Living in Lakemore

An Akron Metropolitan Area Transportation Study (AMATS) Connecting Communities Plan

February 2024

Contents

Acknowledgment

Steering Committee

Richard Cole Jr. - Village of Lakemore Mayor
Tracy Sayers - Village of Lakemore Administrator
Dean Young - Springfield Township Trustee
Dustin Boswell - Springfield Local School District Business Administrator
Curtis Baker - AMATS Director
Matthew Stewart - AMATS Transportation Planning Administrator
Heather Davis Reidl - AMATS Connecting Communities Administrator

Village of Lakemore Council

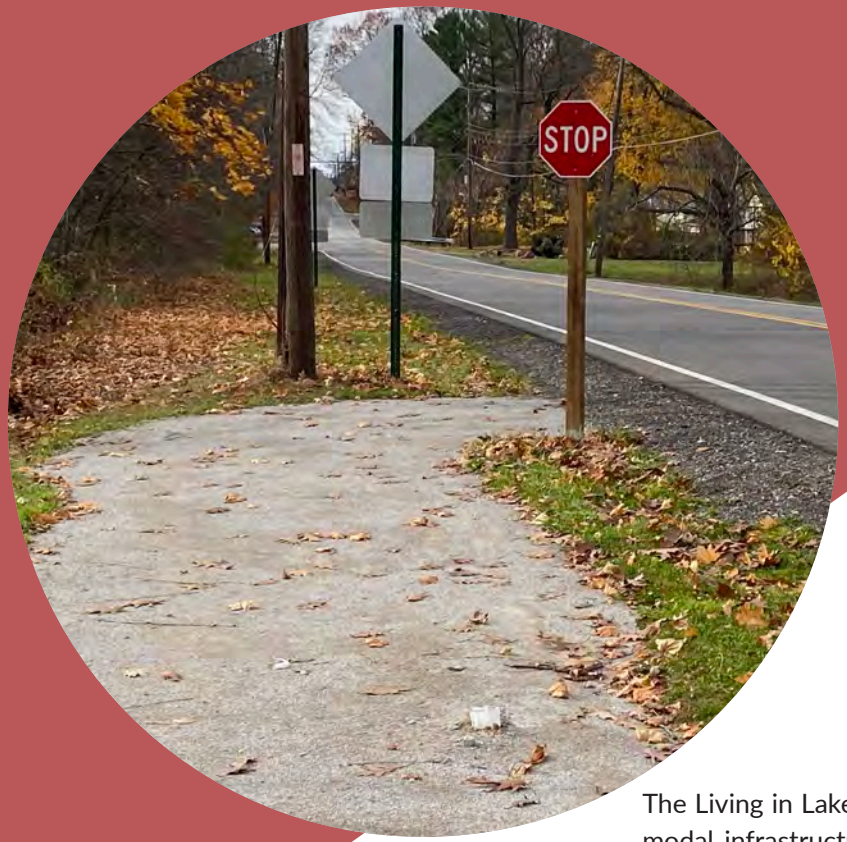
Heather Anderson
Laura Cochran
Nicki Coontz
Ed Eitner Jr.
Sam Ray
Jon Strittmatter

Springfield Township Trustees

Jeremy Caudill
Kellie Chapman
Joe DiLauro

Plan Prepared by

ENVISION



Executive Summary

The Living in Lakemore Connecting Communities Plan focused on identifying appropriate locations to improve multi-modal infrastructure throughout the Village of Lakemore and southeast Springfield Township that link residents to employment, education, and recreational assets throughout the community. Community and stakeholder feedback was critical to driving the recommendations within this plan. Engagement included a community survey, public meetings, and steering committee meetings. The community survey was distributed in print and online in the Fall of 2023 and received 117 responses. The survey gathered feedback from the public on desired linkages within the Village and existing safety concerns regarding the current multi-modal network. An existing conditions analysis was completed that assessed the Village and surrounding Township's multi-modal and roadway networks. This information was used to recommend multi-modal improvements throughout the Village of Lakemore as well as options to extend the Spartan Trail to the Springfield Bog Metro Park. Recommendations included sidewalk and trail additions, enhanced pedestrian crossings and signage, the creation of shared residential streets, and on street parking additions.

To create an implementable plan, scoring criteria and a prioritization matrix was developed that ranked each recommendation to help the Village and Township identify priority improvements. Six criteria were created to objectively rank projects which include: asset linkages, neighborhood connections, private right-of-way needs, ease to construct, public/stakeholder support, and funding competitiveness and partnerships. Criteria scores ranged from 4 (highest score) to 1 (lowest score). Recommendations with an average score over 3 were considered high priority recommendations and should be the focus of the Village and/or the Township in the immediate future. Preliminary cost estimates for all recommendations were developed and applicable grant funding sources were detailed. This plan should act as a solid foundation for the Village and Township to build upon when seeking construction grant funding.

Background & Plan Goals

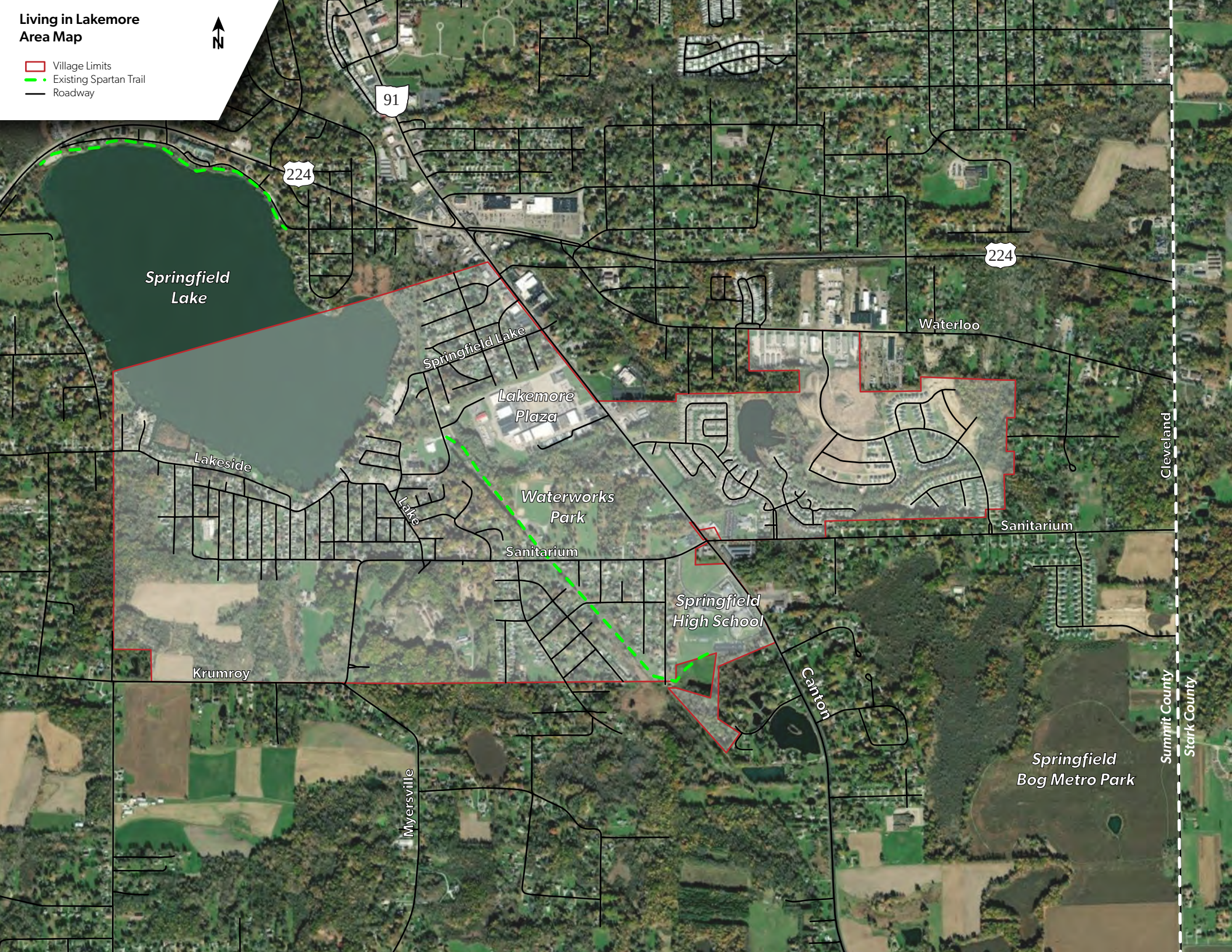
This plan was funded by the Akron Metropolitan Area Transportation Study's (AMATS) Connecting Communities Planning Grant. AMATS was a project partner throughout the planning process and collaborated with the Village of Lakemore, Springfield Township, and the Springfield Local School District to develop plan recommendations. The plan focused on improving multi-modal access within the Village of Lakemore and southeastern Springfield Township. Specifically improving connectivity along Sanitarium Road which links many community assets together including Springfield High School, Water Works Park, the Spartan Trail, and residential neighborhoods throughout Lakemore. Township improvements focused on potential extensions of the Spartan Trail to the Springfield Bog Metro Park. A map illustrating the study area is illustrated on the following page.

Plan Goals

The following plan goals were established by AMATS as part of the plan's scope.

1. Identify appropriate locations for alternative modes of transportation;
2. Provide alternative methods of transportation to employment, education and recreational centers, which in turn will support economic development activities;
3. Ensure an equity focus in the community planning process by including residents of all abilities and income;
4. Improve community collaboration;
5. Identify community action items and implementation strategies.

