGIC MILE: WOOSTER + 2ND TRAILHEAD





WOOSTER | TUSC CONNECTOR

STEP 4: CROSS WOOSTER

Wooster is the busiest road in Downtown Barberton, the trail crosses it in two locations: at 2nd Street as previously discussed, and at 4th Street. A specialized bike activated signal allows cyclists to cross on the west side of the 4th Street intersection. This allows Wooster to be converted to one vehicular travel lane in each direction with a center turn lane and bike lanes on each side that connect to the western neighborhoods and the Wolf Creek Trail. On the north side of Wooster, the trail changes to off-road. By removing curb cuts, re-configuring the parking lot owned by NDS, and removing the sidewalk, the trail continues west until the main entry drive. Re-configuring the lot also allows a wide sidewalk on the alleyway side and still increases the overall parking count by 26 spaces. A second gateway arch on the off-road trail would be visible from the summit of Robinson Bridge allowing visitors to see where the trail goes from the trailhead. Sharrows or shared lane markings of 4th Street north towards Tuscarawas and Lake Anna will alert drivers of local bicycle traffic.



STEP 5: ARRIVE IN DOWNTOWN

At the west end of the NDS parking lot is an existing promenade which serves as a natural arrival point for visitors on the trail. The existing streetscape can be expanded to align with the trail, and new benches can be notched into the landscaped areas to be out of the way of cyclists. Overhead lights, strung between the existing trees, poles, and building, enclose the space heightening the sense of arrival, particularly in the evening when the space can be adapted to include outdoor dining. The iconic fire escapes on the side of the theater can double as covered bicycle parking to allow visitors to get off their bikes enjoy a show or dine in one of the restaurants in the Tuscarawas Arts Districts. A signage kiosk with Downtown map can highlight amenities and orient visitors to Downtown. The trail continues north along 5th Street, by expanding the existing eastern sidewalk to a multi-purpose path connecting the trail to Lake Anna Park.



4TH STREET TO TUSCARAWAS TRAIL.....\$715,750

5TH STREET CONNECTION.....\$461,700





1. ASPHALT TRAIL
2. SIGNAGE KIOSK
3. OVERHEAD LIGHTING
4. NEW CURB RAMP / ZERO CURB
5. BIKE / PED ACTIVATED SIGNAL
6. GATEWAY SIGN
7. COVERED BIKE PARKING
8. METAL BOLLARD
9. NEW LANDSCAPING / BIORETENTION AREA
10. NEW SPECIAL PAVING
11. EXISTING BRICK AMENITY STRIP
12. BIKE LANES
13. EXISTING UTILITIES
14. NEW CURB
15. BENCHES
16. PEDESTRIAN LIGHT FIXTURE WITH BANNERS
17. TRASH COLLECTION / BUILDING ACCESS
18. CURBED SEPARATOR WITH BOLLARDS
19. BICYCLE AWARENESS PAVEMENT MARKINGS (SHARROWS)

