



# 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

Barberton Southside Plan  
 Potential Funding Strategies and Sources  
 November 14, 2014

Trail / Network Section		Cost Estimate	Prioritized Funding Source	Funding Source Focus	Funding Composition	Potential Funding Amount	Timeline / Schedule
<b>Robinson Bridge Improvements</b>	Narrow lanes, expand pathway, construct new traffic barrier through Wooster intersection	\$484,000	Local – Self Perform	Improve pedestrian and cycling conditions / safety			Consider performing last, as this is an improvement to an existing connection
<b>Wooster / Robinson Connection at Trailhead</b>	From Robinson trailhead to 2 <sup>nd</sup> Street, including the Wooster / Robinson intersection and improvements to the Robinson trailhead		Surface Transportation Program (STP)	Funding for a wide variety of transportation initiatives	80% Federal 20% Local	\$6,000,000	Letter of Intent due Fall of 2015. Programmed in 2019/2020
		\$429,500	ODOT Safety Funds	Improve operations and safety of roadways / intersections Could set up project for additional ODOT funding	90% State 10% Local	\$1,000,000	Jan. 2015 – hire traffic engineer to study operations for application requirements April 2015 applications due
<b>2<sup>nd</sup> Street (South) Contraflow Bike Lane</b>	2 <sup>nd</sup> Street south to Snyder Trailhead		Local – Self Perform; generally a striping and curb project	City of Barberton			
		\$46,000	AMATS resurfacing program	Asphalt project only; city would be responsible to provide "gap" funding for curbing for bike lanes	80% Federal 20% Local	\$800,000	Letter of Intent due Fall of 2015. Programmed in 2019/2020
<b>4<sup>th</sup> Street Connection</b>	2 <sup>nd</sup> Street to 4 <sup>th</sup> Street intersection	\$52,800	Transportation Alternatives Program (TAP)	Funding for bike and pedestrian facilities	80% Federal 20% Local	\$700,000 (max.)	Letter of Intent due Fall of 2015. Programmed in 2019/2020
<b>4<sup>th</sup> Street to Tuscarawas Trail</b>	4 <sup>th</sup> Street, across NDS parking lot, through pedestrian promenade to Tusc. Ave.	\$715,750	Local – Self Perform Private Partner Investment	NDS and City of Barberton			

5th Street Connection	5th Street north from Tusc. to Lake Anna Park	\$461,700	Local – Self Perform	Primarily work to be completed on Block 7 – reconfigure and repair the parking lot while creating green buffer along eastern edge and installing pathway on east and north	80% Federal 20% Local	\$800,000	Letter of Intent due Fall of 2015. Programmed in 2019/2020
2nd Street Connection between Wooster and Park Ave.	2nd Street north from Wooster, through Block 7 and to Park Ave.	\$155,300	Local – Self Perform; work in street is curbing / restriping	Asphalt project only; city would be responsible to provide "gap" funding for curbing for bike lanes			
			AMATS resurfacing program				
Park Avenue and Lake Anna Park Trailhead	Connection from Block 7, across intersection to reconfigured park entrance	\$134,300	Local – Self Perform	City of Barberton			
<b>Total</b>		<b>\$2,079,350</b>					

**CITY OF BARBERTON NORTH-SOUTH COMMUNITY CONNECTION PLAN**  
**ANTICIPATED PROJECT WORKPLAN / SCHEDULE**  
MARCH 19, 2014 / APRIL 21, 2014 / JULY 30, 2014 / **UPDATED OCTOBER 22, 2014**

<p><b>Begin Development Phase</b>  Milestone I  <u><b>Set Plan Direction / Site Investigation:</b></u></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Kick-off meeting with AMATS – review Discovery Phase materials</li> <li><input checked="" type="checkbox"/> Site Tour / Photography</li> <li><input checked="" type="checkbox"/> Understanding relationships, site conditions, analysis and research</li> <li><input checked="" type="checkbox"/> <b>Workshop with Steering Committee – identify Focus Areas</b></li> </ul>	<p style="text-align: center;">Estimated Date: (MONTH 1)</p>
<p>Milestone II  <u><b>Conceptual Planning and Preliminary Recommendations:</b></u></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Study Barberton's districts and connections based on location scale, development types, character, etc.</li> <li><input checked="" type="checkbox"/> Study potential infrastructure considerations, primary and secondary routes – road diets, reconfigurations and enhancements, bicycle access, connections to towpath trail, and pedestrian linkages</li> <li><input type="checkbox"/> <del>Conceptual sketches illustrating development potential / density / land use / alternatives</del></li> <li><input checked="" type="checkbox"/> Steering Committee Progress Report – review concepts, discuss preferred alternatives (meeting with AMATS, NDS, City of Barberton; 6/18/14)</li> <li><input checked="" type="checkbox"/> Stakeholder Charrette – review planning process, receive feedback on redevelopment concepts – schedule with AMATS (7/30/14)</li> <li><input checked="" type="checkbox"/> Public Open House (8/13/14)</li> </ul>	<p style="text-align: center;">Estimated Date: (MONTHS 2-4)</p>
<p><b>Begin Recommendation and Review Phase</b>  Milestone III  <u><b>Creating a Cohesive Planning Strategy / Focus Areas Redevelopment Plans:</b></u></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Develop and refine Focus Area plans</li> <li><input checked="" type="checkbox"/> Preferred roadway / right-of-way configurations and enhancements, bicycle networks, and enhance transit waiting environments</li> <li><input checked="" type="checkbox"/> Public Spaces, gateways and connections studied with integration into development areas</li> <li><input type="checkbox"/> <del>Finalize redevelopment concepts and yields</del></li> <li><input checked="" type="checkbox"/> Overall vision mapping – compiled Focus Areas, linked together with infrastructure initiatives / considerations</li> <li><input checked="" type="checkbox"/> Review of draft plan with AMATS and Steering Committee – establish prioritized list of short term and long term developments and improvements (10/22/14)</li> </ul>	<p style="text-align: center;">Estimated Date: (MONTHS 5-6)</p>
<p>Milestone IV  <u><b>Preparation of Final Vision Plan and Workbook:</b></u></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Final coordination of materials, mapping, other graphics to be included in the final workbook, including implementation strategies and Next Steps</li> <li><input checked="" type="checkbox"/> Create brief narrative explaining key concepts, factors, strategies and planning process to accompany graphic materials</li> <li><input type="checkbox"/> Final Draft Report for Review (12/1/2014)</li> <li><input type="checkbox"/> Presentation to Planning Commission (11/20/2014)</li> </ul>	<p style="text-align: center;">Estimated Date: (MONTH 7-8)</p>

# City of Barberton – North-South Community Connection Plan

Steering Committee Kick-Off Meeting – March 19<sup>th</sup>, 2014

## Attendees:

Joe Stefan – City of Barberton, Interim Planning Directory  
Stacy Edgar Carr – City of Barberton, Strategic Planner  
Dave Vaughan – NDS, Executive Director  
Curtis Baker – AMATS, Planning Administrator  
Krista Beniston – AMATS, Planning Coordinator  
Heather Davis Reidl – AMATS, Mobility Planner  
Alex Pesta – City Architecture, Principal  
Kat Keller – City Architecture, Architect & Urban Designer

## Summary:

The intent of this kick-off meeting was to begin the City of Barberton North-South Community Connection Plan, understand the current conditions of the City, familiarize the team with ongoing projects and initiatives, and set direction for the planning process. The City of Barberton began with an introduction to the project and expressed their enthusiasm for beginning the process. The City also discussed the potential for this project to capitalize on the momentum of recent work and set the direction for a revitalized Downtown and connections network. NDS, the City's key partner in revitalizing the core Downtown area, as well as other neighborhoods, spoke about the success of recent initiatives and the collaboration to promote economic development between the City and the organization. City Architecture prepared and reviewed a discussion presentation that briefly covered the importance of Barberton's history on its growth and development; observations from the walking tour; and a combination of analysis diagrams prepared by AMATS and City Architecture. The presentation ended with a map of potential focus areas and corridors to prioritize for the Connecting Communities study. A summary below highlights the recent and ongoing initiatives, milestones and projects discussed by the group as City Architecture presented an initial summary of observations, findings and analysis.

## Past & Future Planning Efforts

- The 2006 Master Plan needs to be refreshed, and was not very actionable for the City. May be a next step after the Connecting Communities plan.
- 2006 plan also focused heavily on the redevelopment of Wooster and included residential, which the City discussed as probably not a good concept right now
- Other aspects of the plan may still be useful – concepts like converting streets to one way or pedestrian only corridors (5<sup>th</sup> street which dead ends into Lake Anna as a possibility, similar to Downtown Kent), also Block 7 as a key redevelopment site and hinge point between Tusc & 2<sup>nd</sup> Street
- The City also discussed that their development code and zoning maps need to be revised and updated and will be going out for public bid in the coming months
- The City and administration is very action oriented and has found considerable support from the local business community and grassroots efforts



## Downtown & Economic Development

- There's an overall effort to make Downtown more of an attraction – focus on main street redevelopment of existing historic structures, connections to Lake Anna and promoting the walkability of core
- As part of the reimagining of Downtown, the Mayor Judge travelled with NDS to Goshen, ID to tour their arts & entertainment district
- The City & NDS are investigating the potential for a BID or SID in the Downtown area to promote investment and economic development
- There have been discussions of the potential to give the Tusc corridor a historic designation
- NDS & the City have ownership of a considerable number of buildings within Downtown – streamlining the process of renovation and redevelopment of these properties in the core area
- NDS completed a recent survey of the Tusc. & 2<sup>nd</sup> Street business districts, they also held a well-attended Tusc community meeting, that attracted local artists and business owners (a second meeting will be held in the coming weeks)
- NDS incorporated the former “Grow Barberton Inc.” organization into its service – the organization hosted farmers’ market, classic car rallies and other similar events in Downtown
- NDS is considering First Friday type events for the Downtown businesses
- A kick-off event is tentatively scheduled for early May to promote the Tusc Arts & Entertainment District
- NDS is renovating the building next door to the Lake Theater to open a coffee shop and art gallery, in partnership with Testa
- NDS is currently exploring the potential to attract a major sports bar chain on Wooster behind Lake Theater to serve as an attraction (Wooster is being considered because of traffic counts)
- The City has also had previous conversations with business owners like Rally’s and McDonald’s about potential relocation to Norton Road (near new high school) to allow their sites to be redeveloped and promote a more walkable environment

## Housing

- NDS is currently contracting a housing analysis to assess current stock, needs, and potential gaps in the market.
- City is actively demolishing blighted residential properties with their Project Impact program which has removed over 180 homes – the next phase will be to rebuild these sites with infill housing and offer the potential for new housing stock in the core neighborhoods.
- The current rental market is predominately low to moderate income, and there is currently no higher income options – most of the rental units are older, large houses that have been divided
- Higher income options, particularly in Downtown, have been discussed and their potential to attract young professionals – this is one of the issues NDS is studying to determine if timing and market are right.
- Property maintenance issues with rentals have been addressed in the past through a Landlord program – which provided initial funding but recently is lagging (discussed the potential for a landlord ordinance that imposes a stricter penalty system for repeat offenders). City has inspectors available to enforce.