Sanitarium Road - Looking West


Living in Lakemore
Area Map
Village Limits
Existing Spartan Trail
Roadway
N
91
224
224
Springfield
Lake
Springfield Lake
Lakemore
Plaza
Waterloo
Lakeside
Lake
Waterworks
Park
Sanitarium
Sanitarium
Springfield
High School
Krumroy
Canton
Myersville
Cleveland
Summit County
Stark County
Springfield
Bog Metro Park

CH 1 | Existing Conditions

Multi-Modal Network

Roadway Network

Lakemore Existing Conditions

Multi-Modal Network

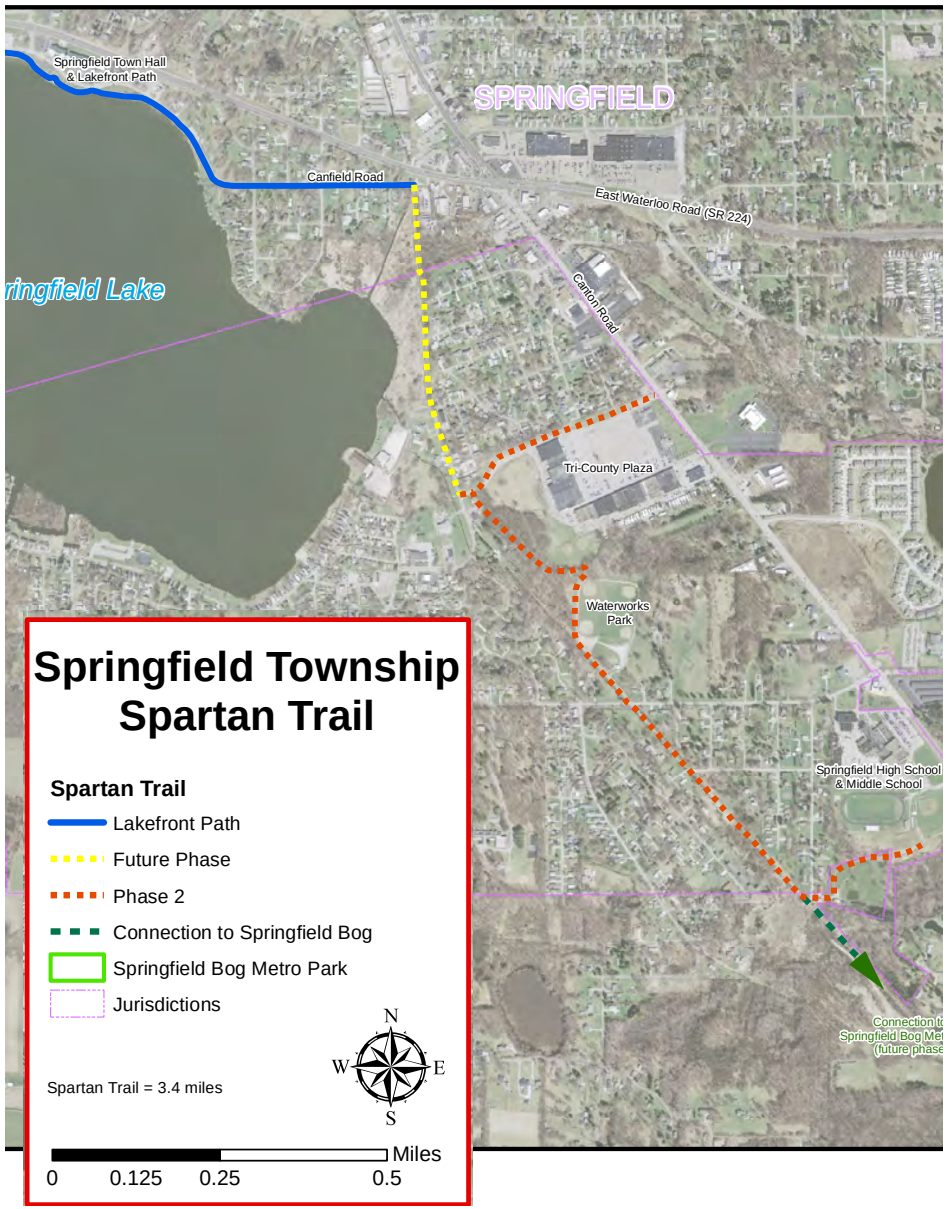
The Village has limited sidewalk infrastructure. Most roadways within the Village Center have no pedestrian facilities. The few roadways that do have pedestrian infrastructure only have facilities on one side of the roadway and do not meet current design standards (i.e. lack of curb ramps, insufficient width, etc.). Pedestrians in the Village (including students going to and from school) generally walk within or alongside the roadway.

Sanitarium Road is a major east-west connector for the Village. The corridor links the Village Center to Canton Road and is home to Springfield High School, Water Works Park, a crossing of the Spartan Trail, Lakemore's Soccer Fields, and the SUPER Learning School. Sanitarium has existing pedestrian facilities along the north side of the roadway from Wilson to 2nd Streets but lacks further connectivity east. Improving pedestrian facilities along this corridor is paramount to linking residents to local assets.

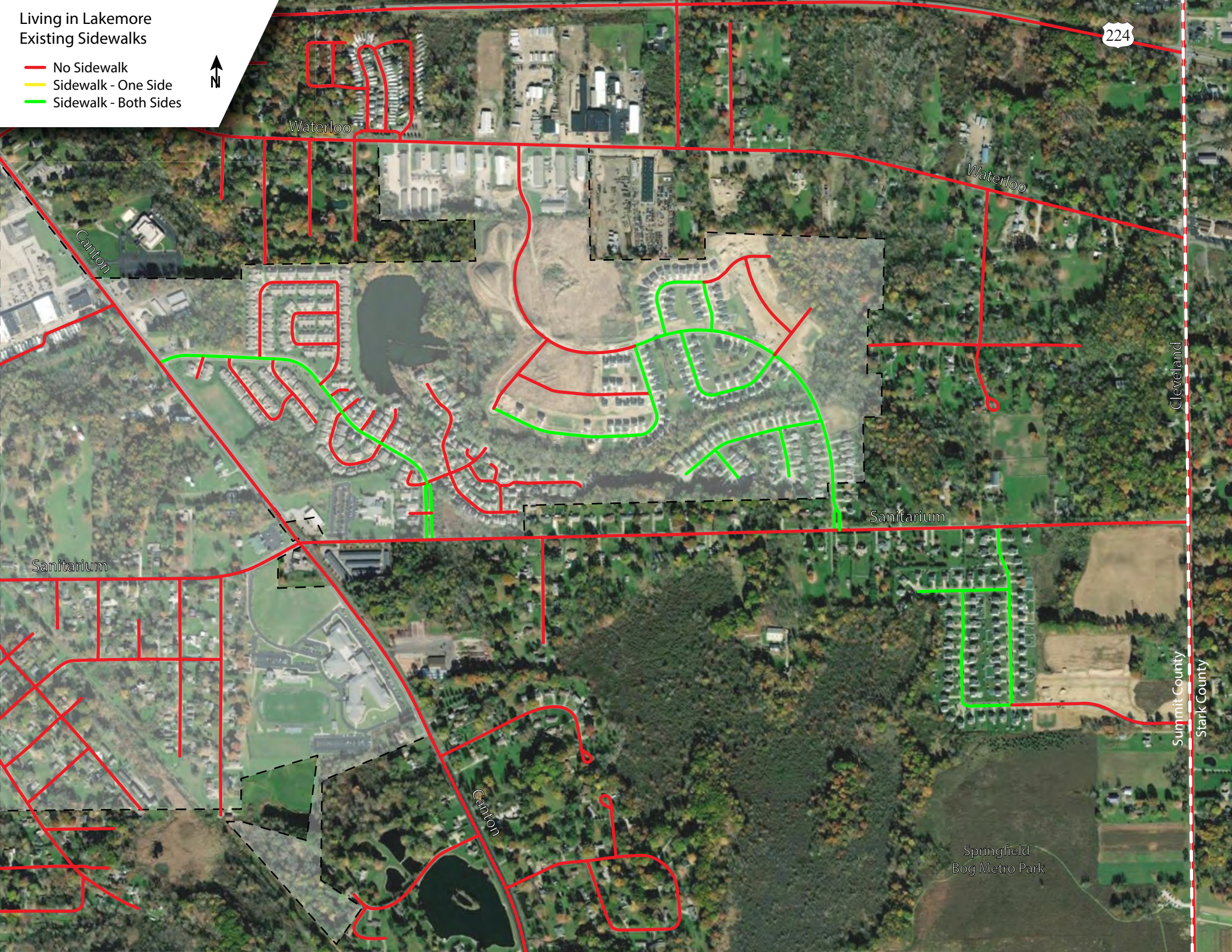
The eastern side of the Village has newer subdivisions and pedestrian infrastructure within these subdivisions is sufficient. The east side lacks pedestrian connections on major roadways including Canton and Sanitarium Roads, leaving subdivisions isolated.

Spartan Trail

The Spartan Trail is a 3.4-mile multi-use trail that has multiple phases constructed and other phases in development. When complete, the trail will link the north side of Springfield Lake and the neighborhoods within Lakemore along an abandoned trolley line right-of-way connecting Water Works Park, Springfield High School, and the Springfield Bog Metro Park. Two sections are complete with a trail constructed along the north side of Springfield Lake and from Kenny Ray Jr. Memorial Parkway through Water Works Park down to a newly constructed connection to Springfield High School. The gap between the two completed sections is currently under development by Springfield Township and the Township is pursuing construction funding. The final section south of Springfield High School has not been planned.