THE MAGIC MILE: WOOSTER + 4TH TRAIL





THE MAGIC MILE: 5TH STREET PROMENADE

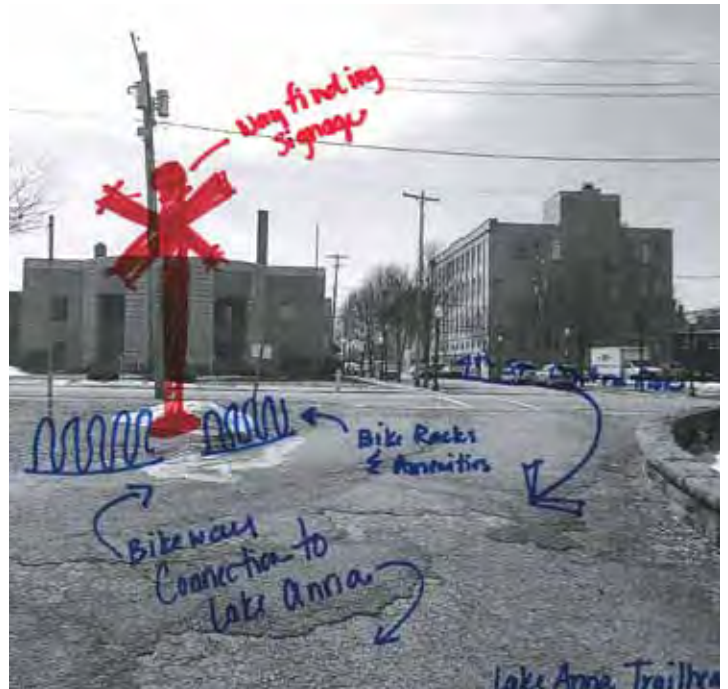




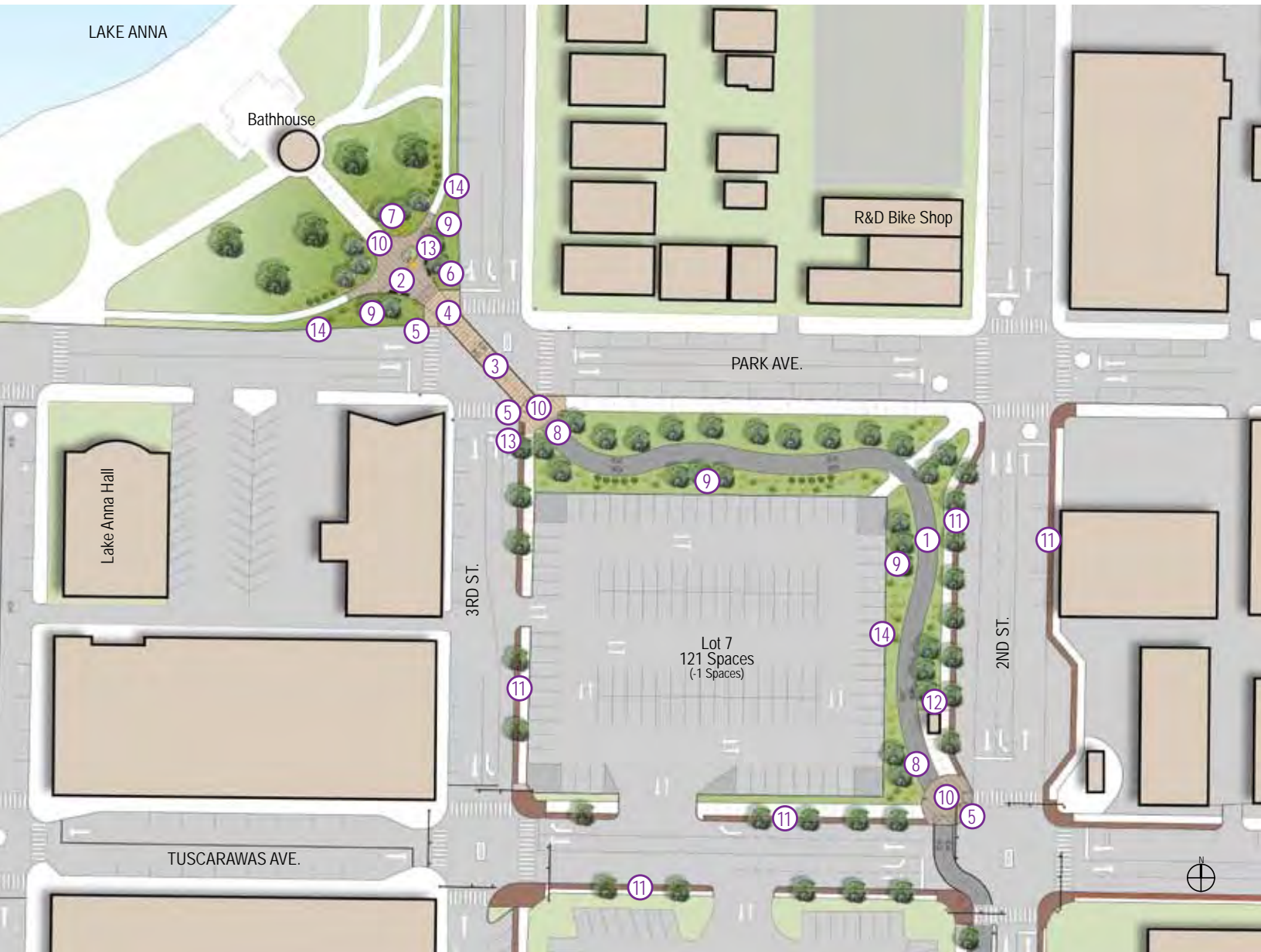
TUSC | LAKE ANNA TRAIL

STEP 6: COMPLETE THE LOOP

After the trail crosses Tuscarawas Avenue at 2nd Street it continues off-road along the east and north sides of Lot 7, a city owned parking lot. Re-configuring Lot 7 allows for an expanded green space on the eastern end for the trail and does not reduce the overall number of spaces. An existing bus stop can be expanded to create a transit waiting area inviting riders to utilize the trail as a part of their daily commutes. The green space on the northern end is existing and the trail can be laid out to preserve the existing trees. At the intersection with Park Avenue, another specialized bike signal allows the trail to cross diagonally to be on axis with the bath house at the entry to Lake Anna Park. Removing the dedicated right-turn lane from 3rd Street onto Park Avenue will extend the park entrance to the corner and reduce the number of times cyclists and pedestrians need to cross traffic. A