## Infrastructure

- City passed an annual levy that allows for \$1.3 million in roads / infrastructure project (previous annual spending was \$200,000 per year)
- AMATS is funding road resurfacing projects within the City
- Towpath Bridge at Robinson Avenue will have a ground breaking at the end of March and a ribbon cutting ceremony during Memorial Day weekend at the end of May

- The new trailhead to be located in a City owned parking lot, has had little design thus far. A local business has offered to donate a log cabin as a visitor center
- The intersection of Robinson & Wooster is considered dangerous and has had frequent issues
- The new Towpath Bridge is considered Phase 1 of the Downtown Trail connection, this planning effort should consider what the next Phase should be to get people over Robinson Bridge, in and around Downtown, the importance of Decision Points and way finding
- **The Towpath Connection, Robinson Avenue Bridge, new trailhead and intersection were determined to be the priority focus area for the Connecting Communities plan**  
Intersection of Wooster & Hopocan is also dangerous and lanes are too narrow for cars to make the turn when next to each other

#### Next Steps:

- Finalize the schedule for the Planning Commission / City Council Meeting & Presentation on April 16<sup>th</sup>, 2014 at 5:30 pm - City of Barberton to confirm, City Architecture to present, provide focus areas & corridors map for prioritization survey
- NDS to send survey information to City Architecture as well as any ongoing initiatives or plans for the Downtown / Tusc Arts & Entertainment District that may be relevant
- City of Barberton to provide Robinson & Wooster Road trailhead & new bridge design information
- City Architecture to begin sketch studies of Wooster / Robinson and expanded focus area, roadway network, connections diagrams, cross sections, etc.
- AMATS to begin Robinson Avenue Bridge traffic analysis to determine if lane reconfiguration is feasible

*CC: All Attendees, All Steering Committee Members; Mayor Judge; file*

## City of Barberton – North-South Community Connection Plan

City of Barberton Planning Commission – April 16, 2014

City of Barberton	Mayor Bill Judge Joe Stefan, Interim Planning Director Stacy Edgar Carr, Strategic Planner Planning Commission (5 members)
AMATS	Krista Beniston, Planning Coordinator Heather Davis Reidl, Mobility Planner
City Architecture	Alex Pesta, Urban Designer & Architect Kat Keller, Urban Designer & Architect
Audience	Councilmen (3) Design Review Members (2) Neighborhood Development Services (2) Residents / Other (3)

### Summary:

The intent of this presentation was to familiarize members of Barberton’s City Planning Commission with the AMATS Connecting Communities Grant program and introduce the planning team. Representatives of the City of Barberton gave an brief overview of process which led to pursuing an AMATS grant, their partnership with AMATS, their expectations for the grant process and the selection of City Architecture as planners and urban designers. AMATS discussed their partnership with the City of Barberton, other ongoing efforts and the Connecting Communities Program. City Architecture then gave an overview presentation of the firm, the planning process, and the research and analysis conducted by the planning team.

The presentation concluded with a map of potential focus areas and corridors (attached for reference) identified by the planning team’s initial analysis. The discussion then was opened up for questions and comments. The following is summary of the discussion:

- A focus of this planning effort should be wayfinding throughout Downtown Barberton & the Towpath (which is more than just signage) and the definition of identifiable Districts
- When will the 2006 Master Plan be updated?
  - There’s an ongoing effort to maintain and update the document by the Planning and Building Departments, the Mayor’s office and private developers (City of Barberton)
- Mansfield Ohio was identified as a community that is very well signed
- Where do we go next? How do we prioritize?
  - Discussion of next steps
  - Updated traffic counts (AMATS)
  - Possible Survey Monkey & data
- Shouldn’t we be going after the “low hanging fruit” (Tusc Arts District, Towpath Trailhead...)?
  - The plan has to potential to study the low hanging fruit as well as set longer-term goals – 1 year, 5 year, 10 year, 20 year – present day opportunities and accommodating for the future of the city



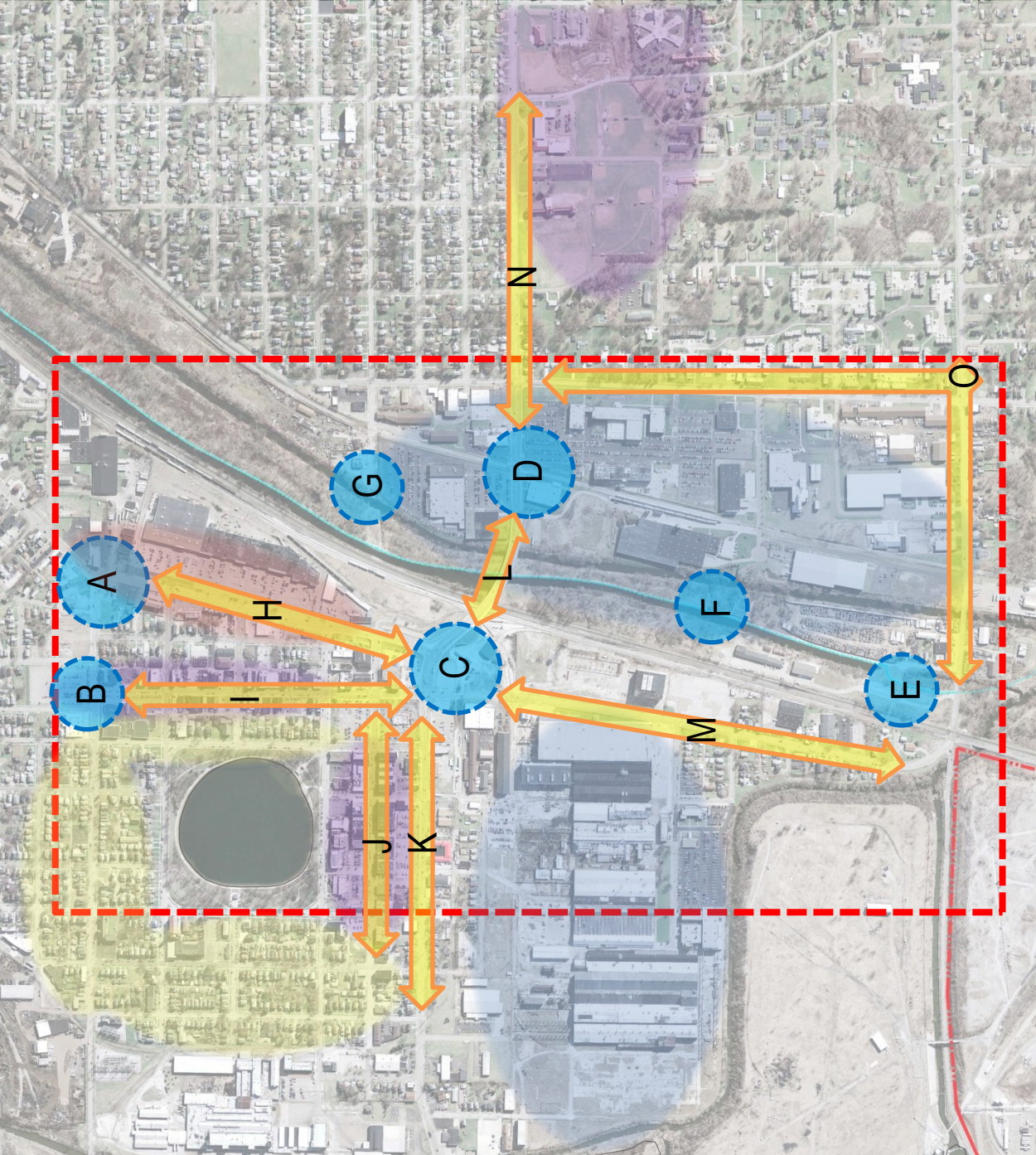
- Study the routes / how tour buses from neighboring areas get into town and go to the theater (very active – possibly the best opportunity for exposure). Note: the buses go how they are directed by the theater staff (flexible)
- Focus Area C – becomes important based on the arrival of cyclists from the Towpath – once you get them up where do they go? How are they directed? What does Barberton have to offer?
- There are moments throughout the city (focus areas / decision points) where there is the opportunity to make people aware of what Barberton has to offer without excessive signage, etc (passive wayfinding, visual cues, i.e. the water tower, the framed view down Tusc. from the towpath)
  - Decision Points like G & F allow people to see where they are going rather than being told
- Robinson Avenue Bridge / Intersection with Wooster & 2<sup>nd</sup> is an appropriate focus area & corridor because it is already challenging for cars to navigate and will only become more difficult when cyclists are also moving through – safety needs to be studied for improvements at all modes of transit
- What can be done about roads that are overbuilt?
  - Discussion of treatments, road diets, re-striping, landscaping, etc.
- Can the planning team provide examples success stories?
  - Similar projects
  - Thought provokers
  - Help Barberton see the town differently