Living in Lakemore
Existing Sidewalks
No Sidewalk
Sidewalk - One Side
Sidewalk - Both Sides
N
Springfield Lake
Springfield Lake
Canton
Lakeside
Church
Sunnyside
Lake
Waterworks Park
Sanitarium


Living in Lakemore
Existing Sidewalks
No Sidewalk
Sidewalk - One Side
Sidewalk - Both Sides
N
224
Waterloo
Waterloo
Canton
Cleveland
Sanitarium
Sanitarium
Canton
Springfield
Bog Metro Park
Summit County
Stark County

Lakemore Existing Conditions

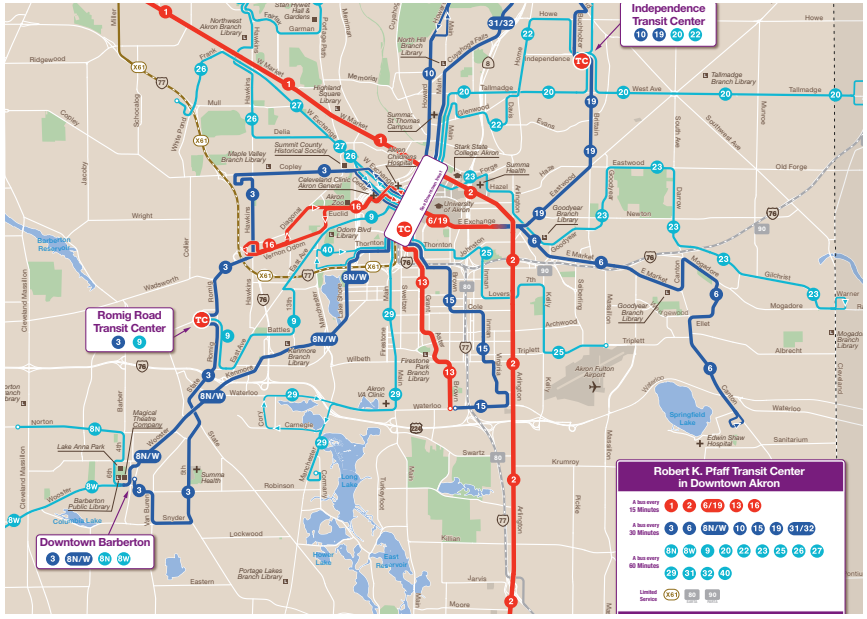
Roadway & METRO

Roadway Network

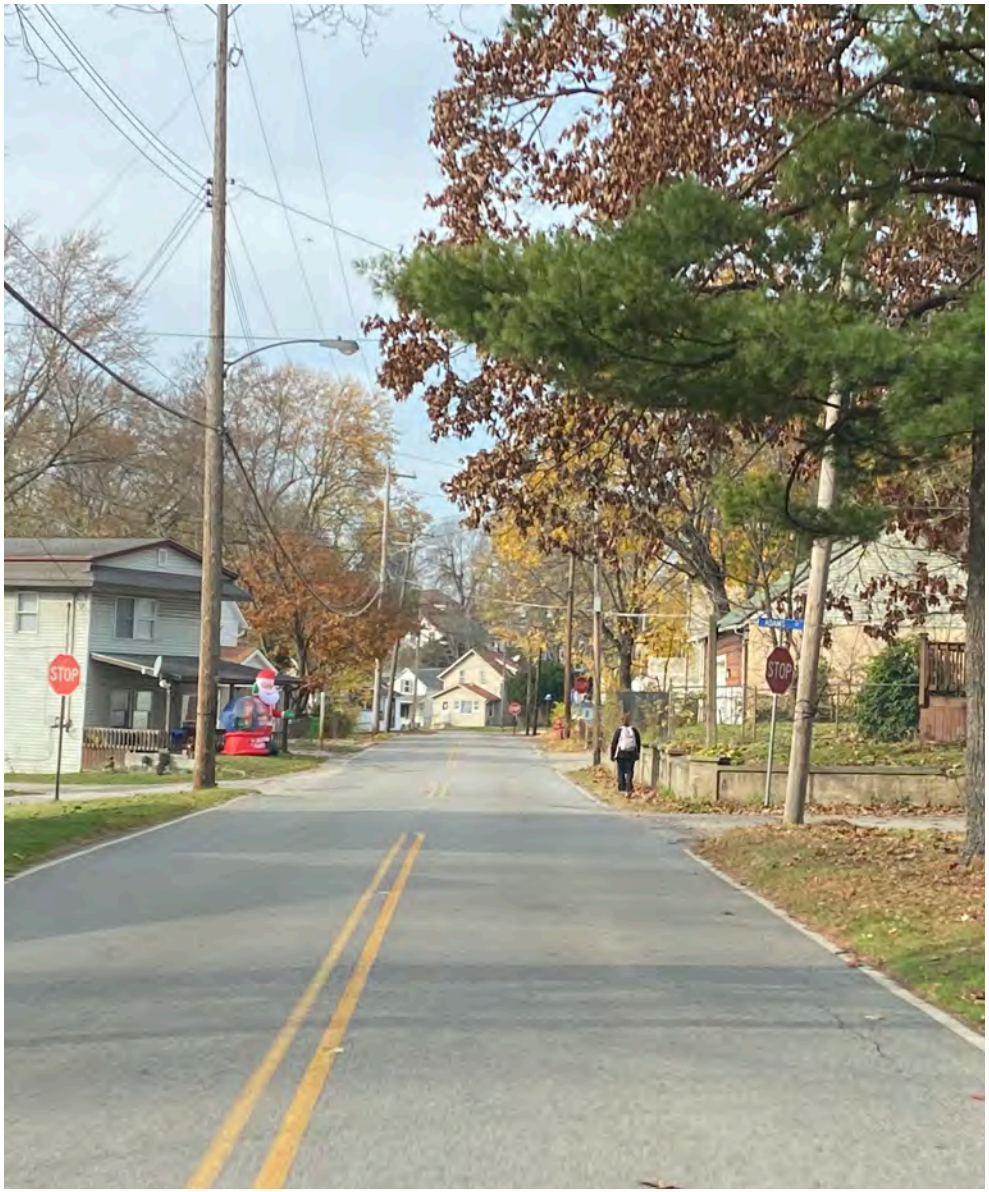
In the Village Center roadway corridors generally have limited right-of-way width as illustrated on the following page. Most roadways allow two-way vehicular traffic. Roadway widths are generally 20 feet wide with limited treelawn width, an open drainage system (i.e. ditches), utilities, and residential structures adjacent to the roadway right-of-way. Most Village streets are low-volume, low-speed, local roadways that serve residential access.

METRO Access

The Village has limited access to fixed route bus service via Akron's METRO RTA. There is currently one route (Route 6) that traverses the Village with stops at Lakemore Plaza. The map below illustrates Akron METRO's current fixed-route bus service lines.



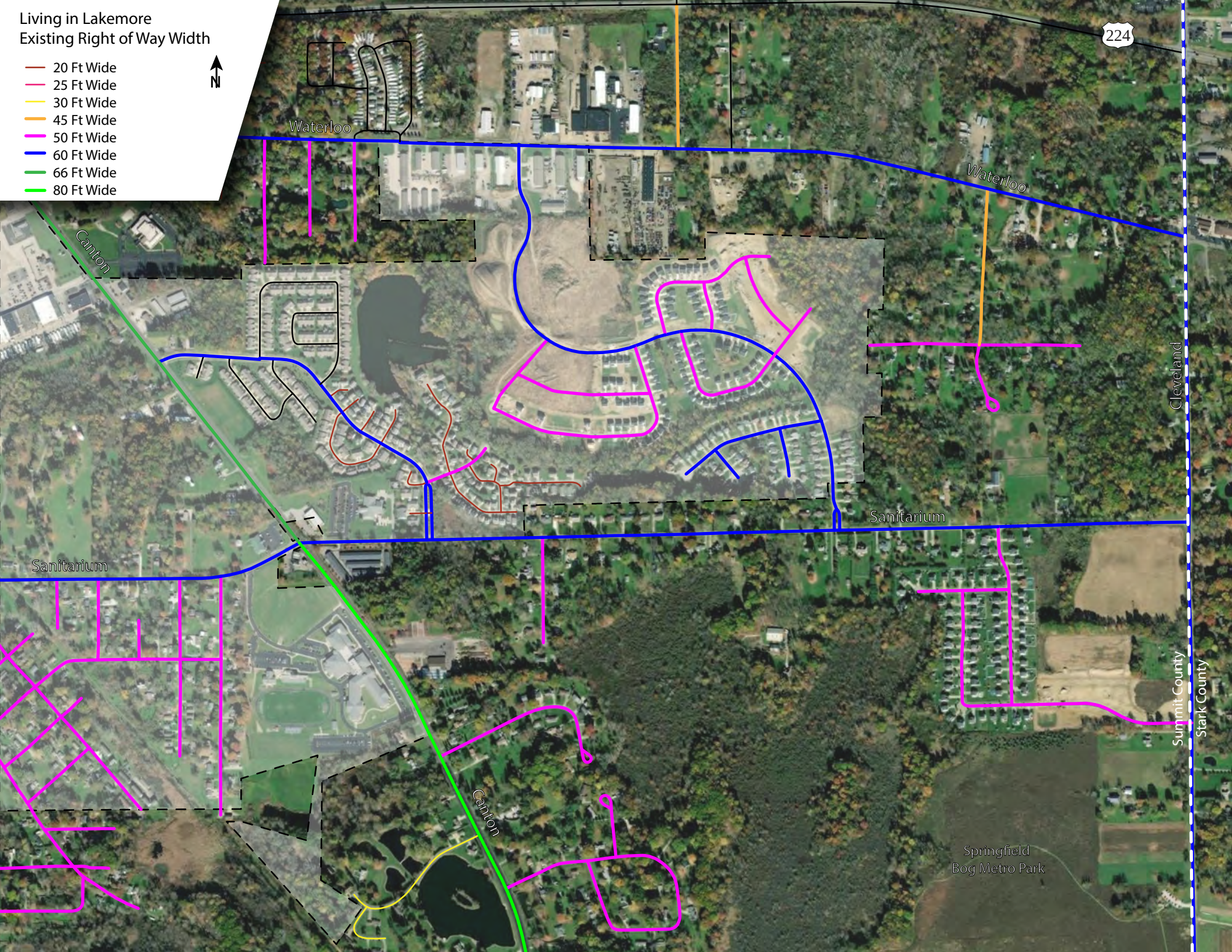
Akron METRO Fixed Route Bus Service Map



Lake Road - Looking North


Living in Lakemore
Existing Traffic Patterns
One-Way Traffic
Two-Way Traffic
N
Springfield Lake
Springfield Lake
Canton
Lakeside
Church
Sunnyside
Lake
Waterworks Park
Sanitarium