third gateway arch, expanded landscaping, benches and bicycle racks, and a signage kiosk welcome visitors to Lake Anna Park, Barberton's signature destination. The park's pathways serve to connect cyclists around the lake and to the other leg of the Magic Mile Loop at 5th Street.



TRAIL CONNECTION	
2ND STREET + LOT 7.....	\$155,300
PARK AVENUE CROSSING	
+ LAKE ANNA PARK TRAILHEAD.....	\$134,300



1. ASPHALT TRAIL
2. TRAILHEAD / SIGNAGE KIOSK
3. NEW DIAGONAL CROSSWALK
4. NEW CURB RAMP
5. BIKE / PED ACTIVATED SIGNAL
6. GATEWAY SIGN
7. EXISTING LAKE ANNA SIGN
8. METAL BOLLARD
9. NEW LANDSCAPING OR BIORETENTION AREA
10. NEW SPECIAL PAVING
11. EXISTING BRICK AMENITY STRIP
12. RELOCATED BUS STOP / NEW TRANSIT WAITING AREA
13. EXISTING UTILITIES
14. NEW CURB





THE MAGIC MILE

BARBERTON'S BICYCLE INFRASTRUCTURE MASTER PLAN





R&D Bike Shop

3RD ST.

2ND ST.

Block 7
121 Spaces
(-1 Spaces)

McDonalds

Post Office

Barberton
Printcraft

Key Bank

16 Spaces
(0 Spaces)

34 Spaces
(-14 Spaces)

N. WOOSTER RD.

ROBINSON AVE.

IMPLEMENTATION



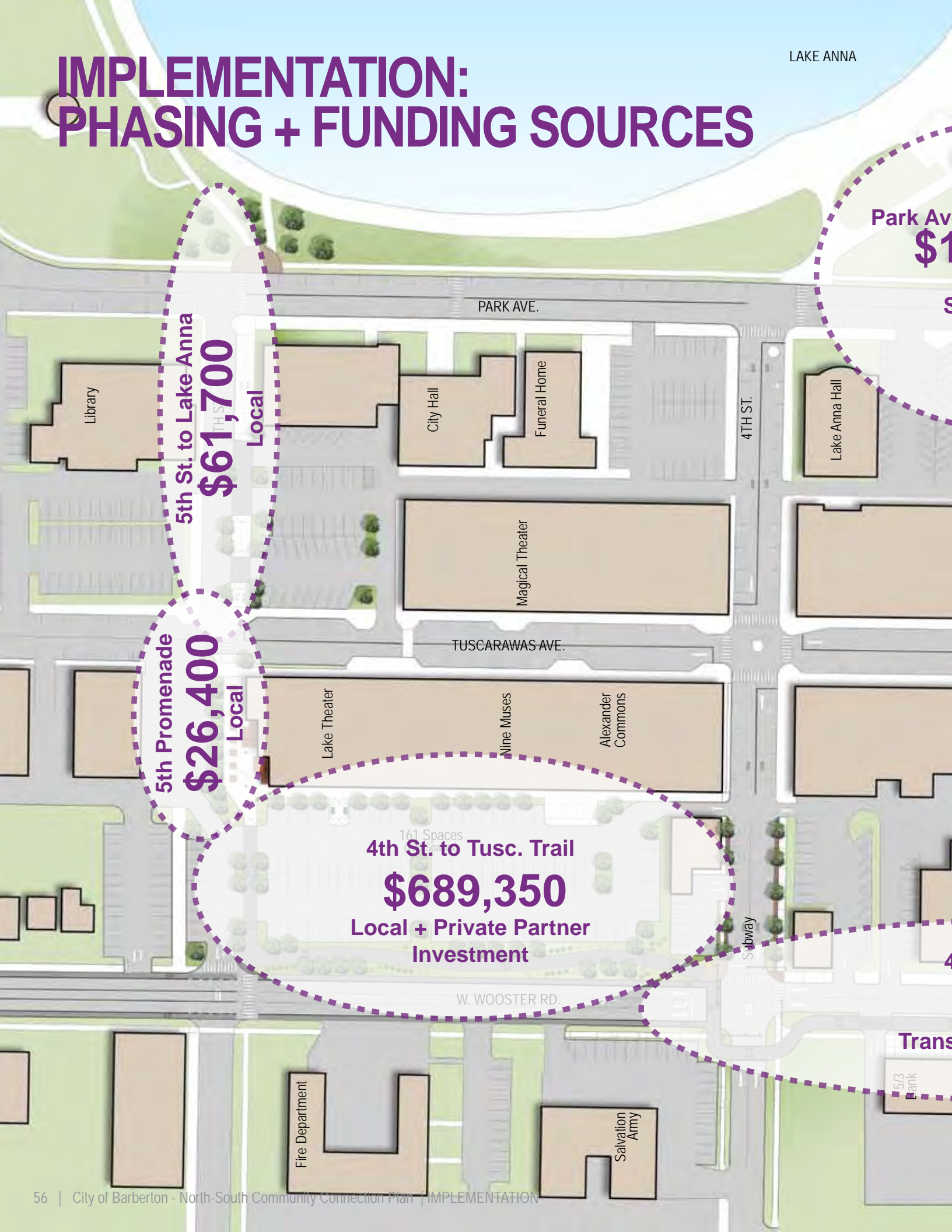
CONTINUE THE MOMENTUM:

- Review by the City of Barberton Planning Commission occurred on November 20, 2014
- A \$75,000 grant was awarded by Medical Mutual to the Barberton Community Foundation in October 2014 to design, locate and install an initial round of wayfinding signage to attract visitors from the Towpath Trail to Downtown / Barberton and to demarcate the “Medical Mutual Magic Mile” bicycle loop.
- The Tuscarawas Avenue was selected to be redesigned in 2015 to improve it’s function as the core of Downtown and the Tuscarawas Arts District
- Sweat Equity: Volunteers from the Barberton Community Foundation (pictured left) spray painted flowers leading from the Towpath Trail over the new bridge and Robinson bridge to Downtown to direct visitors to the annual Barberton Mum Festival held the last week of September 2014.
- The Barberton Historical Foundation began work on walking / biking tours that incorporate routes connecting to the Towpath - maps and other materials are being designed for distribution to visitors.

NEXT STEPS:

- Review list of investment initiatives and prioritize strategies for implementation for next year, 2 years, 5 years, 10 years.
- Apply for funding from state and local trails and transportation funding sources (see Appendix for breakdown)
- Identify primary phase of trail and potential projects that be completed self performed with local funding (City of Barberton Public Works Department)

IMPLEMENTATION: PHASING + FUNDING SOURCES



5th St. to Lake Anna

\$61,700

Local

5th Promenade

\$26,400

Local

4th St. to Tusc. Trail

\$689,350

Local + Private Partner
Investment

161 Spaces

Lot 7 / Lake Anna Park
\$34,300
Local / Self Perform

Block 7 Trail
\$110,300
Local / Self Perform

5th St. Connection
\$52,800
Transportation Alternatives Program (TAP)

