



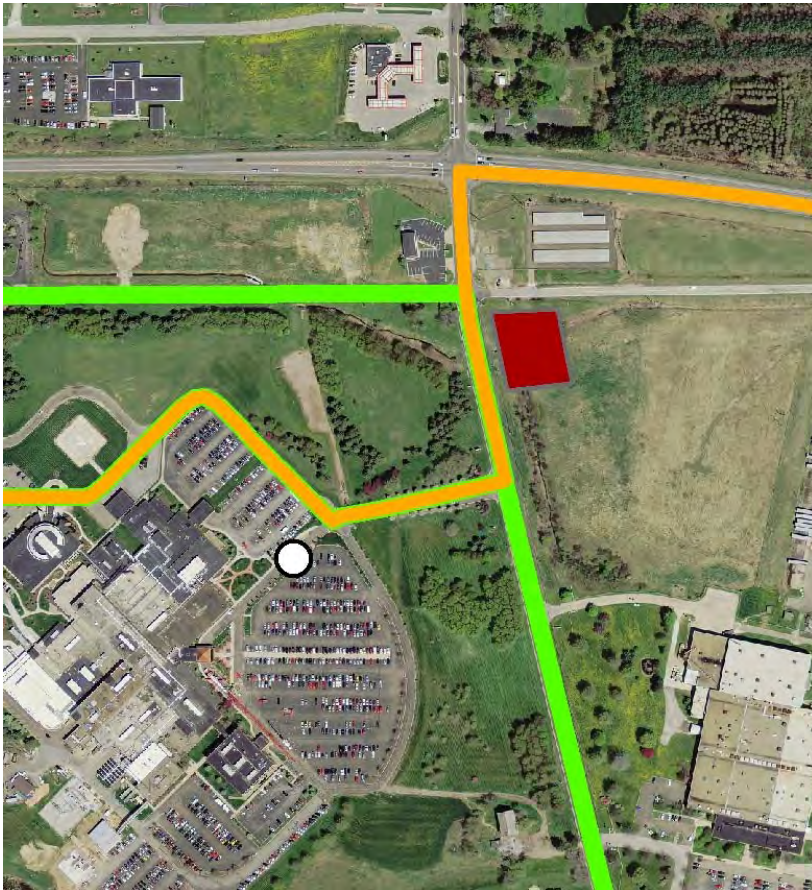
ATTACHMENT D  
TRANSIT PLAN



# Public Transit Connectivity Plan

Ravenna to Rootstown  
R2R Corridor Planning Study

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Prepared for

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### PUBLIC TRANSIT CONNECTIVITY PLAN

#### Existing Public Transit Connectivity

The old SR 44 study corridor, which consists of CR 74 (South Prospect Street), North Chestnut Street, and the section of SR 59 (Main Street) that connects the two roadways, is 5.64 miles in length (see Exhibit 1). There are six intersections that link the corridor to the surrounding areas; three of which link to major routes which serve a regional interest and the remaining three links to major arterial streets which serve the township interests of local and regional thoroughfare. The links and their Functional Classifications (FC) applied by the Ohio Department of Transportation are: (see Exhibit 2)

#### Regional Links:

SR 14: FC 14 (Major Arterial)  
SR 5: FC 14 (Major Arterial)  
Interstate 76: FC 01 (Interstate)

#### Local Links:

SR 59: FC 14 (Major Arterial)  
SR 148/138: FC 16 (Minor Arterial)  
SR-18: FC 17 (Collector)

PARTA, Portage Area Regional Transportation Authority, serves 1.5 million riders in the Portage County area, with most of the ridership occurring along their already existing transit routes. The existing transit routes, however, only cover a small portion of the county. To address the accessibility issue, PARTA also offers a door-to-door, shared ridership service via the *Dial-A-Ride* program.