Living in Lakemore
Existing Right of Way Width
20 Ft Wide
25 Ft Wide
30 Ft Wide
45 Ft Wide
50 Ft Wide
60 Ft Wide
66 Ft Wide
N
Springfield Lake
Springfield Lake
Canton
Lakeside
Church
Sunnyside
Lake
Waterworks Park
Sanitarium


Living in Lakemore
Existing Right of Way Width
20 Ft Wide
25 Ft Wide
30 Ft Wide
45 Ft Wide
50 Ft Wide
60 Ft Wide
66 Ft Wide
80 Ft Wide
N
224
Waterloo
Waterloo
Canton
Cleveland
Sanitarium
Sanitarium
Canton
Springfield
Bog Metro Park
Summit County
Stark County

CH 2 | Engagement

Public Meetings

Community Survey

Steering Committee

Lakemore

Engagement Summary

Public Meeting

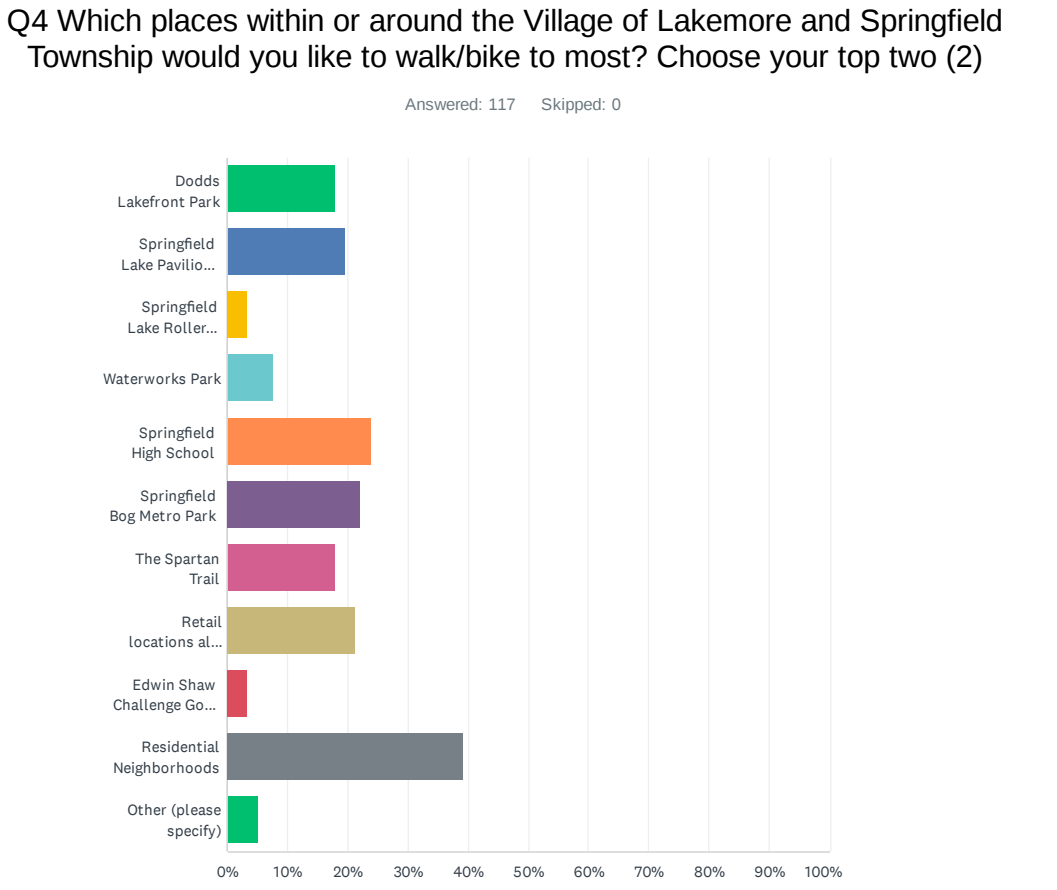
A public meeting to gather feedback from the community on multi-modal concerns and opportunities was conducted on October 18th, 2023 at Springfield High School. Interactive activity boards were displayed to gather specific feedback on multi-modal concerns. Feedback themes from the public meeting included concerns about substandard pedestrian crossings within the Village and a desire to link walkways to Springfield High School and Lakemore Plaza.

Community Survey

A community survey was distributed online and in print from September through October 2023 and received 117 responses. The survey asked general questions regarding multi-modal access and challenges with walking and biking within the Village. The detailed feedback is attached within Appendix A. Themes from the survey responses included the desire for improved multi-modal connections along Sanitarium Road and to residential neighborhoods within the Village, concerns about children walking within the Village, and a desire for enhanced pedestrian lighting throughout the Village. Feedback from the community survey helped to influence proposed recommendations within this plan.

Steering Committee

A steering committee consisting of Village, Township, Springfield Schools, and AMATS representatives and met bi-monthly (once every two months) throughout the planning process. The committee helped the consultant team define the public engagement strategy, recommendations, and the implementation strategy for this plan. Members of the steering committee are listed on page 3.



Community Survey Response Summary

CH 3 | Recommendations

Lakemore Multi-Modal Improvements

Spartan Trail Extension

Mid-Block Crossings & Support Infrastructure

Lakemore

Multi-Modal Improvements

As detailed within the Existing Conditions chapter of this plan, the Village generally lacks pedestrian connections to assets and within residential neighborhoods. The focus of this plan is to create looping and interconnected pedestrian connections, not only to community assets but also residential neighborhoods. While it is not realistic to propose pedestrian facilities along every residential street, streets that linked assets together through residential streets were recommended. As improvements from this plan are implemented, similar recommendations on other residential streets can be considered. Specific multi-modal improvements are detailed below and illustrated on pages 20, 22, 25, and 27.

Dodds Lakefront Park Trail

Dodds Lakefront Park is one of the largest parks within the Village and has direct access to Springfield Lake. As the Village owns the park and there is considerable treelawn width along the north side of Lakeside Avenue, a 5-foot-wide sidewalk or 10-foot-wide multi-use trail could be constructed. As there are more funding sources to fund trail improvements, the recommendation would be to construct a 10-foot-wide trail if possible. This connection would link park assets together and provide another recreational amenity to Village residents.

Akers Walk

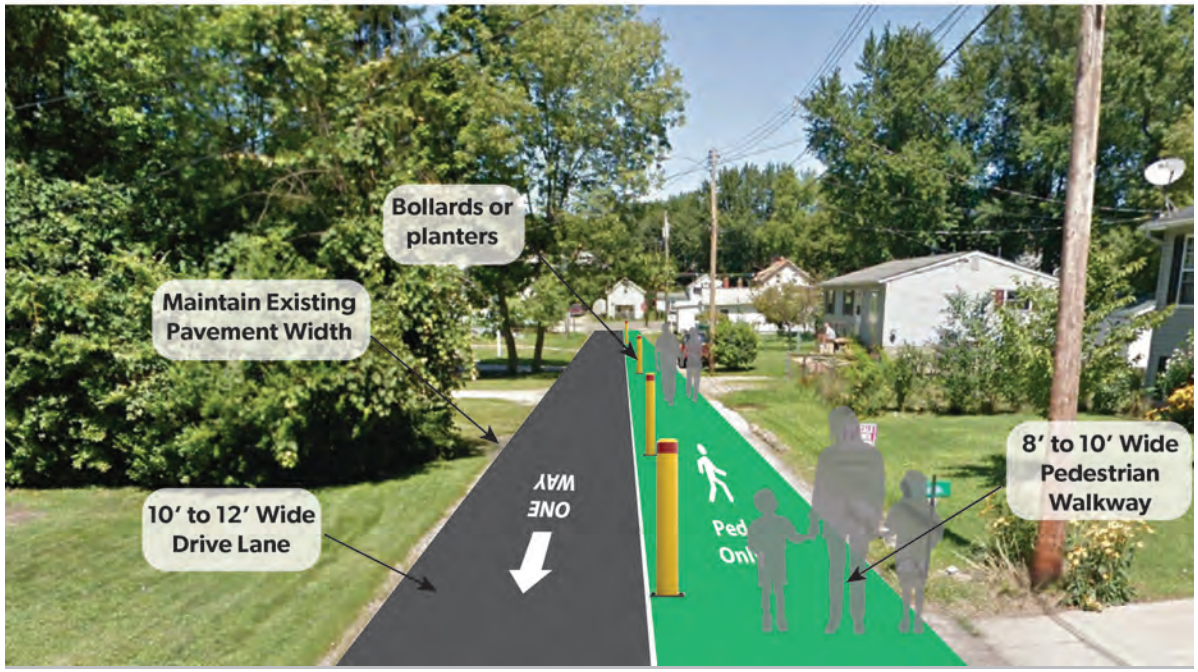
To link western neighborhoods to Dodds Lakefront Park, a separated walk is proposed along Akers Avenue. The walk is proposed along the western side of the road up to Elmer Street, where an upgraded pedestrian crossing is proposed. The crossing should include updated signage, curb ramps, and pavement markings as this crossing will be used by school-aged children attending the SUPER Learning Center. The walk will then run along the eastern side of Akers and may require an easement from the SUPER Learning School to provide a sidewalk along their property. The walk will link to the existing sidewalk along Sanitarium Road.