2nd St. North
\$45,000
Local + AMATS

2nd St Trailhead
\$429,500
Surface Transportation Program (STP) / Safety Funds

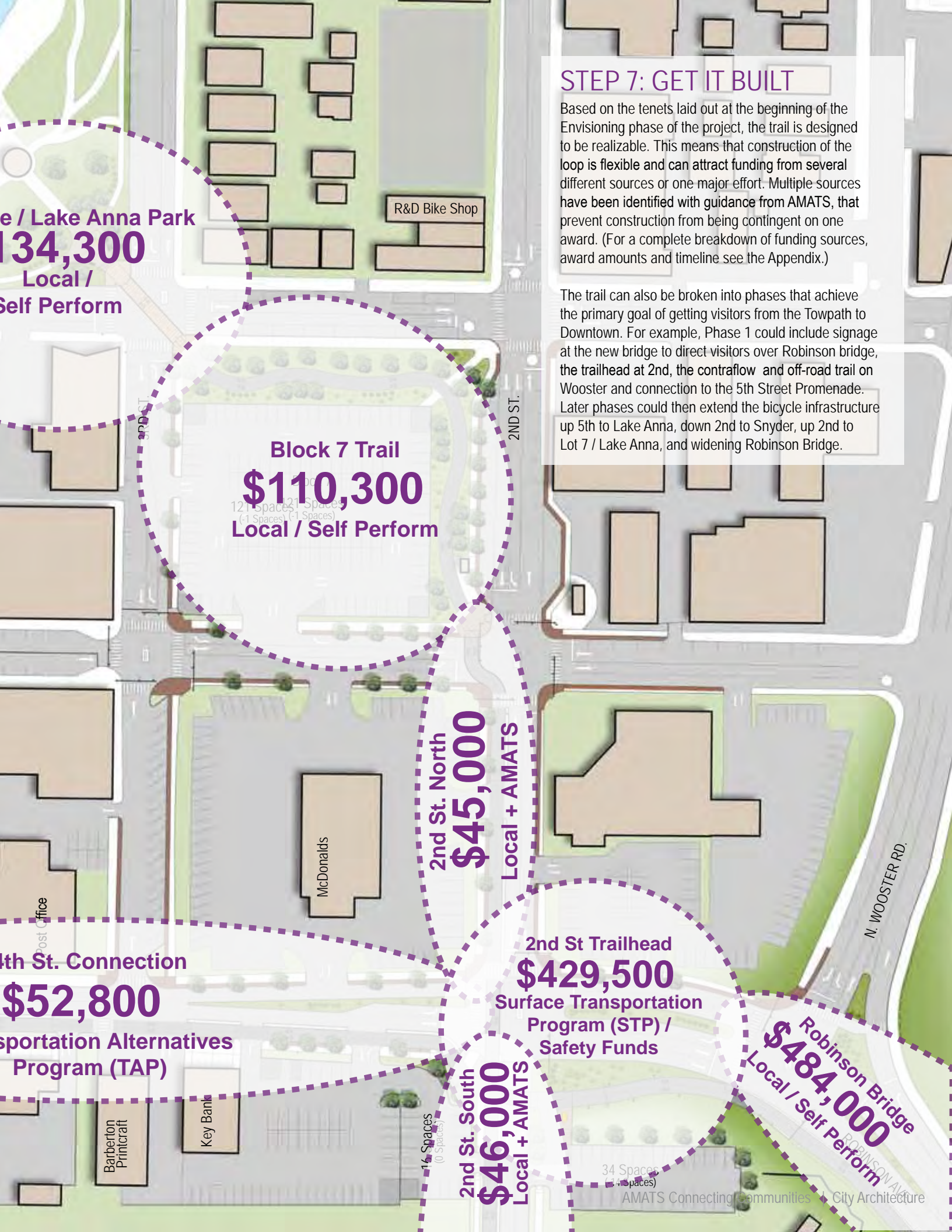
2nd St. South
\$46,000
Local + AMATS

Robinson Bridge
\$484,000
Local / Self Perform

STEP 7: GET IT BUILT

Based on the tenets laid out at the beginning of the Envisioning phase of the project, the trail is designed to be realizable. This means that construction of the loop is flexible and can attract funding from several different sources or one major effort. Multiple sources have been identified with guidance from AMATS, that prevent construction from being contingent on one award. (For a complete breakdown of funding sources, award amounts and timeline see the Appendix.)

The trail can also be broken into phases that achieve the primary goal of getting visitors from the Towpath to Downtown. For example, Phase 1 could include signage at the new bridge to direct visitors over Robinson bridge, the trailhead at 2nd, the contraflow and off-road trail on Wooster and connection to the 5th Street Promenade. Later phases could then extend the bicycle infrastructure up 5th to Lake Anna, down 2nd to Snyder, up 2nd to Lot 7 / Lake Anna, and widening Robinson Bridge.