#### **Next Steps:**

- Begin roadway, bikeway and pedestrian connections diagrams analysis and study potential configurations and options
- Schedule workshop with Steering Committee members to discuss focus areas & initial concepts

*CC: All Attendees, City of Barberton Planning Department; Mayor Judge; file*

*Attachments: Potential Focus Areas & Corridors Map*



**Focus Areas / Decision Points:**

- A. Intersection of Wooster & Hopocan
- B. Intersection of 2<sup>nd</sup> & Hopocan
- C. Intersection of Wooster & Robinson & 2<sup>nd</sup> / 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)

**Connective Corridors:**

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

**BARBERTON NORTH-SOUTH COMMUNITY CONNECTION PLAN**  
**POTENTIAL FOCUS AREAS & CORRIDORS**

## City of Barberton – North-South Community Connection Plan

Steering Committee Workshop – May 8, 2014

Steering Committee	Mayor William Judge, City of Barberton Stacy Edgar Carr, Strategic Planner – City of Barberton Dave Vaughan, Executive Director –NDS Debby Rolland, Director of Community Impact – Barberton Community Foundation
AMATS	Curtis Baker, Planning Administrator Krista Beniston, Planning Coordinator Heather Davis Reidl, Mobility Planner
City Architecture	Alex Pesta Kat Keller

### Summary:

The intent of this presentation was to facilitate a work session with the Steering Committee, by presenting conceptual roadway networks, sketches and ideas that considered multiple options. After a brief review of previous discussion and findings, the connections network was presented. This included the existing roadway, bus and bicycle infrastructure, followed by a potential user analysis (bikers & pedestrians) and a diagram that illustrates where different modes converge to create points of confluence or potential conflict to consider. This series of diagrams informed potential options to introduce bicycle infrastructure in Downtown Barberton.

Three options were presented:

- The first focuses on connecting bicyclists Downtown and proposed an expanded contraflow lane from the new towpath bridge over Robinson Bridge and up 2<sup>nd</sup> Street to Tuscarawas Avenue, as well as bike lanes down 2<sup>nd</sup> Street to Snyder and sharrows / bicycle awareness signage throughout the Downtown streets.
- Option two expands the towpath trail from the new towpath bridge to Lake Anna west along Wooster to 4<sup>th</sup> Street. This option offers a safe extension of the trail. The trail would could also be continued down 2<sup>nd</sup> Street to the Wolf Creek / Snyder Road trailhead. Bike lanes could be added to 4<sup>th</sup> Street, north of Lake Anna / Lake Street to connect to the high school.
- Option three studies at using bicycle lanes as a road diet technique, reducing lane widths and slowing traffic on Wooster.

Each option was discussed in terms of reconfiguration within the existing cartways of each street – making them implementable quickly and without extraordinary costs. After reviewing the different bicycle infrastructure options for the main streets in section, the discussion continued to a visual study of Downtown – using photographs and sketch overlays. Key areas of Downtown, such as intersections, roadways and arrival points were discussed to identify what might be missing, what each area says about the city and what opportunities may exist. Concepts such as landscape screening, wayfinding, public art and identity were discussed with example images. Finally, the presentation concluded with a discussion of how all these ideas can be prioritized and further developed to strengthen City Architecture’s concept of the *Barberton’s Magic Mile*, the one mile stretch of the towpath and the corresponding ½ mile / 10 minute walking circle where Barberton’s Downtown amenities and major connections come together. This unitizing concept would organize the focus areas into a concentrated investment zone where development, wayfinding, and infrastructure would work together to create a cohesive Downtown Barberton experience.

A discussion continued throughout the presentation, below is a summary of the comments and items discussed.

- Tuscarawas is being considered, by the City, for one way traffic (headed west) to increase sidewalk size to 15’ on restaurant side of the street – however reducing parking capacity and traffic flow may have adverse effects on business growth, so other streets should be considered for one-way traffic.



- 4<sup>th</sup> and 5<sup>th</sup> Streets were discussed as one way pairs linking the Tuscarawas blocks to Wooster and Lake Anna with North / South pedestrian and bicycle connections – this idea was favorable, because it would strengthen North-South connections and pull people into Downtown, without greatly reducing existing parking or traffic flow
- The Wooster & Hopocan intersection as a potential northern gateway / decision point: create a dedicated right turn lane into Downtown – emphasizing the decision point or maybe the ability to create a center median for landscaping and entry signage or a round-about
  - The blue building along Wooster at the intersection is potentially for sale – reconfiguration of the intersection could study it being torn down and Wooster straightened to improve safety, lane widths, sight lines, etc.
  - Further study of reconfiguration could provide a safer intersection for all modes and add opportunities to create an entry gateway
- The cost of burying utilities underground – potentially along Wooster – was discussed
  - Would the cost be justified?
  - Would it warrant a larger overall development plan?
  - AMATS funding could potentially be used for this along with a road diet program
  - This would require a cost-benefit analysis and further consideration on the part of the City
- Repurposing a row of parking along Wooster’s Magic City Shopping Plaza as landscaping could act as a parking lot buffer and redefine the corridor’s image – will need to be in partnership with private owner
- The upkeep and maintenance of landscaping areas was discussed – Downtown already has a TIF in place that is expiring this year
  - Potential for a SID / BID to be a funding source to supplement landscaping – visual evidence of investment for business owners – Steering Committee would need to further research the potential advantages and survey the business owners level of interest
  - Possibility to have sponsored areas, volunteer days, etc.
- Discussions focused on the importance of creating a signage package/style that is consistent and simple to read, eye catching and colorful – signage was identified as a major need for the City, particularly as it relates to the Downtown areas and amenities
  - Barberton already has a lot of great assets – a challenge is letting people know what’s there and how to connect them
- The question of whether or not the historic designation is helping or hurting Downtown – limits options for redevelopment – particularly along the backside of the Tusc properties – improvements to Wooster parking lots
  - Can the designation even be removed?
  - What would the benefits actually be?
  - Is the designation being used to its full advantage right now?
  - This is a topic that would need further investigation by the City and Steering Committee before further discussion.
- The meeting concluded with a discussion focused to provide direction for the next planning steps. Several ideas and approaches were discussed related to the plan’s “scale.” It was determined that as the plan advances, specific improvement zones or initiatives’ conceptual designs would be most valuable to the City. These initiatives will serve as an implementation guide for the City’s near-term investments and capital improvements. This direction was completely supported as comments stated the importance of “doable things” versus a big-picture city-wide plan.

### **Next Steps:**

- *City Architecture* to compile a list of potential initiatives to assist the Steering Committee in prioritizing
  - Potentially grouped by time (immediate, short term, long term) or cost / investment level
- *AMATS and City of Barberton* to lead Steering Committee feedback and prioritized list of initiatives
  - Follow up discussion with Steering Committee & AMATS and possibly City Architecture
- *City of Barberton, AMATS and City Architecture:*
  - Identify preferred alternatives & begin design concepts for focus areas once feedback is received
  - Refine preferred networks, right of way configurations
  - Meet with Stakeholders to discuss design options and alternatives

*CC: All Attendees; file*

*Attachments: Presentation*



# City of Barberton – North-South Community Connection Plan

Steering Committee Workshop – June 18, 2014

Steering Committee      Mayor William Judge, City of Barberton  
Joe Stefan, Planning Director – City of Barberton  
Stacy Edgar Carr, Strategic Planner – City of Barberton  
Dave Vaughan, Executive Director –NDS  
Debby Rolland, Director of Community Impact – Barberton Community Foundation

AMATS                      Curtis Baker, Planning Administrator  
Krista Beniston, Planning Coordinator  
Heather Davis Reidl, Mobility Planner

City Architecture (CA)    Alex Pesta

## Summary:

The intent of the meeting was to discuss the Steering Committee’s goals and objectives for the planning process and to ensure the planning team is working in a directed and guided manner. Recent individual discussions between AMATS -City of Barberton, AMATS-NDS and AMATS-Barberton Community Foundation covered varying topics and opinions. This meeting was to discuss the challenges and opportunities as one large group and coordinate an agreed approach / focus for the plan’s immediate next steps and overall objectives.

AMATS provided an overview of the individual conversations that have occurred over the past month and stated that a larger group conversation was needed since the individual organizations’ goals and expectations of the Connecting Communities grant did not appear to be in complete alignment. At the conclusion of the summary, AMATS introduced City Architecture (CA).

CA began the meeting with a brief overview of the planning process to-date, including the multiple roadway network options and their potential to reconfigure some of the City’s main thoroughfares. Before proceeding to finer details and specific planning concepts, CA asked all to take a moment to state their organization’s goals for the plan. Each organization spoke and are summarized below:

**Barberton Community Foundation** – stated that the connection from the Towpath trail is a top priority. The recent investment and grand opening of the new multi-modal bridge provides a new connection to Robinson Avenue, and the “last portion” of the trail to connect to Downtown is critical to maximize the value of the bridge investment.

**NDS** – stated that strengthened connections to Downtown are important. NDS’ ongoing investments in revitalizing the Theater District (Tusc. Avenue) will be enhanced and complemented if more people are directed to the City’s core. This includes the Towpath trail extension, the intersection of Wooster and Robinson Avenues and the intersection of Hopocan and Wooster. NDS’ primary focus is the renovation of buildings adjacent to the Lake Theater and attracting new development along Wooster. NDS also discussed proposed changes to the roadway network, specifically the conversion of 3<sup>rd</sup> Street and Tusc. Avenue to one-way. This discussion continued throughout the meeting.