The *Dial-A-Ride* program requires a 24-hour notice on transit needs. As a shared rider service, the program links *Dial-A-Ride* users on a transit path and acts as an auxiliary route. The program serves the Ravenna and Rootstown townships Monday through Friday, from 7:00 AM to 5:00PM. Lacking a direct transit route, the old SR 44 corridor is frequently serviced by this transportation option. Fees for the service is \$4.00 each direction (\$8.00 round-trip) and \$2.00 for seniors, children, and the disabled each way (\$4.00 round-trip). Fixed route fees are a quarter of the cost of the *Dial-A-Ride* service for regular riders at \$1.00 each way and half of the cost for seniors, children, and the disabled at \$0.50 each way. Excluding the *Dial-A-Ride* program, PARTA routes link to the corridor at one of the major links and two of the arterial links.

#### PARTA Routes on the Corridor (Exhibit 3)

##### **1. Interurban (30)**

The primary purpose of the Interurban is to provide transit for county residents to Robinson Memorial Hospital and to link the Kent and Ravenna downtown areas. The rest of the route connects to Downtown Kent and continues into the City of Stow, where it circles major arterials and returns. The route is serviced approximately 32 times throughout the day, Monday through Friday between 6:00 AM and 10:45 PM, and runs roughly every 20 to 30 minutes.

The Interurban runs along 2.79 miles of the corridor from Robinson Memorial Hospital to CR 138 (Hayes Road). The Interurban enters the corridor via the SR 59 (Main Street) intersection and turns south on Prospect Street. At the South Prospect Street and the CR 138 (Hayes Road) intersection, the Interurban follows the loop created by CR 138, Leasure Street, and Skeels Street, before returning north. The Interurban then follows South Prospect Street back to Main Street, turns west onto SR 59, right onto North Chestnut Street,

and continues until it reaches Robinson Memorial Hospital. It then retraces its path back to SR 59, where the Interurban go west towards Kent.

The route serves a reasonable portion of residents and connects to several of the communities' vital interests; Robinson Memorial Hospital, Ravenna High School, residential communities, Downtown Ravenna, and Kent State University.

### 2. Raven (80)

The Raven serves as a way to provide residents who live outside the core of Ravenna transit options to get to necessary destinations such as the Social Security Administration, Robinson Memorial Hospital, and the County Health Department. The route runs by the Salvation Army and Ravenna City Park, and comes close enough to the downtown area to make it a walkable distance.

The Raven route acts as a circular loop around the Ravenna city core. Beginning at the County Administrative Building, the route travels north on Meridian Street to SR59 where it cuts west and turns north onto Diamond Street. Moving along the periphery of a residential neighborhood, the route eventually travels past a city park before turning north up Cleveland Road to Infirmary Road, where it meets with SR 14. Travelling west on SR 14, the route stops at the Social Security Administration's building before heading to Robinson Memorial Hospital.

Service for the route, however, only exists Monday through Friday. Also, there are only eight travel times throughout the day, and after reaching Robinson Memorial Hospital, becomes the return route of the Interurban. The origination time of each route at the Portage County Administrative Building is as follows:

<u>Morning</u>	<u>Afternoon</u>	<u>Evening</u>
7:28 AM	1:02 PM	7:25 PM
7:46 AM	1:53 PM	
11:50 AM	3:58 PM	
	4:40 PM	

The limited service times and extent of the route make it a less reliable option for transit seekers needs. Additionally, the origination of the route at the County Administrative Building with looping back renders the Administrative Building not directly accessible from a route. Potential visitors to the Building would have to transfer to the Interurban.

Aside from the lack of direct access to the Administrative Building, potential riders on the southern half of the route who are trying to reach the hospital may opt to walk to SR 59 and use the Interurban for their transit needs, which provides a more direct route to Robinson Memorial Hospital and travels more frequently.

### 3. Suburban (40)

The Suburban Route runs outside the City of Ravenna, Ravenna Township, and Rootstown Township. The route's primary purpose relevant to its existence along the corridor is to provide alternate transit options for NEOMED students. Twice a day, at 8:15 AM and 3:35 PM, the Suburban stops at the NEOMED campus to serve their recently-established high school.