Elizabeth and 5th Street - Shared Streets

As mentioned previously, many of the roadway corridors within the Village have narrow right-of-ways (30 feet wide in most cases), with limited treelawn width, existing utilities, open drainage (i.e. ditches), and residential structures close to the roadway right-of-way. With all of this in mind, adding a traditional sidewalk along any of the Village's residential corridors would have large impacts to adjacent property owners and be cost prohibitive. To avoid these impacts while still providing desired pedestrian facilities, a shared street was recommended. Details regarding what as shared street is and examples of a shared street are shown on the following page. Both Elizabeth and 5th Streets were chosen for shared streets as they both have low vehicular volumes and offer direct connections to assets. Elizabeth links to Dodds Lakefront Park via Springfield, while 5th Street links to the center of the Village via Lake Road. Each roadway will be converted to one-way traffic while the remaining pavement will be reutilized for pedestrian activity. Pavement markings and signage will need to be installed along each corridor to delineate the roadway between vehicular and pedestrian traffic. To protect pedestrians and further delineate the vehicular traveled way, bollards and/or planters should be installed along the center of the roadway. Bollards and/or planters would provide delineation and protection while still providing access to residential driveways along the corridor.

Drive lane widths can vary from 10 to 12 feet with the remaining width allocated to a pedestrian walkway (8 to 10 feet). When determining drive lane widths ensure that there is at least 6 feet of "clear width" for the pedestrian walkway accounting for bollard/planter encroachments.

5th Street - Looking North
Proposed Shared Street



Why a Shared Street?

Shared streets are more widely used in dense, urban areas where space to accommodate all transportation needs is limited. Though Lakemore is not a dense, urban center, the streets of Lakemore provide similar challenges to constructing a traditional sidewalk including:

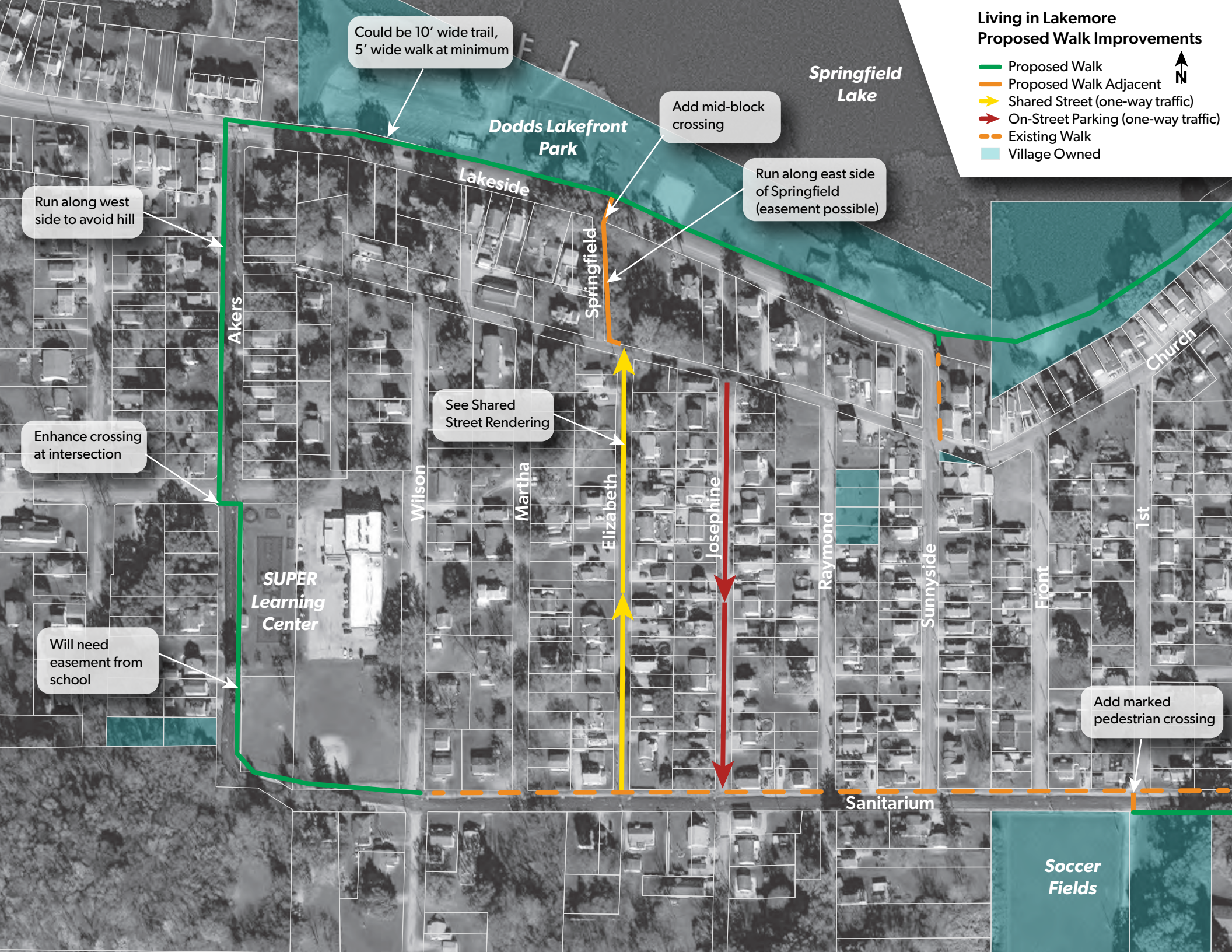
- Limited existing right-of-way width (30')
- Structures adjacent to right-of-way
- Limited treelawn width (5' or less)
- Utilities and open drainage in treelawns

A shared street was proposed along both 5th and Elizabeth Streets to provide a cost effective option to accommodate pedestrian travel within residential areas of the Village.

What is a Shared Street?

A shared street is an integrated space used to better balance the needs of pedestrians, bicyclists, and low-speed motor vehicles. They are usually local-access, narrow streets without curbs and sidewalks, and vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street. A clear signal is given to designate entrance into the space, either through signage, narrowing of the roadway, and/or different paving materials. Motorists in these areas are encouraged to travel at much slower speeds – approximately 10-15 mph. An example of a residential shared street is illustrated to the right.

River Street - Batavia , Illinois


Living in Lakemore
Proposed Walk Improvements
Proposed Walk
Proposed Walk Adjacent
Shared Street (one-way traffic)
On-Street Parking (one-way traffic)
Existing Walk
Village Owned
N
Could be 10' wide trail, 5' wide walk at minimum
Springfield Lake
Add mid-block crossing
Dodds Lakefront Park
Run along east side of Springfield (easement possible)
Lakeside
Run along west side to avoid hill
Springfield
Akers
See Shared Street Rendering
Enhance crossing at intersection
Wilson
Martha
Elizabeth
Josephine
Raymond
Sunnyside
Front
1st
Church
SUPER Learning Center
Will need easement from school
Add marked pedestrian crossing
Sanitarium
Soccer Fields

Lakemore

Multi-Modal Improvements

One-Way Streets and On-Street Parking

Residential parking within the Village is difficult as most roadways have no width to accommodate on-street parking while maintaining two-way traffic and residential driveways are short. The public has expressed the desire to be able to park on residential streets. With both Elizabeth and 5th Streets being recommended as one-way, shared streets, creating parallel one-way pairs is recommended to maintain traffic flow within the Village. On streets where vehicular traffic is converted to one-way traffic, the remainder of the pavement footprint (roughly 9 feet) can be used for on-street parallel parking. One-way street conversions and on-street parking is recommended along Josephine, 2nd, 3rd, and 4th Streets. Each of these streets are low-volume residential streets. Pavement markings and signage will need to be added to each of these streets to delineate one-way vehicular traffic and on-street parking.

2nd and South Road Walk

To link residents from Sanitarium Road to the center of the Village an adjacent walk is proposed along the west side of 2nd Street and the south side of South Road. The existing sidewalk along Sanitarium Road ends at 2nd Street leaving residents to walk along the roadway within the Village. Neither road has wide right-of-way so both walks would need to be adjacent to the roadway and would require a closed drainage system be added. The south side of South Road was used as there are no utilities within the treelawn.

Lake Road Walk

The proposed Lake Road Connector links Dodds Lakefront Park with other Village assets including the Community Garden, Playground, and Village Hall. The proposed sidewalk would be adjacent to the roadway and would require some small utility relocations. There is limited right-of-way width along Lake Road and there may be a few locations where private right-of-way acquisition is needed to accommodate the walk. Upgraded pedestrian crossing markings and signage of Lake and Park Roads are recommended. This walk will connect to the existing walk in front of Village Hall.