**City of Barberton** – prioritized connections to Downtown, focused on the Wooster and Robinson intersection. The reconfiguration of this busy intersection is needed to help calm traffic and create a Towpath “trailhead” that will help draw people from the pathway into the City’s core. The City also discussed the conversion of streets to one-way and is committed to making those changes in the near future. Also, the City will be designating Downtown as an “Arts and Entertainment District” to help create a recognizable identity and “brand” for Barberton. This will include future studies for signage types, styles and other elements that can be used to market the district.

**Conclusions** – This overall discussion led to two important conclusions that will guide the planning project:

- **A strengthened / safe connection from the Towpath trailhead on Robinson into Downtown is a top priority.** This study's focus, moving forward, will study varying concepts, to include a Towpath "extension" along Wooster in different arrangements / locations, impacts to side streets that feed into the City's core (connect to Lake Anna), potential enhancements to the Robinson Avenue Bridge to accommodate a wider path from the new trailhead, and other initiatives that can be considered together as a cohesive transportation system for the study area.
- **Focus the planning efforts on transportation / roadway changes that can qualify for future AMATS funding.** This led to a determination that the plan should study the Wooster / Robinson intersection reconfiguration possibilities, specific streets and how they may be restriped to accommodate parking / biking and other infrastructure initiatives. It was determined that redevelopment scenarios would not be a focus of this study as the City's interest lies in public infrastructure investments.

AMATS discussed how expanding the project's scope would result in less-detailed urban design initiatives. All were in agreement that the final deliverables for this plan must include a series of intersection and streetscape drawings that clearly indicate lane widths, sidewalk widths, roadway configurations, turning lanes, etc. These drawings will serve as a basis to qualify for future funding. CA stated that while these drawings are less about marketing and "vision" they will be extremely valuable for the City to move forward with their mission of re-imagining their roads and public spaces.

### Specific Planning Considerations / Discussions:

After reaching consensus for the planning direction, the worksession continued and covered a variety of topics and directives. Each are summarized below along with their anticipated next steps:

**Tusc. Avenue one-way conversion** – the City of Barberton stated their intent to convert Tusc. Avenue to one-way operations in the west direction between 3<sup>rd</sup> and 5<sup>th</sup> Streets. This is mainly to expand outdoor dining in front of businesses on the south, increase parking counts with angled parking along the north and to calm traffic moving through the core. *After discussing potential impacts and benefits, it was determined CA would conduct a simple analysis of what the proposed changes may yield – particularly parking spaces.*

**3<sup>rd</sup> Street one-way conversion** – the street will become one-way in a northern direction from Wooster to Tusc. out of safety concerns. Angled parking is to be studied on the eastern side of the street (eliminating the drive access into McDonalds). *CA will study how these additional parking spaces may impact the overall Downtown count, specifically related to Tusc. Avenue.*

Additionally, the conversion to one-way will help determine which north-south street is a priority link from the Towpath extension. Planning work to proceed with 3<sup>rd</sup> as one-way northbound.

**Wooster Road Towpath Extension** – varying arrangements, locations, treatments and alignments were discussed. *CA and AMATS will collaborate to create a series of drawings that consider cartway reconfigurations, path locations, different bicycle facilities, etc.*

Locations also to be studied are the vacated public right-of-way (old Ford Avenue) that passes through the historic industrial properties and the old railroad right-of-way that passes between Ford and Wooster Roads. Each "off road" location has the ability to connect to the Wolf Creek Recreation Area.

These studies will also identify where north-south connections may be considered and how transitions between the path, streets and sidewalks will be safely made. These studies and their refinements will become the focus of the remaining planning process.

**Robinson Avenue Bridge** – study if lane widths can be reduced to create an expanded sidewalk / pathway area on the south side of the bridge. Current lanes are 12.5' and CA and AMATS will coordinate to determine if they can be made narrower.

Enhancements to the bridge will also be considered to help reinforce its connection to Downtown – lighting, signage, arch ways, public art, etc. will be considered for review with the City.

### Next Steps:

- *City Architecture* to redistribute a list of potential initiatives to assist the Steering Committee in prioritizing
  - This tool can be used to identify immediate and long-term initiatives and will be helpful to help frame the larger planning initiatives outlined
- *City Architecture and AMATS* to provide multiple roadway reconfigurations, routes and intersection improvements for consideration and inclusion of the Towpath Extension
  - Drawings will be completed in CAD to ensure accuracy and actual dimensions
  - Traffic counts, lane width standards and other criteria will be integrated
- *City of Barberton* to determine land ownership patterns and holdings for both the Ford Avenue ROW and the railroad ROW south of Wooster Road
  - Findings will help determine if Towpath Extension should be considered within the Wooster Road ROW or off road
- *City of Barberton, AMATS and City Architecture:*
  - Meet with Stakeholders to discuss design options and alternatives - projected meeting date week of July 14<sup>th</sup>.

CC: All Attendees; file

# City of Barberton – North-South Community Connection Plan

Steering Committee Workshop – July 30, 2014

Steering Committee      Mayor William Judge, City of Barberton  
Joe Stefan, Planning Director – City of Barberton  
Stacy Edgar Carr, Strategic Planner – City of Barberton  
Dave Vaughan, Executive Director –NDS  
Debby Rolland, Director of Community Impact – Barberton Community Foundation

AMATS                      Krista Beniston, Planning Coordinator  
Heather Davis Reidl, Mobility Planner

City Architecture        Alex Pesta  
Kat Keller

## Summary:

The purpose of this meeting was to review a series of options for proposed multi-modal infrastructure that would serve to connect the recent investment of the Towpath Bridge to the activity center of Downtown Barberton. City Architecture reviewed the options by moving east to west from the existing Towpath Bridge to Downtown. The intent of this workshop was to refine the options into a preferred alternative connection that can be detailed within the contents of this plan, adopted by the City as a priority infrastructure investment and then implemented in partnership with AMATS. The narrative below represents a summary of the conversations that occurred throughout the work session.

### Robinson Bridge:

A study of the existing Robinson Avenue Bridge and its potential for reconfiguration to expand the bicycle / pedestrian trail on the south side of the cartway was presented. The reconfiguration was agreed viable, particularly since vehicular traffic could be maintained with two lanes in each direction. City Architecture stated that this link was critical to moving bicycle traffic from the towpath and new bridge over to Downtown and that the next piece in the series would be to look at reconfiguring the Robinson / Wooster intersection.

### Robinson / Wooster Intersection:

City Architecture presented a conceptual sketch of the intersection that included relocating the north - south crosswalk to the west side of the intersection, making the crossing shorter and safer by allowing pedestrians to be more visible from Wooster. This concept also included removing the concrete from existing medians and adding landscaping to make the medians and lanes more visible. City Architecture also proposed removing the left hand turn lane from Wooster on 2nd Street south and expanding the landscaped medians to the Wooster / 2nd Street Intersection and potentially further west on Wooster. It was noted by the City that the only time that left hand turn lane is used is during peak hours for B&W employees and also that Wooster narrows down to 1 lane westbound shortly afterward, so reducing the number of lanes, leading up to this intersection should be permissible. Additional traffic studies will be required to ensure the proposed changes are possible and will not negatively impact traffic flow. AMATS stated that level of investigation would occur during the next stage of development and is not required for the Connecting Communities Grant.

### Bicycle Infrastructure Options:

Four options for potential reconfiguration were then presented by City Architecture, starting at the end of the Robinson Bridge and moving westward. Each configuration looked at different ways bicycle infrastructure could be used to connect from the bridge to Downtown. Comments and evaluations from the steering committee follow each description.

- **Option 1 (Blue)** used 2nd Street as the main bicycle route. Bicycle traffic would travel along Wooster to the City owned parking lot at the corner of 2nd. A contraflow lane would be added to the west side of 2nd Street (both southbound to Snyder and northbound to Tuscarawas). The contraflow lane would provide protected two-way bike traffic on the existing cartway of

2nd St, it was noted that 2nd St would be reduced to one vehicular travel lane in each direction. At the Tuscarawas intersection, the bike traffic would cross to Lot 7 and move through the eastern and northern edge to the intersection of Park & 3rd where it would cross diagonally to Lake Anna. Approximately 10 parking spaces would be removed from Lot 7. Specialized signals for bikes and/or elevated crossings would be installed at the intersection of 2nd & Wooster, 2nd & Tuscarawas, and 3rd and Park.