The route reaches the NEOMED campus via CR 18, thus the bus does not travel along the corridor for any substantial distance, so it does not provide access to transit for other potential riders except the students of the NEOMED school system.

### **Potential High-Demand Transit Locations (Exhibit 4)**

High-demand transit locations were chosen on the basis of their desirability for the residents of Ravenna and Rootstown. Important government buildings and medical care are necessities for accessibility and appropriately included. Other potential high-demand destinations include major employment locations, shopping hot spots, access to fresh food, and educational facilities.

#### Public Destinations

Robinson Memorial Hospital  
Social Security Administration  
Ravenna High School  
Portage Co. Admin. Building  
NEOMED  
Rootstown High School/Middle School

#### Commercial Destinations

Giant Eagle  
Downtown Ravenna

#### Employment Destinations

Ravenna Oil  
General Aluminum

### **Public Transit Recommendations**

Fortunately, the corridor has existing routes of public transportation. However, the extent of these routes falls just short of making the major connections between destinations and people that would make it an extremely successful, model system. The existing routes seem to be incomplete in terms of reaching potential transit riders, though the major locations that would be visited by these riders already have existing stops. Improvements that could be made revolve around extending the routes to potential riders, or providing avenues that could expand make public transit a more attractive option. In addition, funding is critical to address any of these recommendations, so collaborative partnerships between different agencies and the private sector will need to be explored.

#### **1. Extend the Interurban route south to NEOMED**

By extending the Interurban route south to NEOMED along Prospect Street and Old SR 44, additional transit coverage will be available to staff and faculty of the school system. Additionally, Robinson Memorial Hospital will gain transit access to the Rootstown Township. Several residential developments exist along the corridor south of the current termination point of the Interurban.

#### **2. Extend the Raven route's peripheral path to a complete loop**

The current Raven route runs along a peripheral line from the Portage County Administrative Building to Robinson Memorial Hospital, where it becomes the Interurban route. By extending the route around the peripheral, access to the Administrative Building will be improved for the western half of the City of Ravenna. Additionally, by connecting the loop, the Raven route will connect back to the Interurban route on the southern end of the City of Ravenna, thus enhancing the connectivity to and from Rootstown Township.

#### **3. Development of a Park & Ride System**

By establishing parking lots in strategic locations, the use of the extensive transit lines can be improved. Due to the more rural setting of the surrounding residential areas, Park &

Ride lots provide a location which transit users can drive to, instead of driving to their destination. Recommended locations for initial Park & Ride locations include:

- **Giant Eagle's Parking Lot:** Giant Eagle, south of I-76, has a large parking lot; a section of which PARTA could utilize as a transit stop and Park & Ride location. In addition, this location could be used for shared-ride trips in personal vehicles for trips utilizing I-76, such as to the City of Akron.
- **Robinson Memorial Hospital:** A partnership with Robinson Memorial Hospital could allow PARTA users to park free in an authorized zone to use the transit system. The specific location at the hospital would need to be studied to find the best logistical location. This park & ride would be ideal for regional transit trips traveling to the north of the corridor, such as to the City of Cleveland.

#### 4. Transit Stop Enhancements

Many of the existing transit stops in the corridor could use enhancements to make their use by the public more comfortable. Ridership information, including number of riders using each stop and length of wait at stops, should be collecting and analyzed to identify where to focus the transit stop enhancements. Enhancements could include benches, trash receptacles, overhead shelters, bicycle facilities, etc.

#### 5. Ridership Surveys

The current transit system could be better utilized by the public. Ridership numbers are lower than expected. Therefore, it is recommended that a survey be conducted and sent to riders and non-riders alike in the transit route service area to determine current perceptions of the transit system and identify areas of improvement to increase ridership numbers.