Living in Lakemore
Proposed Walk Improvements
Proposed Walk
Proposed Walk Adjacent
Shared Street (one-way traffic)
On-Street Parking (one-way traffic)
Existing Walk
Village Owned
County Owned
N
Springfield Lake
Link to Spartan Trail
Village Hall
Playground
Main
Could be 10' wide trail, 5' wide walk at minimum
Walk links to Village assets
Community Garden
Church
2nd
3rd
4th
5th
Add crossings at STOP conditions
Sunnyside
Front
1st
Lake
See Shared Street Rendering
Maintain two-way traffic on South
South
Add marked pedestrian crossing
Will need easement from church for walk
Construct walk on southside of Sanitarium
Sanitarium
Soccer Fields
Upgrade existing pedestrian crossing

Lakemore
Multi-Modal Improvements

Lakemore Plaza Connector

Respondents from the Community Survey expressed a high desire to link to Lakemore Plaza more directly. The proposed extension of the existing pathway along the north side of the Lakemore Plaza parcel would provide direct access to Lakemore Plaza and Canton Road for Village residents. An easement for a pedestrian connection exists on the property, the Village should work with the property owner to develop a pathway that would link to Canton Road. This connection should also link directly to "dead end" residential streets that abut the property (Danforth, Calvin, Stinard Roads).

Canton Road Walk

New adjacent sidewalks were recently added along the west side of Canton Road north of Lakemore Plaza as part of a larger roadway improvement project. The proposed connection would extend the adjacent sidewalk along the western side of the roadway to Sanitarium Road. It is likely that this improvement would require relocation of some large utilities and/or private right-of-way acquisition in some locations. The existing shoulder present south of Lakemore Plaza could be reutilized as an adjacent walk, similar to improvement to the north. This improvement would require the construction of a closed drainage system, adding to project costs. This connection would link directly to the planning sidewalk improvement along Canton Road south of Sanitarium Road and connect Springfield High School to all of Canton Road.

Sanitarium Road Walk

Sanitarium Road is a major east-west arterial that links many residential neighborhoods within the Village of Lakemore to Springfield High School, the Spartan Trail, and Water Works Park. The western end of the corridor has sidewalk along the north side of the roadway from Wilson Street to 2nd Street. The remainder of the corridor through the Canton Road intersection has no sidewalks on either side of the roadway. The goal with this plan was to identify a location for sidewalk along one side of the roadway through the Canton Road intersection.

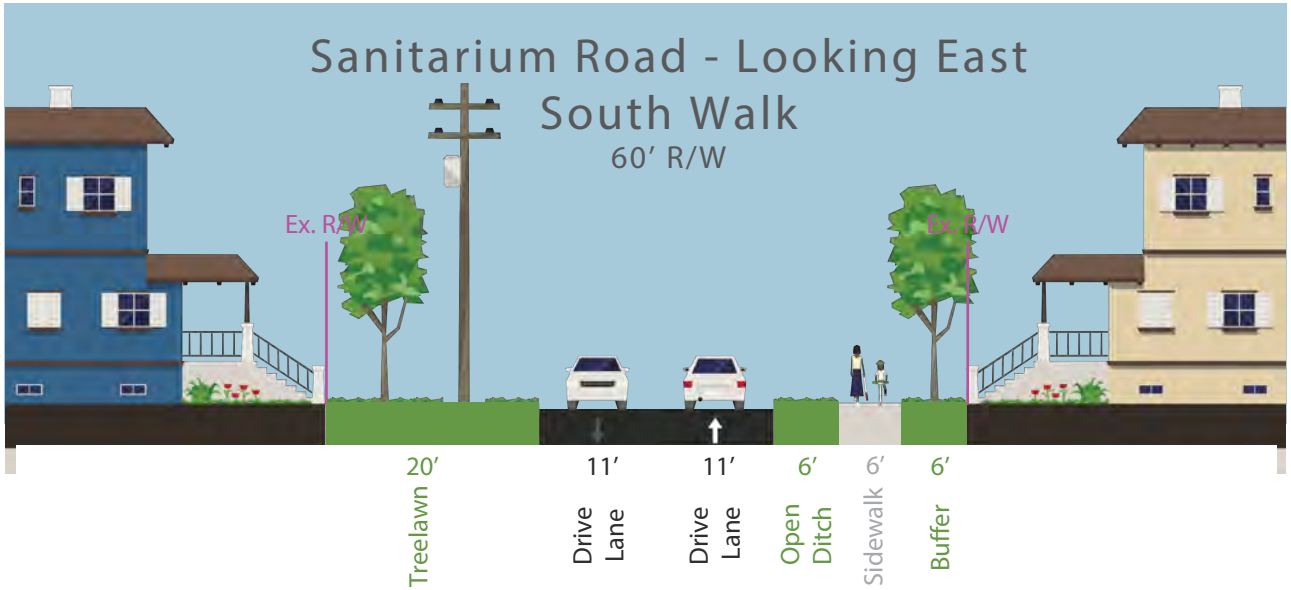
Both sides of the roadway corridor were analyzed to determine a safe and low-impact option for future pedestrian connections. The corridor has a wide existing right-of-way (60 feet east of Flickinger Road) for a two-lane roadway so sidewalks can be accommodated along either side without the need for private right-of-way acquisition along the entire corridor. The north side of the roadway presented several challenges to adding sidewalks including large utilities poles present in the treelawn, the need to extend a large roadway culvert, and potential grading impacts to adjacent properties. All of these challenges are illustrated on page 24. The south side of the road avoids all of these concerns and would provide a direct link to Springfield High School. A separated, 6-foot-wide sidewalk is proposed to provide a safer pedestrian facility, buffered from vehicular traffic and also allow for open ditch drainage to continue along the roadway. Upgrades to the existing mid-block crossing at Lakemore Methodist Church (Flickinger Road) to an actuated Rectangular Rapid Flashing Beacon (RRFB) is proposed. Sidewalk improvements are proposed to continue along the north side of Sanitarium Road east of the Canton Road intersection to link neighborhoods along Brittany Road to the pedestrian network. Pedestrian improvements to the Canton Road intersection and along Canton Road, south of Sanitarium Road are currently being developed by the Summit County Engineer.

Sanitarium Road (Looking East) - Existing Constraints

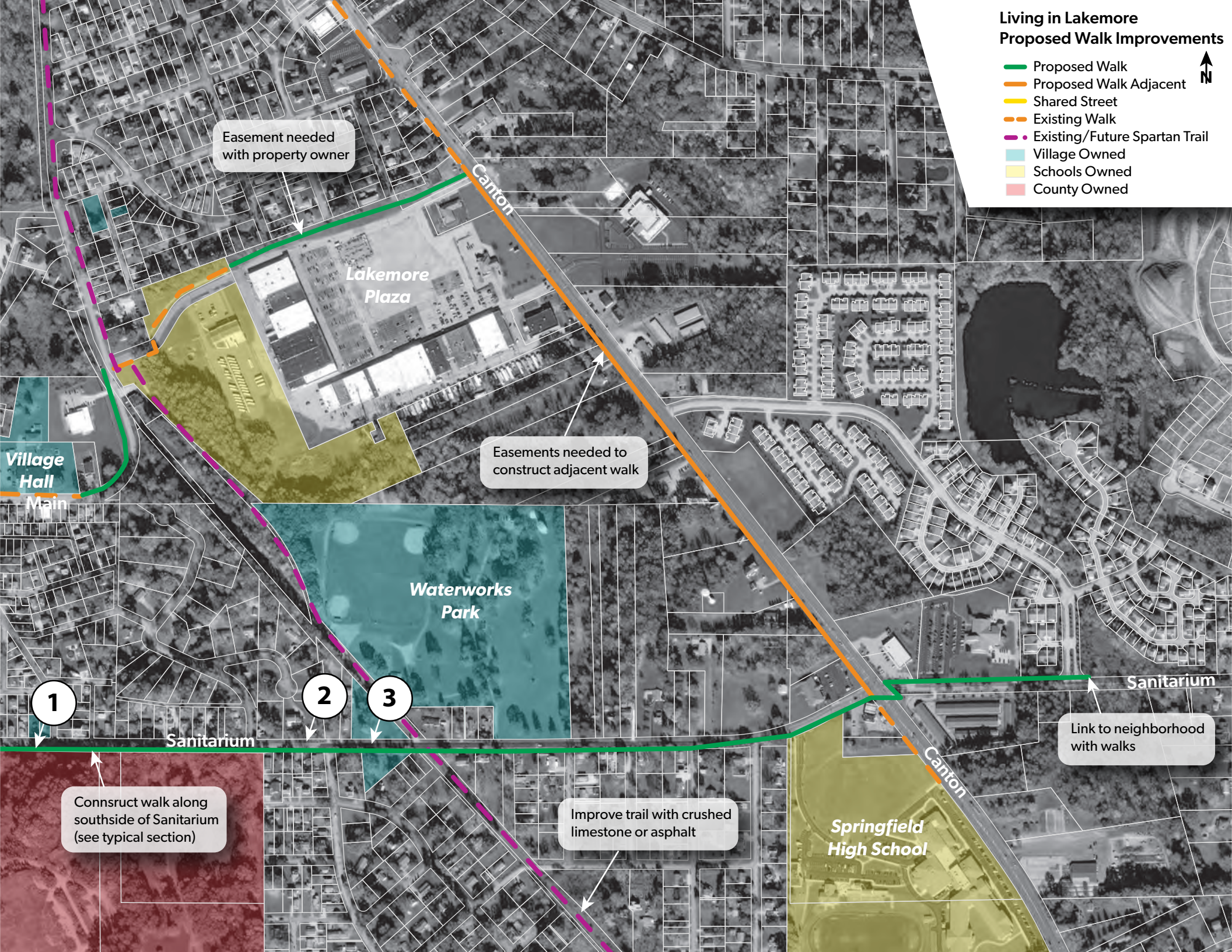
1 **Large Utilities:** Both power poles and hydrants run along north side.