- This option may conflict with proposed medians on Wooster
  - Has the potential to be combined with the others to make a loop - connect to Lake Anna via option 2, 3, or 4, circle around the Lake and reconnect to the Towpath via this option
  - 2nd St seems like the next logical phase of redevelopment once Tusc / Wooster is complete so putting the bike infrastructure in place to begin with would be supportive
- **Option 2 (Pink)** proposed bicycle traffic would push further south as it moved from the bridge to the SE City owned parking lot, potentially requiring some topographic study and specialized ramping, and cross 2nd St at a former railroad easement, south of the SW parking lot and bank properties. A bicycle trail would run east-west along the easement to the old fire station where it would turn north to cross Wooster at 3rd Street. The trail would use the existing sidewalk and portions of the cartway to move bicyclists to the alleyway between Wooster and Tuscarawas and continue to the 5th St promenade. A multipurpose trail would then connect north on 5th to Lake Anna. Specialized signals for bikes and/or elevated crossings would be installed at the crossing on 2nd, 3rd & Wooster (no traffic signal currently), the crossing on 4th, Tuscarawas & 5th, and Park & 5th. This option would work in conjunction with the proposed reconfiguration of 3rd St to one way north, with head in parking.
    - The Post Office has agreed to the 3rd St reconfiguration and would give up parking on Wooster and is planning to add off-street parking to their property as well.
    - (Options 2 & 3) Getting people to the 5th St promenade is key and then Lake Anna - it is the end of the district and connects people to where development / investment is.
    - The alleyway upgrades may be extensive to create cyclist trails (conflicts with trash removal, deliveries, etc). Enhancing the alleys as pedestrian thoroughfares may be more feasible
    - (Options 2 & 3) Railway easement is visible from Robinson Bridge, but cyclists may be confused as to why they are being led away from Downtown destinations – a more visible route from the bridge may make cyclists more comfortable if they can see the route ahead (Option 4)
- **Option 3 (Purple)** was a similar off-road trail option, seeking to keep cyclists off the main roadways. It took the same route as option 2, but the trail continues west along the railroad easement to the vacant lot at 4th St, crosses at 4th and uses the Wooster frontage of the theater parking lot to move cyclists up to the 5th St promenade. Using the parking lot frontage instead of the alleys keeps some visibility on Wooster and bike lanes are shown on Wooster running west toward the Wolf Creek trail.
    - Trail along the parking lot frontage would serve to improve the value of this property and increase potential for redevelopment
    - Subway restaurant (NE corner of 4th & Wooster) may be relocating to this vacant lot to allow for additional parking for the post office - which would conflict with the trail connection
    - (Options 2 & 3) Property acquisition may be challenging for the off road trail - City / Committee does not want the project to not be infeasible / take a long time because of acquisition issues.
- **Option 4 (Orange)** keeps cyclists on existing cartways by narrowing Wooster Road to one lane in each direction plus a center turn lane and adding a protected contraflow lane. The contraflow lane turns north on 4th St and connects cyclists to Downtown and Lake Anna. 4th St can remain two ways, but it's on street parking is eliminated. 4th St would also serve as transition from contraflow to bike lanes on Wooster (west to Wolf Creek trail and beyond)
    - This option has the potential to act as a road diet for Wooster and would greatly increase the safety of vehicular traffic – landscaped medians can be expanded on Wooster to 3<sup>rd</sup>



- Wooster needs to feel more like it is a human scale and reducing the width and speed of the street would make it seem more multi-modal and increase development potential as stated by NDS and agreed by all
  - Crossing at 4th could be diagonal with a full vehicular stop - already happens on Wooster with fire signal (Similar to University of Akron – Exchange Street at Stadium)
  - Connection down Wooster with bike lanes is important due to interest in connecting to Silvercreek being studied by another project
  - Reconfiguration of curb cuts / access to McDonald's property should not be a concern at this time
  - Contraflow on 4<sup>th</sup> is probably not needed – 4<sup>th</sup> is a very quiet, low traffic street. Once cyclists cross Wooster they will take alternate routes like 4<sup>th</sup> St if they want to.
- **Preferred Alternative:** Contraflow lane from 2nd St / Wooster intersection along Wooster (Option 4 / Orange)- complete reconfiguration of Wooster from Robinson Bridge on - medians, reduced # of lanes and removal of on-street parking. At 4th Street, crossing to the north side of Wooster at existing traffic signal, and connecting to an off-road trail along the Wooster frontage parking lot to the 5th St Promenade & Tusc Arts District (Option 3 / Purple). Multi-purpose trail connection along 5th to Lake Anna (Options 2 &3). Lake Anna serves as a destination / loop. Trail picks back up at corner of 3rd & Park and leads through Lot 7 to Contraflow on 2nd back to Wooster (Option 1 / Blue). Bike lanes continue on Wooster west of 4th and Contraflow continues on 2nd South.

Other items discussed:

- Signage along towpath is still critical - should be installed at decision points & at new bridge
- NDS is undergoing a branding grant study and similar wayfinding needs have been identified (District Name, towpath signage, Hopocan intersection, etc) - NDS to put wayfinding study / firm in touch with City Architecture
- AMATS funding cycles - next round of available funding will likely be Fall 2015 - City of Barberton and Steering Committee should be working to apply for implementation funding of the bicycle infrastructure for that cycle
  - 20/80 match
  - Discussion of private partnership / advance implementation
  - Additional credit / points given to projects that come out of an AMATS funded planning process

**Next Steps:**

- City Architecture to prepare the Preferred Alternative and distribute to steering committee (See Attached)
- City to Provide City Architecture / AMATS with topographical information, if available, for the Wooster / Robinson area
- Upcoming Community Open Houses scheduled for 8/13 - options 1-4 will be presented to receive public feedback and preferences.
  - City Planning Commission to be invited to the open houses to provide an update to the group

*Attachments: Robinson Bridge Reconfiguration Diagram, Proposed Reconfiguration of Robinson / Wooster Intersection, Proposed Roadway Network Reconfigurations – Options 1-4 and Preferred Alternative*  
 CC: All Attendees; file

# City of Barberton – North-South Community Connection Plan

Bicycle Infrastructure Plan Draft Recommendations Review – October 22, 2014

Steering Committee      Mayor William Judge, City of Barberton  
Joe Stefan, Planning Director – City of Barberton  
Dave Vaughan, Executive Director –NDS  
Debby Rolland, Director of Community Impact – Barberton Community Foundation

AMATS                      Curtis Baker, Planning Administrator  
Krista Beniston, Planning Coordinator  
Heather Davis Reidl, Mobility Planner

City Architecture (CA)    Alex Pesta  
Kat Keller

## Summary:

The purpose of this meeting was to review the draft recommendations of the City's Bicycle Infrastructure Plan. The recommendations discussed were informed by a series of milestones that occurred over the 8-month planning process which ultimately led to the Bicycle Infrastructure Plan. The plan illustrates a 1 mile bicycle / multi-purpose trail loop connecting the new towpath bridge on the east side of Robinson avenue bridge to Downtown and amenities. The meeting reviewed the proposed plan and process, discussed potential budgets for construction, and identified next steps to move the bicycle network towards implementation.

## Milestones & Shaping the Plan

The first milestone identified potential focus areas and corridors and then further refined the focus to the Robinson Avenue Bridge & the intersection of Robinson, Wooster and 2<sup>nd</sup> Streets. The second milestone studied how the existing transportation networks currently function in Downtown Barberton and how the introduction of more bicyclists may impact the existing systems. This revealed points of confluence and potential conflict of uses at key intersections and also identified Robinson Bridge and the intersection of Robinson, Wooster and 2<sup>nd</sup> Streets as areas that needed resolution. These two different milestones led to the concept of the "Magic Mile" – a one mile stretch of the towpath that can be considered Barberton's potential capture area. The Magic Mile has a walking radius of ½ mile or a 10 minute walk from the Robinson / Wooster intersection that encompasses the core of Barberton's Downtown and revitalization efforts, Lake Anna, and the O.C. Barber Farm. Within that ½ mile radius, bicycle infrastructure can function as a new connection between the towpath and Barberton's amenities. Along with reconfiguration of the Robinson Avenue Bridge, four potential bicycle networks were developed. These networks were presented to the community at two public open houses. The community & steering committee feedback led to the preferred network configuration that served as a basis for this plan.

## Bicycle Infrastructure Plan

The planning process culminated in a preferred configuration, but also led to five tenets that guided the design of the trail system:

- Extends the Towpath Trail: The majority of the riders on the towpath are recreational, the Magic Mile should maintain the look and feel of the Towpath so visitors feel comfortable leaving the path and do not feel distracted by safety concerns like traffic and navigation.
- Trail must be intuitive and identifiable: Visitors new to Barberton should be able to understand where the path goes and what amenities are available to them through signage, visible connections and a consistent trail treatment. Keeping the trail along major routes makes it visible to residents & people passing through Barberton in cars, and effectively advertises the City's bicycle infrastructure.
- Enhances everything that it affects: A major infrastructure investment at this scale should be additive not subtractive. As the trail is further designed, all changes should improve the overall quality and appearance of the City's infrastructure, and should strive for efficiency and cost effectiveness.

- Eliminates redundant paths: This new system is a trail, meant for both bicyclists & pedestrians. It also is establishing new connections for residents and people who experience Barberton every day. This trail should serve them all equally, therefore the new path should take the place of existing sidewalks and paths whenever feasible.
- Founded with realizable and feasible solutions: The intent of this trail is to be implementable and functional. As a result of the discussions had with the Steering Committee issues like property acquisition were avoided or minimized as much as possible and the trail is kept primarily in the public right of way. The trail also responds to existing conditions like intersections with existing traffic signals used as primary crossings and utilities like traffic control boxes and poles are avoided to prevent the need for relocation.

With these in mind, the preferred configuration was studied at the ground level and the bicycle infrastructure plan was designed. Three major focus areas were discussed: Robinson – Wooster – 2<sup>nd</sup> Street Intersection, the Wooster connection between 4<sup>th</sup> & 5<sup>th</sup> Streets, and the 2<sup>nd</sup> Street Connection from Tuscarawas to Park Ave. / Lake Anna. CA reviewed each focus area's existing conditions on the ground, the proposed bicycle infrastructure, the amenities that might be incorporated into each area, the overall vision and anticipated budget. A proposed Downtown Amenity package was reviewed and finally, signage & wayfinding both for the Downtown area and specific to the trail were presented to provide a consistent and easily identifiable brand for the investment.

The Steering Committee then began a discussion of next steps to move the project towards implementation.