Exhibit 1 - Project Location

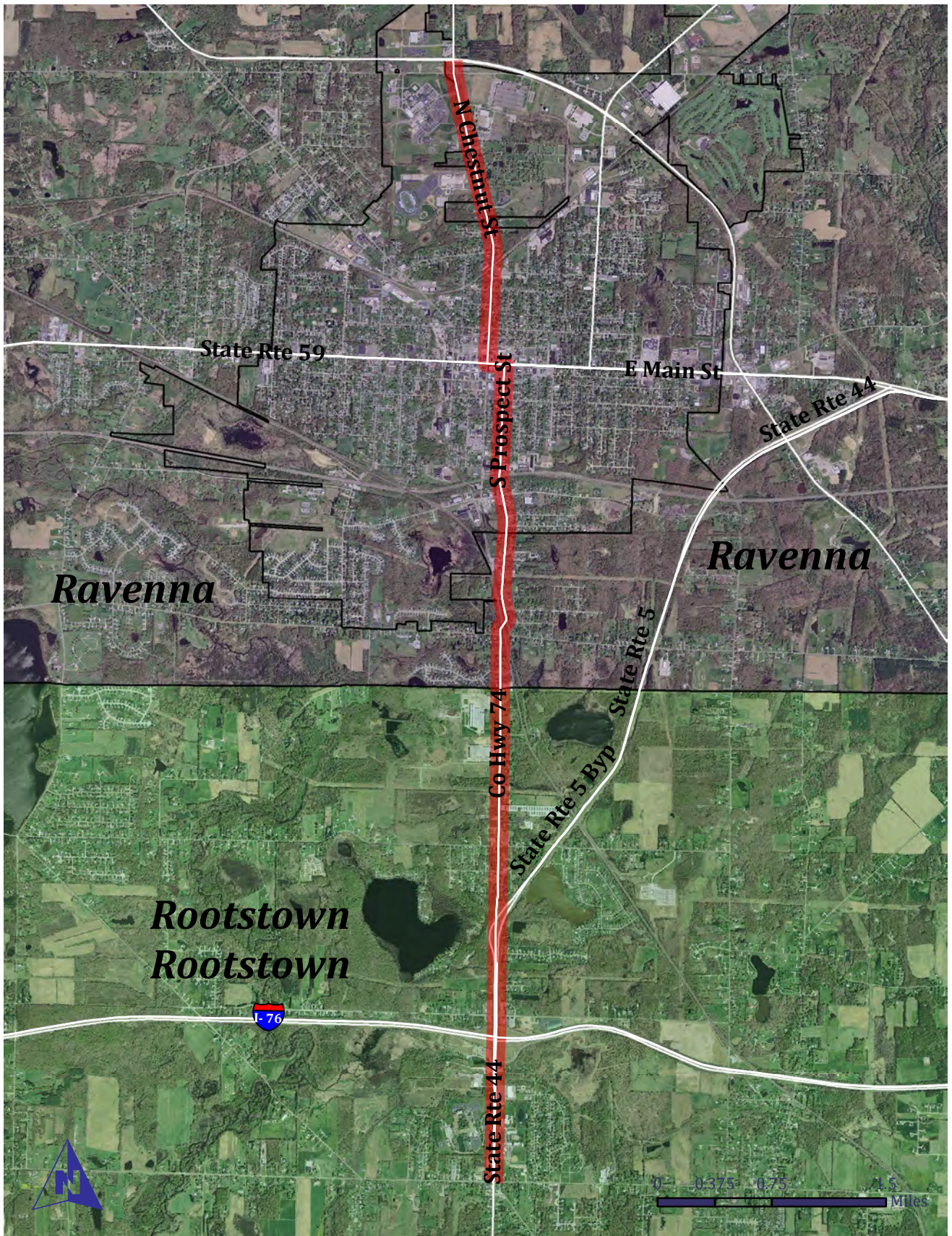


Exhibit 2 - Corridor