2 **Existing Grades:** The north side has some locations where a retaining wall or extensive grading would be needed to accommodate walks

3 **Culvert Extension:** This location would require a culvert extension



Southern Walk:
Goal is to provide a separated facility for safety and to maintain open drainage system. There are less impacts in south treelawn. Some small utility relocations will be needed.


Living in Lakemore
Proposed Walk Improvements
Proposed Walk
Proposed Walk Adjacent
Shared Street
Existing Walk
Existing/Future Spartan Trail
Village Owned
Schools Owned
County Owned
N
Easement needed with property owner
Canton
Lakemore Plaza
Village Hall
Main
Easements needed to construct adjacent walk
Waterworks Park
1
2
3
Sanitarium
Connsruct walk along southside of Sanitarium (see typical section)
Improve trail with crushed limestone or asphalt
Springfield High School
Canton
Sanitarium
Link to neighborhood with walks

Springfield

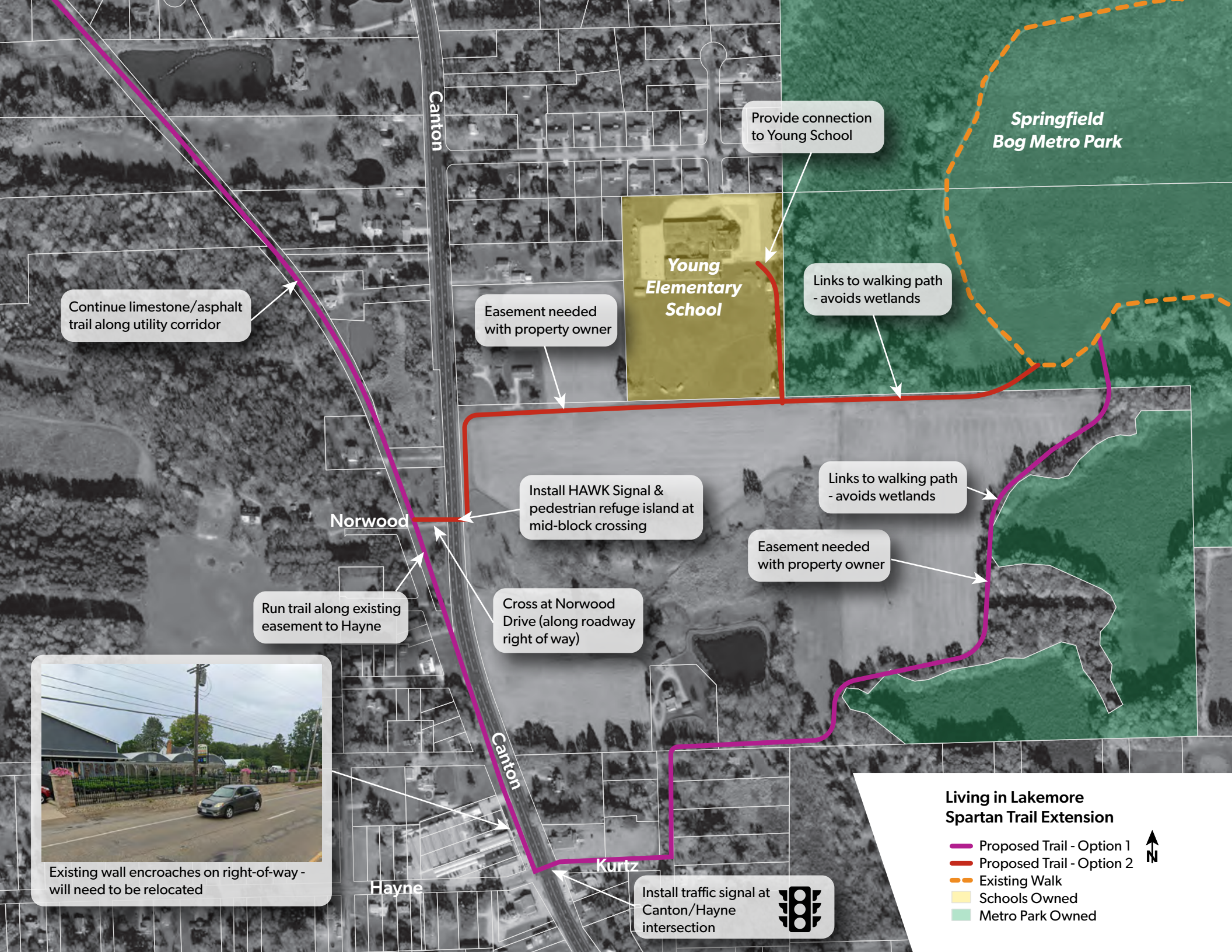
Spartan Trail Extension

The existing Spartan Trail consists of multiple disconnected sections running from the north side of Springfield Lake, along residential streets and an abandoned trolley line corridor through Water Works Park and currently terminating at Springfield High School. Springfield Township, along with the Springfield School District, recently constructed a trail connection from Springfield High School directly to the Spartan Trail. While gap sections to the north of Water Works Park have preliminary engineering completed and are pursuing grant funding opportunities, the southern extension of the trail is undefined.

The plan provides two options to link the Spartan Trail to Springfield Bog Metro Park. Each option utilizes an existing easement along the former trolley line corridor south to Norwood Road. Option 1 continues along the trolley line easement to Hayne Road. The existing Canton and Hayne Roads intersection is stop controlled along Hayne Road only. With the addition of Spartan Trail pedestrian and bicycle traffic, this intersection should be studied further for the addition of a traffic signal. The trail is then proposed to run within the treelawns of both the Kurtz Road and Garden Place roadway right-of-ways. Private right-of-way would be required from a single private property to run the trail along the edge of existing wetlands, ultimately connecting to walking trails within Springfield Bog Metro Park.

Option 2 uses the Norwood Road right-of-way to cross Canton Road at a new, pedestrian actuated mid-block crossing. Due to Canton Road's width and vehicle speeds, a significant mid-block signal, like a HAWK signal is recommended. Mid block crossing signals are detailed further on page 28. A more robust signal will alert drivers to the crossing. In addition, the installation of the pedestrian refuge island in the middle of Canton Road is also reccommended. This improvement will provide pedestrians with a safe place to stop if they cannot cross all four lanes of Canton Road at once. Advanced signage and markings are also recommended to further alert drivers. Once to the east side of Canton Road, an easement from a single private property will be needed to link the trail to Young Elementary School and Springfield Bog Metro Park.

While intalling a mid-block crossing along Canton Road is not ideal, this option provides a more direct route to Springfield Bog Metro Park. Routing the trail down to Hayne Road to come back north to link to Springfield Bog Metro Park will encourage users to cross Canton north of Hayne Road to shorten thier trip without protection. With no other signalized crossings of Canton Road in the immediate area, developing a robust mid-block crossing is the preferred option.


Canton
Provide connection to Young School
Springfield Bog Metro Park
Young Elementary School
Continue limestone/asphalt trail along utility corridor
Easement needed with property owner
Links to walking path - avoids wetlands
Norwood
Install HAWK Signal & pedestrian refuge island at mid-block crossing
Links to walking path - avoids wetlands
Easement needed with property owner
Run trail along existing easement to Hayne
Cross at Norwood Drive (along roadway right of way)
Canton
Existing wall encroaches on right-of-way - will need to be relocated
Kurtz
Hayne
Install traffic signal at Canton/Hayne intersection
Living in Lakemore
Spartan Trail Extension
Proposed Trail - Option 1
Proposed Trail - Option 2
Existing Walk
Schools Owned
Metro Park Owned
N

Mid-Block Crossings

In some areas of the Village, intersection crossings are great distances apart. Mid-block crossing treatments can be used in select locations to help cyclists and pedestrians safely cross the roadway. Crossings with more pedestrian usage and along higher-volume roadways should utilize a more intense improvement like a HAWK signal.

High Visibility Cross Walks

Crosswalks that have a high level of visibility help pedestrians feel more comfortable and improve safety for both pedestrians and drivers. The installation of highly visible crosswalks increases the likelihood that drivers will see pedestrians crossing. Examples of high-visibility crosswalks include those with a ladder design or diagonal markings. Additionally, crosswalks become more visible as their width increases.

Rectangular Rapid Flashing Beacons (RRFBs)

A rectangular rapid flash beacon (RRFB) is used primarily to reduce incidents between vehicles and pedestrians. RRFBs have user-activated lights to warn drivers of crossing pedestrians at non-signalized intersections and mid-block crosswalks.

They can also be activated by pedestrian movement through video or infrared detection.

HAWK Signals

A High Intensity Activated Crosswalk (HAWK) signal is a pedestrian-activated warning device specifically used at mid-block crossings. The beacon, mounted above or beside the road, consists of two red lenses above a single yellow lens. The beacon head is unlit until a pedestrian activates the signal, which causes the beacon to illuminate. The pedestrian signal then indicates it is safe for the pedestrian to cross. HAWKs are typically more expensive than RRFBs and require power but are ideal to provide a safe crossing at heavily traveled pedestrian areas.

Support Infrastructure

While creating quality multi-modal connections to desired destinations is most critical to enhancing an area's walkability and bikability, supporting infrastructure also needs to be considered. Detailed below are improvements that should be considered when constructing the multi-modal recommendations detailed within this plan.