IMPLEMENTATION INITIATIVES: BICYCLE INFRASTRUCTURE

Investment	Priority	Initiative Name / Location	Primary Implementation Factors Requiring:						
			Public Process	Community Advocacy	Public Policy Action	Zoning Change	Public Capital Investment	Public Incentive Funding	Private Investments
OVERALL TRAIL CONSIDERATIONS									
		Incorporate new signage throughout downtown - establish a cohesive "Magic Mile" signage package + engage a sign manufacturer		X	X		X		
		Establish a Downtown Barberton Amenity package / design guidelines to be used throughout Downtown (benches, bike racks, trash cans, etc.)			X		X		
		Create an overall bicycle infrastructure network / bicycle awareness system throughout Downtown (Implement the Magic Mile)	X	X			X		
		Develop a maintenance program for landscape areas - public / private partnership (Could be tied to a SID)	X				X	X	X
TOWPATH TRAIL + BRIDGE / ROBINSON BRIDGE									
\$\$\$		Reconfigure Robinson Bridge to (1) 12' and (1) 11' travel lane in each direction, allowing the barrier to be moved & the trail to be expanded from 10' to 14' wide	X	X			X		
\$		Bike Lane / Path Signage		X			X		
\$		Downtown attractions sign / kiosk / map at new Towpath Bridge					X		X
\$		Install banners on Robinson Bridge					X		X
\$		Add public art / signage element to Robinson Bridge to be visible from trail (paint side of bridge)		X	X		X		X
\$		Incorporate signage / placemaking elements along trail when riders reach Barberton's "Magic Mile" Decision Points		X	X		X		X
\$		Extend towpath historical markers to trailheads and significant locations in Downtown Barberton (ex: Anna Dean Farm)					X		
\$		Buffer back of house of Magic City Shopping Center with landscaping			X		X	X	X
\$		Repair / Replace fencing along southern end of towpath that screens industrial areas / Salvage yards							X
\$		Trailhead signage at Robinson Bridge / New Towpath Bridge to direct cyclists Downtown		X	X		X		X
\$		Gateway element - archway / signage post at footbridge (south of Robinson Avenue)		X	X		X		X
\$		Extend concrete barrier to far side of Robison / Wooster intersection to protect cyclists & pedestrians		X	X		X		
\$		Add Sharrows to Robinson Avenue travel lanes to promote bicycle traffic and awareness (east up the hill)		X			X		
ROBINSON / WOOSTER / 2ND STREET INTERSECTION + TRAILHEAD									
\$		Hollow out existing medians and add landscaping					X		
\$		Gateway / entry signage or public art at intersection		X	X		X		
\$		Crosswalk treatment that is highly visible (Paint or Material Change)					X		
\$		Relocate crosswalk to west side of intersection to improve visibility and safety, shorten crossing distance, and encourage riders and pedestrians to use the bridge's trail on the south side.			X		X		
\$		Create landscaped bio-retention area to capture storm water run-off	X	X					
\$		Pedestrian / Bicycle Crossing Signage / awareness indicators (painted)		X			X		
\$		Bicycle Crossing Signals		X			X		
\$		Bike Lane / Path Signage		X			X		
\$		Replace missing trees at existing tree grates (approx. 4 trees)					X		
\$		Repair damaged pedestrian light fixtures / install new					X		
\$		Downtown attractions sign at trailhead - distance by bicycle or walking minutes					X		
\$		Trailhead amenity station - repair station, kiosk, towpath trail & map		X	X		X		X
\$		Install banners along trail					X		
\$		Add landscape screening along parking lots						X	X
\$		Repair city owned parking lot (southwest corner of Wooster & 2nd Intersection)					X		
\$\$\$		Reconfigure Wooster Rd West to eliminate striped median and add contraflow lane on south side to 4th St		X	X		X		
\$		Install new landscaped medians that replace existing striped medians		X	X		X		
\$		Remove dedicated left turn lane from Wooster onto 2nd Street south and add new landscaped median		X	X				
\$		Install curbed medians with bollards to separate contraflow lanes from vehicular traffic		X	X		X		