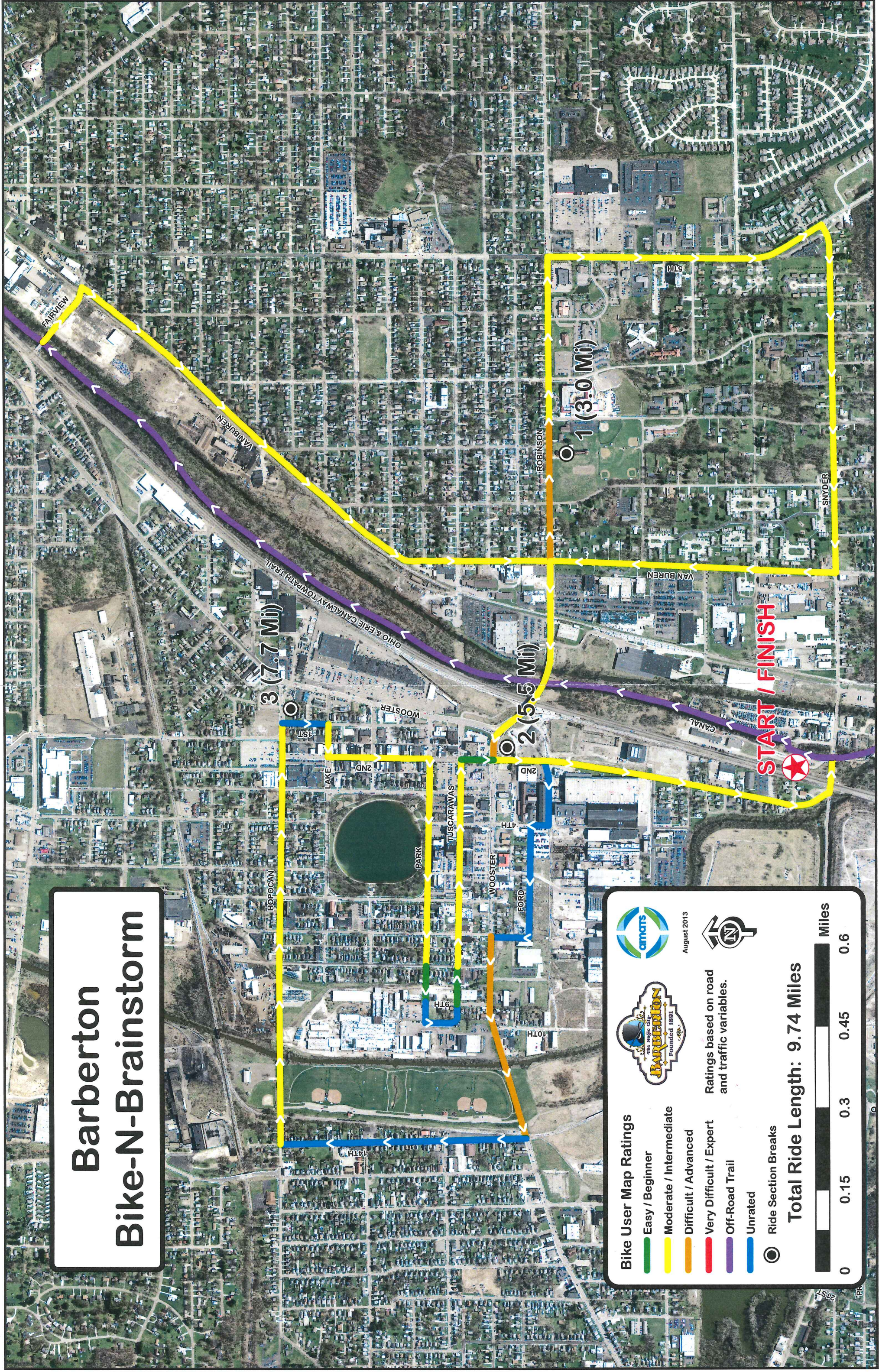
### **Next Steps:**

- City Architecture to prepare the draft report
- 11/14/2014 at 9:00am - Bicycle Infrastructure Implementation Review Meeting with Steering Committee and AMATS to discuss funding options and to develop a phasing strategy
- 11/19/2014 at 5:30pm – City of Barberton Planning Commission – presentation of draft recommendations / bicycle infrastructure plan to the Commission for approval / adoption

*Attachments: 2014-10-22 Barberton North-South Plan - Bicycle Infrastructure Plan.pdf, 2014-10-22 Barberton overall map.pdf  
CC: All Attendees; file*



# Barberton Bike-N-Brainstorm



**Bike User Map Ratings**

- █ Easy / Beginner
- █ Moderate / Intermediate
- █ Difficult / Advanced
- █ Very Difficult / Expert
- █ Off-Road Trail
- █ Unrated

**Ride Section Breaks**

○

**amats** August 2013

**Barberton**  
The Made City  
FOUNDED 1891

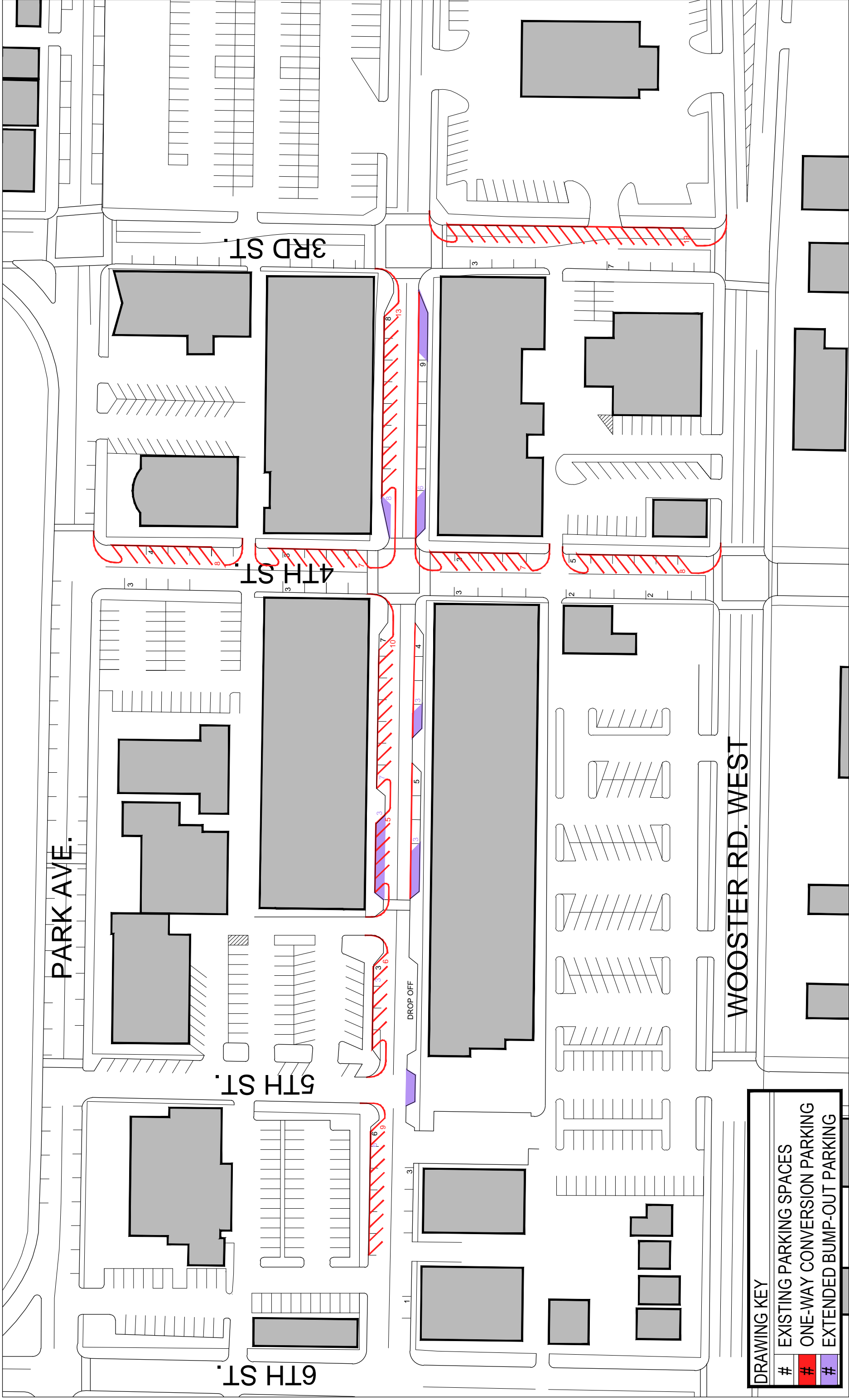
Ratings based on road and traffic variables.

**Total Ride Length: 9.74 Miles**

**Miles**

0 0.15 0.3 0.45 0.6





PARK AVE.

6TH ST.

5TH ST.

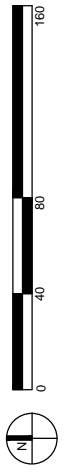
4TH ST.

3RD ST.

WOOSTER RD. WEST

**DRAWING KEY**

#	EXISTING PARKING SPACES
#	ONE-WAY CONVERSION PARKING
#	EXTENDED BUMP-OUT PARKING





## City of Barberton – North-South Community Connection Plan

Parking Scenario Analysis (Tuscarawas, 3<sup>rd</sup> and 4<sup>th</sup> Streets) – July 1, 2014

Below is a summary and comparison of existing on-street parking and two roadway / sidewalk reconfigurations:

Existing Conditions			
	West	East	Total
3 <sup>RD</sup> Street	10	N/A	10
4 <sup>th</sup> Street (between Wooster and Tusc.)	7	8	15
4 <sup>th</sup> Street (between Tusc. and Park)	6	7	13
	South	North	
Tuscarawas Ave. (between 3 <sup>rd</sup> and 6 <sup>th</sup> St.)	23	27	50
<b>Total On-Street Parking Spaces in Study Area</b>			<b>88</b>

Proposed Scenarios			
One -way conversions			
	West	East	Total
3 <sup>RD</sup> Street (1-way north between Wooster and Tusc.; requires removal of McDonalds curb cut)	N/A	19	19 (+9)
4 <sup>th</sup> Street (1-way northbound between Wooster and Tusc.)	N/A	15	15 (+0)
4 <sup>th</sup> Street (1-way northbound between Tusc. and Park)	N/A	15	15 (+2)
	South	North	
Tuscarawas Ave. (1-way westbound between 3 <sup>rd</sup> and 6 <sup>th</sup> St.)	N/A	43	43 (-7)
<b>Total On-Street Parking Spaces in Study Area</b>			<b>92 (+4)</b>
Extended Tuscarawas Bumpouts			
	South	North	
Tuscarawas Ave. – between 3 <sup>rd</sup> and 6 <sup>th</sup> St. (Extend Bumpouts to create outdoor seating areas)	12 (-11)	24 (-3)	36 (-14)