Connective Links

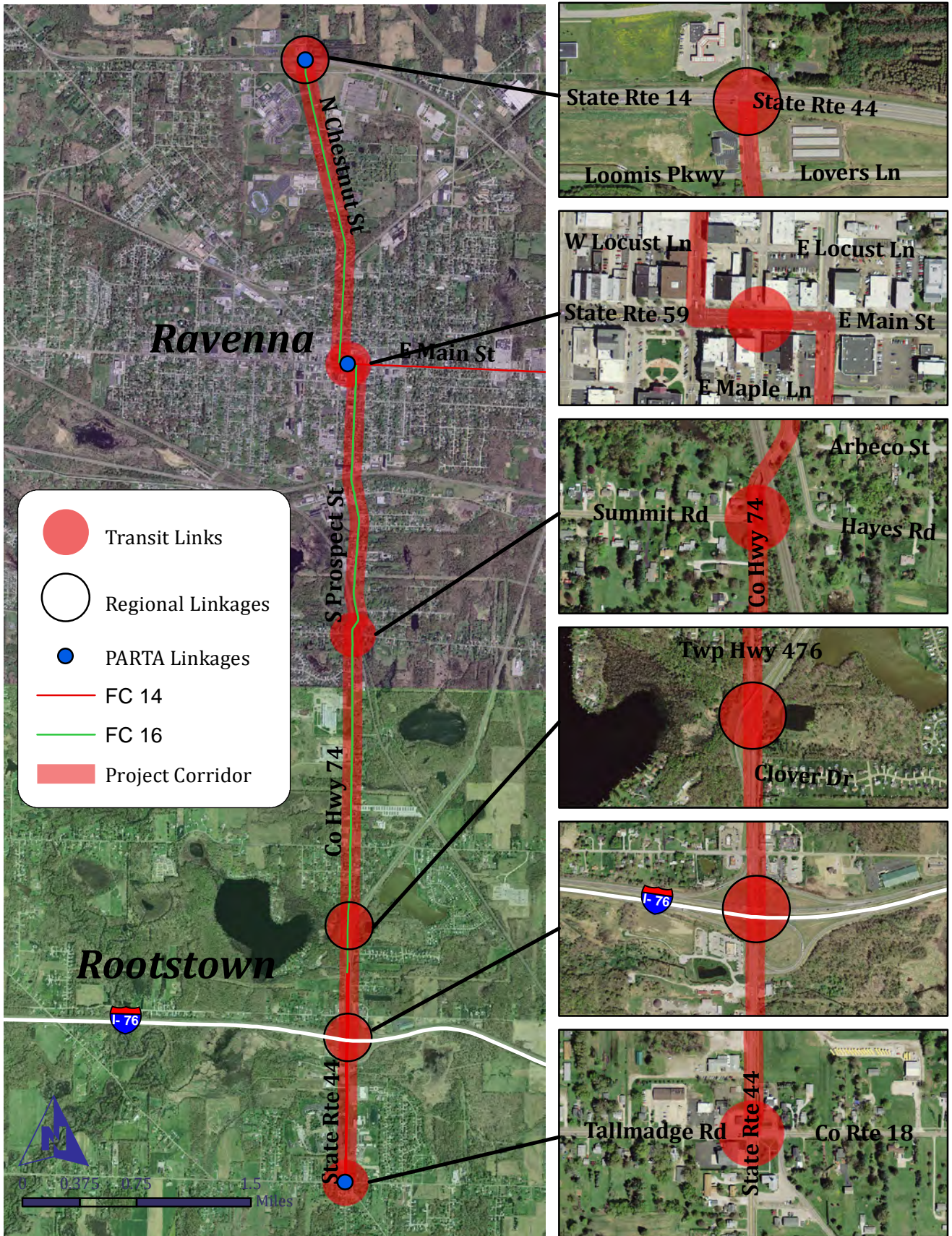




Exhibit 3 - PARTA Routes in Ravenna