Investment	Priority	Initiative Name / Location	Primary Implementation Factors Requiring:						
			Public Process	Community Advocacy	Public Policy Action	Zoning Change	Public Capital Investment	Public Incentive Funding	Private Investments
WOOSTER ROAD WEST CONTRAFLOW + OFF-ROAD TRAIL / 5TH STREET PROMENADE + CONNECTOR									
\$		Add gateway element / public art to 5th St. pedestrian walkway - expand landscaped areas					X	X	
\$\$		Extend 5th Street pedestrian walkway North to Lake Anna from Tusc, by expanding sidewalk					X	X	
\$		Add Sharrows to 4th Street travel lanes to promote bicycle traffic and awareness		X			X		
\$		Identify areas where blank walls can be used as signage / public art		X				X	X
\$		Add bike lanes to Wooster Road west of 4th Street to connect neighborhoods / Wolf Creek to Downtown							
\$\$\$		Reconfigure 3rd St to be one-way North to allow for angled parking		X	X		X		
\$\$		Repair / upgrade parking lot at Northwest corner of 4th & Wooster							X
\$		Bike Lane / Path Signage		X			X		
\$\$		Bicycle Crossing Signals (along Wooster West)		X			X		
\$\$		Pedestrian / Bicycle Crossing Signage		X			X		
\$\$		Crosswalk treatment that is highly visible (Paint or Material Change)					X		
\$		Repair storm water inlets					X		
\$		Replace missing trees at existing tree grates (approx. 5 trees)					X		
\$		Repair damaged pedestrian light fixtures					X		
\$\$		Create trail gateway signage element at Wooster & 4th Street		X	X		X		
\$\$		Install curbed medians with bollards to separate contraflow lanes from vehicular traffic		X	X		X		
\$		Remove parking from Wooster Road in front of the Post Office	X		X				
\$\$\$		Reconfigure Wooster Road to be one travel lane in each direction with a center turn / dedicated turn lane where necessary to allow for on-road bicycle infrastructure	X	X	X		X		
\$\$\$		Reconfigure parking lot behind Alexander Commons / Lake Theater to create trail along Wooster, make parking more efficient, and add a sidewalk in alleyway		X			X	X	X
2ND STREET CONTRAFLOW / LOT 7 TRAIL / LAKE ANNA PARK AVENUE ENTRANCE									
\$\$		Create a landscaped path through Lot 7 to Lake Anna (North side of lot + reduce parking on Eastern end)	X		X		X		
\$\$		Crosswalk treatment that is highly visible (Paint or Material Change)					X		
\$\$		Expand transit stop at the corner of 2nd & Tuscarawas and incorporate riders / pedestrians into trail system	X	X	X		X		
\$\$		Create a diagonal crossing at Park Avenue / 3rd Street for the trail to be on axis with the park entrance	X	X	X		X		
\$\$\$		Extend and expand park entrance to intersection of Park & 3rd by eliminating dedicated turn lane	X	X	X		X		
\$\$		Add gateway element / public art to 5th St. pedestrian walkway - expand landscaped areas					X	X	
\$		Pedestrian / Bicycle Crossing Signage		X			X		
\$\$		Bicycle Crossing Signals		X			X		
\$		Bike Lane / Path Signage		X			X		
\$		Replace missing trees at existing tree grates (approx. 4 trees)					X		
\$		Repair damaged pedestrian light fixtures					X		
\$\$		Install banners along trail					X		
\$\$		Install a playground at Lake Anna - southeast quadrant	X	X	X		X		
\$\$		Install curbed medians with bollards to separate contraflow lanes from vehicular traffic		X	X		X		

Primary Implementation Factors Descriptions:

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IMPLEMENTATION INITIATIVES: CITYWIDE PLANNING

Investment	Priority	Initiative Name / Location	Primary Implementation Factors Requiring:						
			Public Process	Community Advocacy	Public Policy Action	Zoning Change	Public Capital Investment	Public Incentive Funding	Private Investments
OVERALL DOWNTOWN CONSIDERATIONS									
		Conduct a Downtown parking study - understand where surplus / deficiency may occur and how future development needs could be supported (AMATS can complete first step)	X	X	X	X	X	X	X
		Establish a Downtown Barberton Amenity package / design guidelines to be used throughout Downtown (benches, bike racks, trash cans, etc.)			X		X		
		Make zoning changes required to promote downtown redevelopment / Create SID or BID			X	X		X	X
		Create a Downtown Barberton infill development strategy / inventory	X	X	X	X	X	X	X
		Develop a storefront maintenance & upgrade grant program			X		X	X	X
		Create a Citywide public art / murals program	X	X			X		
TUSCARAWAS ARTS DISTRICT									
\$\$		Develop a maintenance program for landscape areas - public / private partnership (Could be tied to a SID)	X				X	X	X
\$\$		Expand existing bumpouts in strategic locations to create outdoor dining patios					X	X	X
\$		Host a Better Block event on 2nd St / Tusc					X	X	X
\$\$		Emphasize the indoor connection through Alexander Commons - extend to exterior / through parking lot					X	X	X
\$\$		Improve frontage along Wooster Rd West - landscape screening, banners, signage					X	X	X
\$\$\$		Reconfigure Tuscarawas Avenue & upgrade streetscape	X	X	X		X	X	
\$\$\$		Develop long-term redevelopment strategy for Wooster Rd West / parking lots	X	X	X	X	X	X	X
2ND STREET MIXED USE CORRIDOR (BETWEEN PARK & HOPOCAN)									
\$\$\$		Extend streetscaping up 2nd, adding street trees, tree grates, pedestrian lighting, pavers etc.			X		X		
\$\$		Upgrade & expand intersection / crosswalk treatment			X		X		
\$\$		Consider adding bumpouts & landscaping at intersections to extend streetscape through Downtown			X		X	X	X
\$		Pedestrian / Bicycle Crossing Signage		X			X		
\$		Add Sharrows to the travel lanes to promote bicycle traffic and awareness		X			X		
\$		Identify areas where blank walls can be used as signage / public art		X				X	X
\$		Create bicycle amenities / parking in vacant lot near the R.D. Bike Shop						X	X
\$		Repair damaged pedestrian light fixtures					X		
\$\$		Wayfinding / Signage at the corner of Hopocan & 2nd to direct visitors to Downtown attractions / Lake Anna		X	X		X		
\$\$		Improve frontage of empty lots / surface parking lots with landscape screening, fencing, etc.,			X		X	X	X

Investment	Priority	Initiative Name / Location	Primary Implementation Factors Requiring:						
			Public Process	Community Advocacy	Public Policy Action	Zoning Change	Public Capital Investment	Public Incentive Funding	Private Investments
WOOSTER ROAD NORTH / COMMERCIAL STRIP (BETWEEN HOPOCAN & ROBINSON BRIDGE)									
\$\$\$		Create a redevelopment strategy for the vacant lots along Hopocan	X	X	X	X	X	X	X
\$\$		Gateway / entry signage or public art at Wooster / Hopocan intersection		X	X		X		
\$\$\$		Reconfigure Wooster / Hopocan intersection - potentially create landscaped median or traffic circle	X	X	X		X		
\$\$\$		Study redevelopment potential of all properties around the Wooster / Hopocan intersection	X	X	X	X	X	X	X
\$\$		Add Bike Lanes along Wooster North by reducing travel lanes to one in each direction with a dedicated center turn lane	X	X			X		
\$		Pedestrian / Bicycle Crossing Signage		X			X		
\$\$		Enhance frontage of Magic City Shopping Center by repurposing row of parking as a landscape buffer / public art						X	X
\$\$		Promote recreation based development of open space below Robinson Bridge	X	X	X	X	X	X	X
\$\$		Extend streetscaping (pavers, tree grates, lighting, etc.) along Wooster North			X		X		
\$\$		Create a visual gateway / signage element at Tusc & Wooster to attract attention of Towpath cyclists		X	X		X		
\$\$		Crosswalk treatment that is highly visible (Paint or Material Change)					X		
\$\$		Improve frontage of empty lots / surface parking lots with landscape screening, fencing, etc.			X		X	X	X
INDUSTRIAL VALLEY / 2ND STREET SOUTH / VAN BUREN AVENUE									
\$\$		Add Bike Lanes to 2nd Street South + Bicycle Awareness Signage (connect to Wolf Creek / Snyder Ave trailhead)	X	X			X		
\$\$		Add Bike Lanes to Van Buren + Bicycle Awareness Signage (connect to Snyder trailhead and/or Fairview trailhead)	X	X			X		
\$\$		Improve bus stops along Van Buren (between Robinson & Snyder)					X		
\$\$		Improve frontage of empty lots / surface parking lots with landscape screening, fencing, etc.,			X		X	X	X
\$\$		Paint water tower as a beacon / public art / signage		X	X		X		X
\$\$\$		Create a long term redevelopment strategy for vacant lots along 2nd Street South	X	X	X	X	X	X	X

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APPENDIX

- Potential Funding Strategies and Sources
- Workplan
- Meeting Summaries
- Bike & Brainstorm Map
- Downtown Parking Study
- Barberton Historical Society Walk / Bike Tour Map

New Towpath Bridge Ground Breaking - March 2014