### Notes:

Numbers in parentheses indicated gain / loss comparing Proposed Scenarios and Existing Conditions  
Tuscarawas Avenue's extended bumpouts can be adjusted to retain additional parking spaces, if desired

## Potential Combined Parking / Roadway Reconfiguration Scenarios:

### Scenario A

3<sup>rd</sup> Street converts to 1-way northbound (including bike lane), gaining 9 spaces

Tuscarawas Avenue converts to 1-way westbound, losing 7 spaces

**Total net gain of 2 spaces**

### Scenario B

3<sup>rd</sup> Street converts to 1-way northbound, gaining 9 spaces

Tuscarawas Avenue's bumpouts are extended to widen sidewalks, losing 14 spaces

**Total net loss of 5 spaces**

### Scenario C

4<sup>th</sup> Street converts to 1-way northbound (including bike lane), gaining 2 spaces

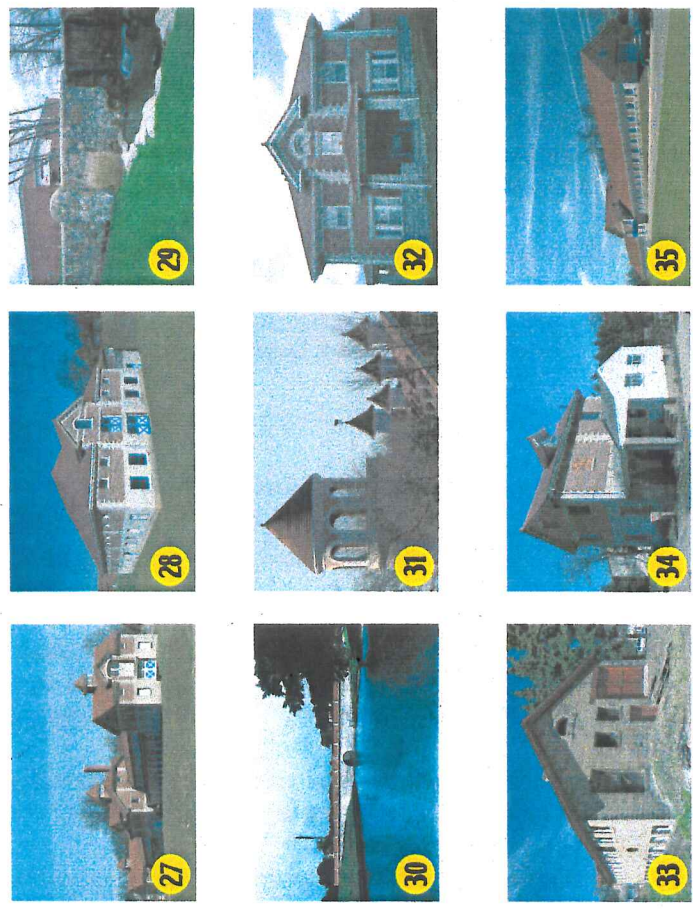
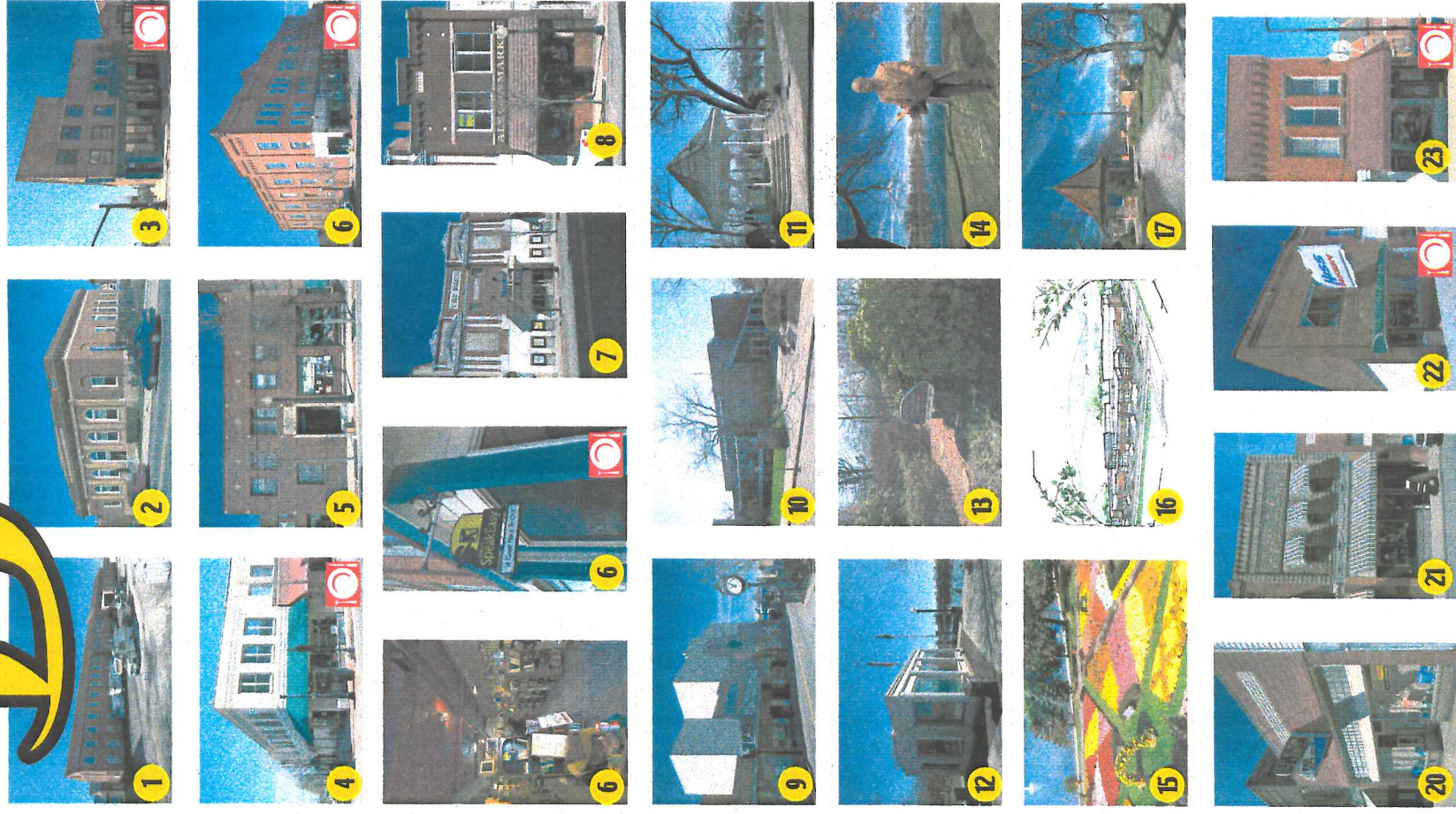
Tuscarawas Avenue's bumpouts are extended to widen sidewalks, losing 14 spaces

**Total net loss of 12 spaces**



# Barberton

THE MAGIC CITY  
Founded 1891







THE MAGIC CITY  
**BARBERTON**

Founded 1891

LAKE ANNA &  
HISTORIC DOWNTOWN  
BARBERTON

**26** Places to visit,  
things to see &  
places to eat

in Downtown Barberton

Directions from the New Ohio Canal Footbridge at Robinson Ave.

You have made the right choice in visiting Barberton. In our historic downtown we have great restaurants, all very reasonably priced. In addition to great places to eat, we have Lake Anna, a great used bookstore, an antique store, ghosts, great gardens, a full service bicycle shop, historical displays, a new YMCA, etc. All in all, there are 26 stops along the way in a peaceful, serene setting, right off the Canal Towpath.

**OK, here we go:**

Exit the Footbridge heading east 100' to the Robinson Bridge. Get on the southern sidewalk of the bridge which is the widest side and head west toward Lake Anna and our historic downtown. Stay on the sidewalk as the bridge ends and this becomes Wooster Road west. Continue to head west and follow the signs. You are about to take a leisurely bike ride through our historic downtown and around Lake Anna, a natural Kettle Lake, from the last Ice Age to cross North America. Lake Anna is 15,000 years young. Barberton is one of only two cities in the US with a natural lake at its center. Please refer to your map for points of interest along the way. Also note the nice orderly street patterns. It is not hard to take side trips into the residential neighborhoods that border Lake Anna. This is a very navigable area. Just follow your map.

**1. THE DIAMOND MACHINE** - The brick Victorian industrial buildings of the Diamond Machine, the match machinery plant of the Diamond Match Company. These Victorian industrial buildings built in 1891, are some of the oldest industrial buildings in Summit County. You can hike or bike through this complex.

**2. THE BARBERTON POST OFFICE** - This Neo Classical Revival style structure was built in 1932 and still functions as a post office with its original maple and marble interior trim. Please feel free to visit.

**3. DAVID B'S RESTAURANT** - David B's is a family friendly restaurant with a fantastic interior, devoted to casual dining. Make sure you see the restored original Victorian tap room with its elaborate mosaic floor.

**4. AL'S CORNER RESTAURANT** - Al's corner restaurant serves authentic Hungarian and Slovenian dishes. Open weekdays for lunch only from 11:00 AM to 2:00 PM.

**5. THE FINEROCK BUILDING** - The Finerock Building is home of the Barberton Herald. At the Herald, founded in 1923, you can find additional maps and brochures of Barberton along with copies of Ohio's finest small town newspaper.