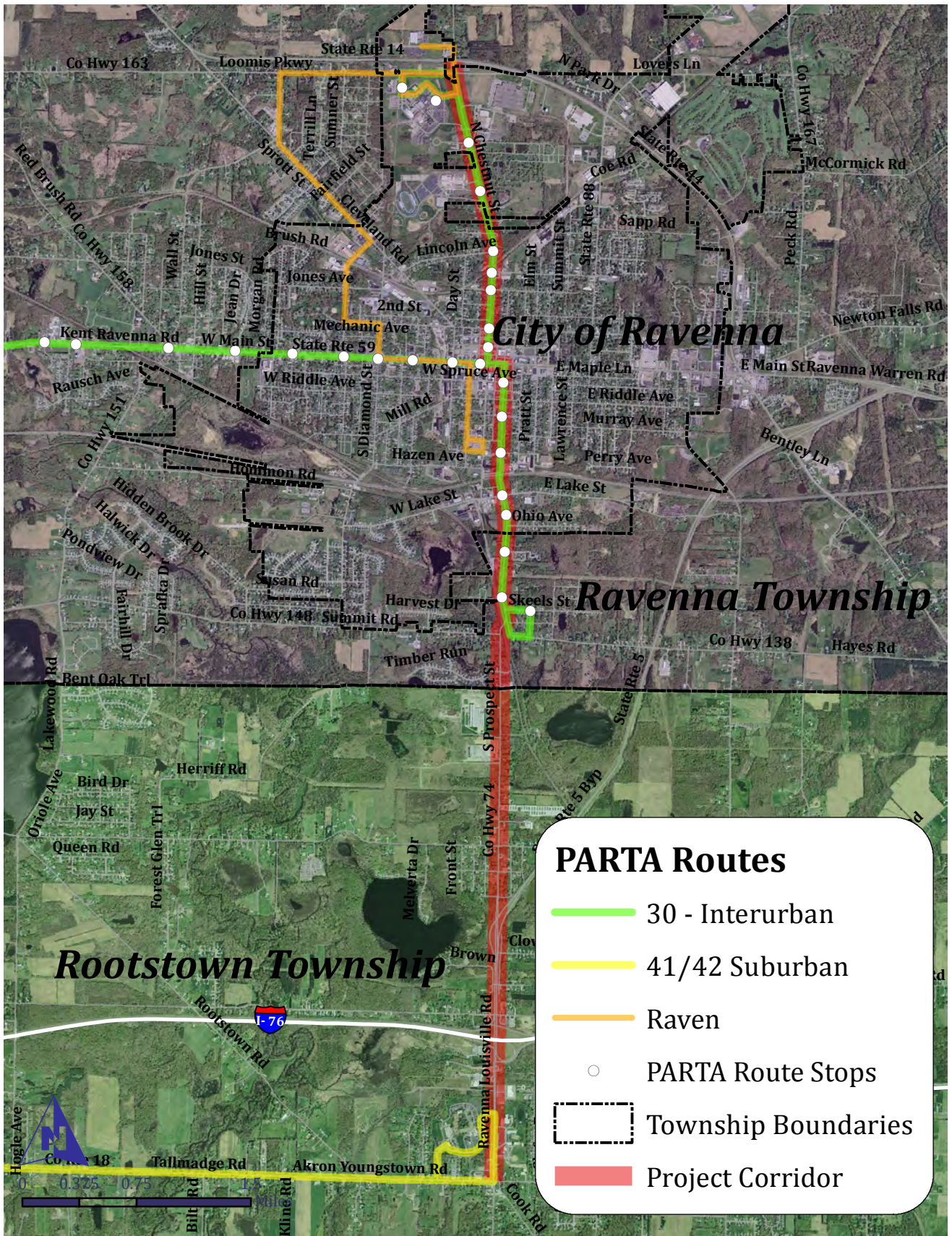


Exhibit 4 - Potential High-Demand Locations