**6. ALEXANDER COMMONS** - Alexander's Commons is Barberton's answer to a Victorian mall. Be sure to stop in to visit Snowball Books the largest used book store in Ohio. Also please visit our Speakeasy and authentic Mexican style restaurant all on the first floor. But, beware of the ghosts on the third floor and I never go into the basement alone. Just some friendly advise.

**7. THE PARK THEATRE** - The Park Theatre built in 1919 as a movie theatre, the Park now serves as the permanent home to our children's theatre known as the Magical Theatre Company. Please check the theatre's sign boards for upcoming plays and events.

**8. AL'S QUALITY MARKET** - The greatest selection of authentic Slovenian and Hungarian sausages and meats in Ohio.

**9. THE LAKE 8 CINEMA** - The Lake Cinema 8, built in 1938 as the Lake Theatre. This restored Art Deco movie theatre features a modern addition with a total of eight screens, showing all of the latest first run movies.

**10. THE BARBERTON PUBLIC LIBRARY** - The Barberton Public Library is a modern full service library, with a great twist. Please stop in to see the Barberton History Room featuring the magnificent O. C. Barber Mansion stained glass windows.

**11. LAKE ANNA GAZEBO** - The Lake Anna gazebo is a great place to enjoy free concerts on Friday evenings during the summer months.

**12. BARBERTON'S MILITARY HONOR ROLL** - Built by the VFW, the Barberton Military Honor Roll honors all of our Barberton veterans from World War II, on.

**13. GOTTWALT GARDENS** - The Gottwalt Gardens a permanent garden at Lake Anna planted in perennials, azaleas and rhododendron bushes.

**14. STATUE OF OHIO C. BARBER** - The newest addition to Lake Anna, this statue was erected in 2007 to honor the founder of Barberton.

**15. BARBERTON MUM GARDENS** - The Barberton Mum Gardens are the home of the largest display of mums in the US and the home of the Barberton Mum Fest at the end of each September, with over 1 million blooms in full color.

**16. BARBERTON YMCA** - Our brand new \$9 million YMCA was built with the kind assistance of the Barberton Community Foundation. Stop in for a free tour.

**17. BARBERTON VISITOR'S CENTER** - The Barberton Visitor Center provides panoramic views of Lake Anna from the upper deck, and a great place to begin a bicycle tour around Lake Anna's lower sidewalk.

**18. LAKE ANNA** - Lake Anna is the heart and soul of Barberton Ohio. Lake Anna is a natural glacial kettle lake, named after Anna Laura Barber, daughter of town founder, Ohio C. Barber. The upper sidewalk around Lake Anna is 3700 feet or .70 of a mile. The lower sidewalk around Lake Anna is 2600 feet or almost 1/2 of a mile. The lake itself is 10 acres.

**19. THE COFFEE POT** - The facade is shaped like a giant coffee pot. The Coffee Pot Restaurant is the second oldest restaurant in Barberton Ohio. Stop in for their delicious breakfast and lunch specials.

**20. FISH CITY** - Barberton's finest pet store. Here at Fish City you can find all of your aquarium needs including tropical fish.

**21. ADORABLE GIFTS & COLLECTIBLES** - This is Barberton's newest fine gift store in a beautifully restored Victorian store front. Stop in during the warm summer months for gifts and a refreshing ice cream cone.

**22. HISS BAKERY** - Founded in 1901 Hiss Bakery has been in operation for over a century in Barberton Ohio. Stop in for their delicious cookies, cakes and donuts.

**23. JAVA JOES** - Java Joes is a great place for a coffee or a sandwich break with a great restored interior.

**24. R&D BIKE SHOP** - R&D Bike Shop is a complete bicycle sales and full bicycle repair shop in a restored Victorian building. A unique and important resource on the towpath.

**25. CAINES FLORIST AND GIFTS** - One of Barberton's oldest full service florists, and unique antique gift shops.

**26. THE GREEN DIAMOND** - The Green Diamond is a great casual dining experience with two sides. You can eat in either a relaxed sports bar atmosphere or a full service restaurant.

Now that you have visited the Green Diamond and have seen our historic downtown you may, if you have the energy, want to bike around the Beaux Arts style barns of Barberton's town founder, Ohio C. Barber. To reach the O. C. Barber barns on his Anna Dean Farm or return to the Tow Path, proceed south on Second Street from the Green Diamond and go to the second traffic light. Now you are back at Wooster Road West. Cross at the light to the southern sidewalk and turn left (east) and head back over the bridge toward the Ohio Canal Towpath. If you wish to see the O. C. Barber Barns follow the map east. If not, let us thank you for visiting Barberton Ohio.



### Ohio Columbus Barber's

Nine historic buildings and sites to visit  
on the east side of Barberton



You have made the right choice visiting Barberton. Built between 1909 and 1912 at a cost of \$7 million, which would be over \$100 million, adjusted for inflation today, Anna Dean Farm, the estate of American Industrialist, and town founder Ohio Columbus Barber, encompassed 102 buildings, of which 35 buildings were built in the Beaux Arts style of architecture. Today only eight of the buildings that were built by O. C. Barber remain, of which five are owned by the Barberton Historical Society. The Anna Dean Farm originally covered some 3500 acres, running east from the Ohio Canal to State Street in Barberton. On your tour you will cover about 15 of those original acres. These Beaux Arts style, or more appropriately, Barber style buildings were built of red brick and white concrete block, with red tile roofs and were trimmed in white and royal blue, giving the buildings a very patriotic red, white, and blue color scheme, for as O. C. Barber explained it, had he been born in Europe he could never have accomplished what he accomplished by being born as an American.

**OK, here we go:**

**27. PIGGERY** - The Piggery, built in 1912, was the last building O. C. Barber built to complete his Anna Dean Farm. The building was built at a cost of \$50,000. The Piggery was constructed to house Berkshire Swine and later it was used to house Dorset sheep from 1915 to 1917. In 1917, Mr. Barber became tired of the sheep eating all the grass around the Piggery and replaced the sheep with calves. This building is not owned by the historical society but it is lived in, and the owner is very Barberton friendly so feel free to hike or bike around the property.

**28. HEATING HOUSE** - This large building was the boiler house for the five acres of green houses on the Anna Dean Farm used to grow fruits and flowers. The building contains its original 1911 Stirling Boiler, built by Babcock and Wilcox. This Stirling Boiler is one of only three remaining sets of Stirling boilers we know of in the U.S. This building is owned by the Barberton Historical Society, so feel free to hike and bike around the property.

**29. O. C. BARBER DAM** - This beautiful 160 foot long dam is made of solid concrete with a cut stone facing. Restored in 2001 by Testa Companies, the dam features a continuous running waterfall near its 1910 O. C. B. date stone. This structure is not owned by the historical society but the owner is very Barberton friendly so please be respectful of the property but feel free to sit on the stone benches for a rest and enjoy the water fall.

**30. THE CONCRETE BRIDGE AND OAK GROVE** - This is the concrete bridge and oak grove on the Anna Dean Farm. The city of Barberton now owns the bridge. Although it is badly deteriorated on the facing, we hope to see the bridge eventually restored to its former beauty. Near the bridge on the shores of the concrete pond and under the shade of these stately oaks, visitors picnicked on the Anna Dean Farm, on Sundays.

**31. BARN NUMBER ONE** - Barn No 1. was the first cattle barn built on the Anna Dean Farm. Built in 1909, this tri-silo barn is the only tower barn remaining on the property. Although it is now the largest remaining building at 25,000 square feet, this barn was the smallest of the three main cow barns. Barn No 1, has a 1909 O. C. B. date stone below the Paladian window on the south end of the barn. This building is the world headquarters of Yoder Brothers Inc, and is off limits to tours at this time.

**32. CREAMERY** - Located directly due east Barn No. 1, is the Creamery. Here the Anna Dean Farm milk and ice cream was packaged. Like Barn No. 1, the Creamery has the distinctive 1909 O. C. B. date stone on the south end under the lunette window. This building is a private residence and is off limits to tours at this time.

**33. FEED BARN** - Built in 1910, this barn is the greatest anachronism of the Anna Dean Farm. This is the only building on the Anna Dean Farm constructed of smooth faced brown concrete block with cut sandstone sills. Notice the 1910 O. C. B. date stone beneath the lunette window on the east side of the barn. The Feed Barn was used to store and dispense feed to the chickens and ducks on the Anna Dean Farm. This building is owned by the Barberton Historical Society, so feel free to hike and bike around the property.

**34. POULTRY MANAGER'S OFFICE** - This building, which resembles a two-story home, is actually the Poultry Manager's Office. This is where all of the business of the Anna Dean Poultry Department was conducted. The original chicken and duck departments extended 550 feet, north and south, from this building. Today you can see a small portion of the duck wall south of this building. This building is lived in and is owned by the Barberton Historical Society, so feel free to hike and bike around the property.

**35. BROODER BARN** - Built in 1910 the Brooder Barn was used as a chicken coop from 1910 until 1920. This area housed over 50,000 brooder hens. Like all major Anna Dean Farm barns, the Brooder Barn had an apartment on the second floor for the barn manager and his family. The Brooder Barn has the distinction of having housed the world's largest incubator. Today the Brooder Barn is a daycare known as "All About Kids". This fantastic adaptive reuse of this building shows what a Barber Barn can be turned into. This building is owned by the Barberton Historical Society, so feel free to hike and bike around the property but please stay on the driveway areas.

Directions from the Anna Dean Farm back to the Towpath & Downtown Barberton - When you are at the Brooder Barn you can of course see the Piggery to the north in the distance. To get back to the Canal Towpath continue heading north on Second Street SE until it dead ends into Robinson Ave. Turn left, west, and follow this sidewalk down to the Canal Towpath bridge. If you haven't visited Downtown Barberton yet, please continue on your tour for more fun experiences. If you have seen our town and completed all 35 stops on our tour of historic Barberton, thank you for coming to Barberton and have a great day.