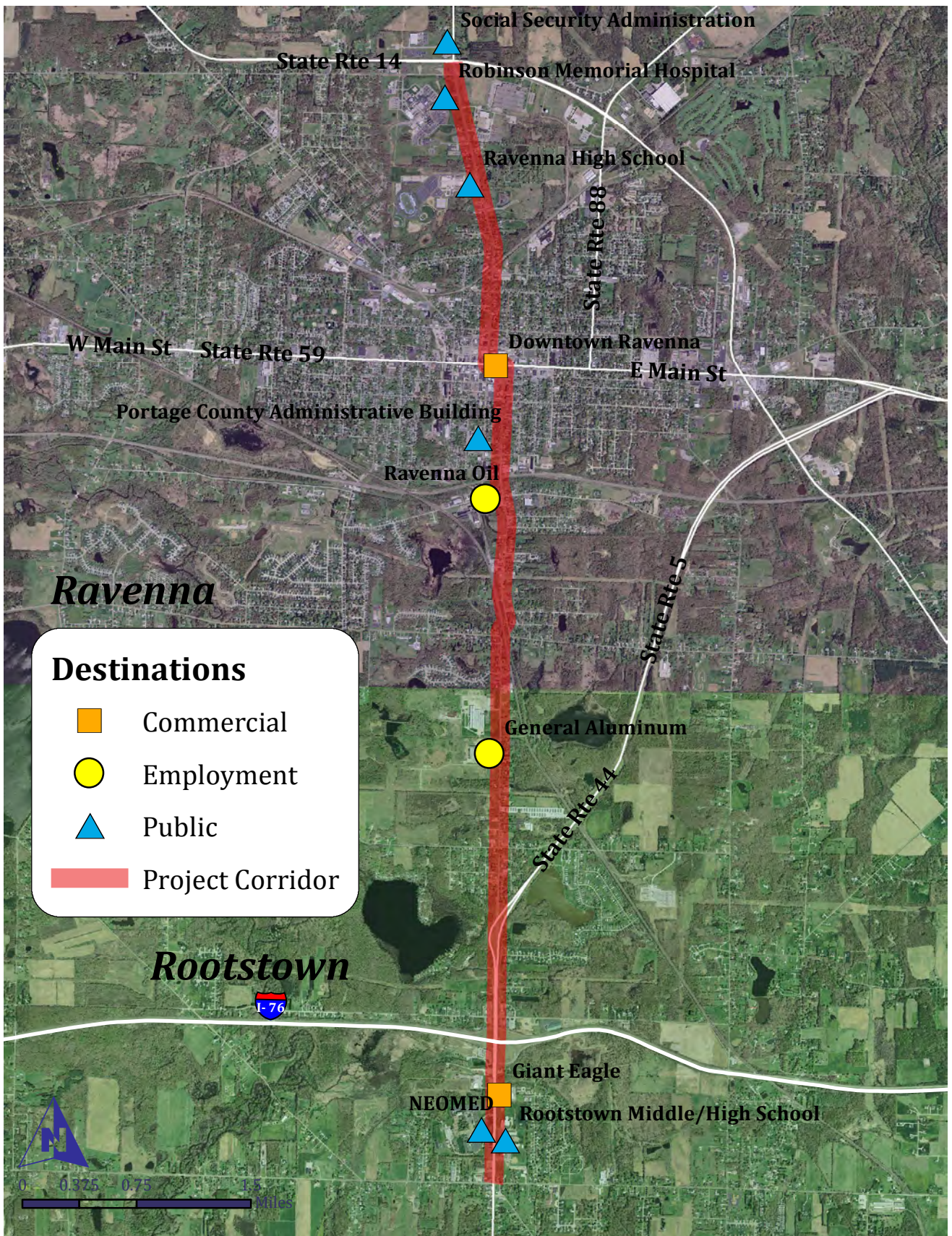


Exhibit 5 - Public Transit Recommendations