Bike Repair Stand

A bike repair stand includes all the tools necessary to perform basic bike repairs and maintenance, from changing a flat to adjusting brakes. The tools and air pump are securely attached to the stand with stainless steel cables and tamper-proof fasteners. Hanging the bike from the hanger arms allows the pedals and wheels to spin freely while making adjustments. BIke repair stands should be added at the Springfield High School trailhead and within Waterworks Park along the Spartan Trail.

Bicycle Parking

Installing bike racks at key intersections and adjacent to desired destinations allow a cyclist the ability to take extended trips. Bike parking can generally be accommodated within the sidewalk or treelawn. In some cases, where sidewalk width is limited, bicycle parking can be placed on the street, typically within on-street parking lanes. Bike parking should be added at Dodds Lakefront and Waterworks Parks.

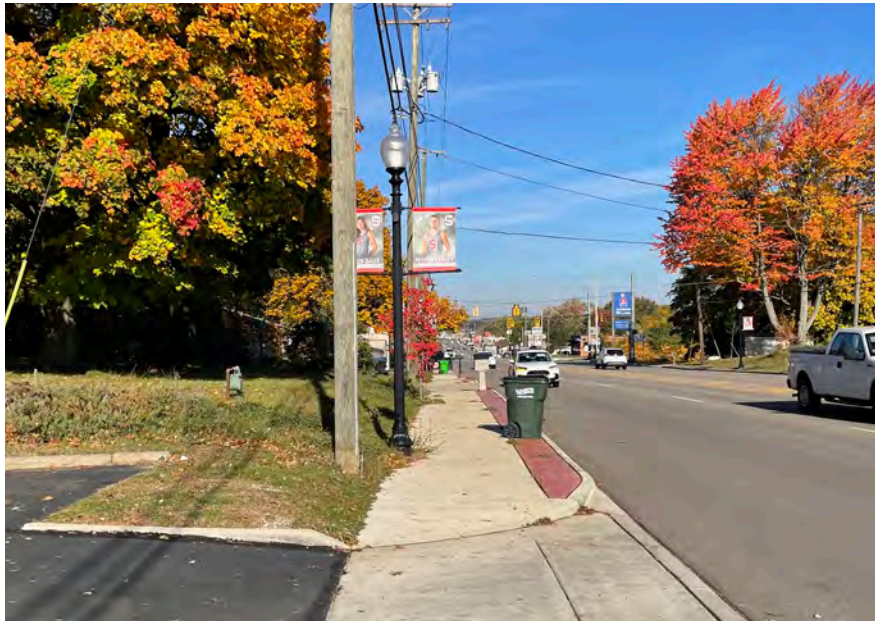
CH 4 | Implementation

Criteria Definitions

Prioritization Matrix

Potential Grant Funding Sources

What is a Priority?



To determine priority multi-modal segments, six criterion (Asset Linkages, Neighborhood Connections, Private Right-of-Way, Ease to Construct, Public/Stakeholder Support, and Funding Competitiveness & Partnerships) were defined to objectively rank segments. Criteria definitions are detailed on the following page. Each multi-modal segment's score from the six criteria was averaged on a scale from 4 (highest priority) to 1 (lowest priority). Multi-modal segments that had an average score over 3 were considered "high priority" segments. Segments that averaged between 2.75 and 3 were considered "moderate priority" segments. All multi-modal segments that averaged under 2.75 were considered "low priority". The results for every multi-modal segment are summarized within the Prioritization Matrix on pages 34-35.

Any Segment over 3

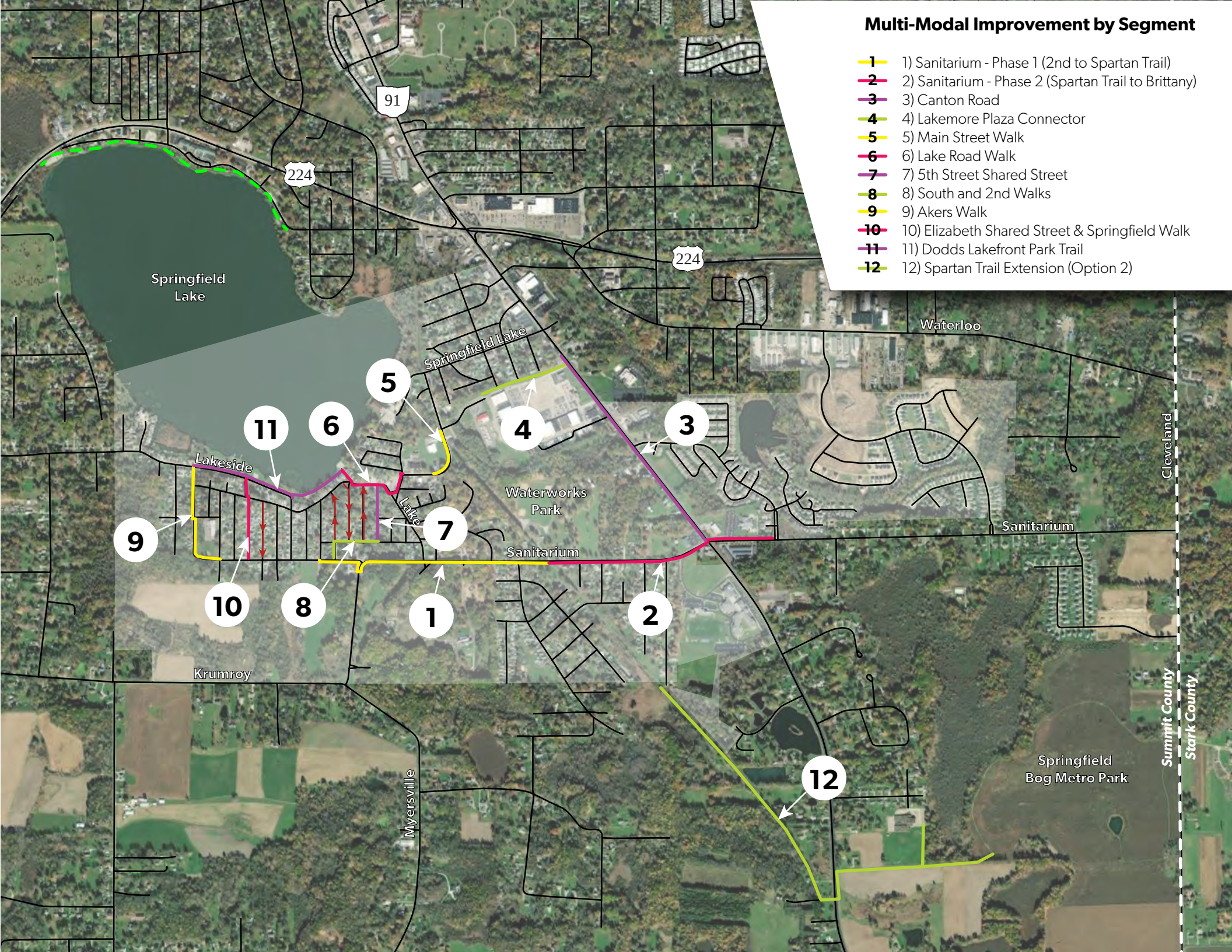
Is considered a HIGH PRIORITY multi-modal segment, is highlighted in bold within the Prioritization Matrix, and is accompanied with a preliminary cost estimate detailed within Appendix B to pursue future grant funding.

Any Segment between 3 at 2.75

Is considered a MODERATE PRIORITY multi-modal segment and should be considered only after high priority multi-modal segments are implemented.

Any Segment under 2.75

Is considered a LOW PRIORITY multi-modal segment and should be considered only after high and moderate priority multi-modal segments are implemented.


Multi-Modal Improvement by Segment
1) Sanitarium - Phase 1 (2nd to Spartan Trail)
2) Sanitarium - Phase 2 (Spartan Trail to Brittany)
3) Canton Road
4) Lakemore Plaza Connector
5) Main Street Walk
6) Lake Road Walk
7) 5th Street Shared Street
8) South and 2nd Walks
9) Akers Walk
10) Elizabeth Shared Street & Springfield Walk
11) Dodds Lakefront Park Trail
12) Spartan Trail Extension (Option 2)
91
224
224
Springfield Lake
Springfield Lake
Waterloo
Cleveland
Lakeside
Lake
Waterworks Park
Sanitarium
Sanitarium
Krumroy
Myersville
Springfield Bog Metro Park
Summit County
Stark County
1
2
3
4
5
6
7
8
9
10
11
12

Criteria Definitions

Asset Linkages

Does the proposed segment link desired assets to the broader multi-modal network?

4 Points: Links 3 or more assets
3 Points: Links 2 assets or 1 highly desired asset
2 Points: Links 1 asset
1 Point: Links to no assets

Neighborhood Connections

Does the proposed segment link neighborhoods or residential streets to the broader multi-modal network?

4 Points: Connects multiple neighborhoods or multiple residential streets to system
3 Points: Connects one neighborhood to system
2 Points: Connects one residential street to system
1 Point: Connects no residences to system

Private Right-of-Way

Does the proposed segment require private right-of-way easements or cooperation from a Home-Owner's Association or School Board to implement?

4 Points: No private right of way needed
3 Points: 1 to 2 easements needed from private property owner or approval from school board or HOA needed
2 Points: 3 to 5 easements needed from different private property owners
1 Point: Over 5 easements needed from different private property owners

Ease to Construct

Does the proposed segment have environmental impacts, large utility relocations, or proposed structures that may inhibit design and construction?

4 Points: No environmental impacts anticipated, no large structures required
3 Points: Minimal environmental impacts, limited structure work
2 Points: Moderate environmental impacts and/or large grading, utility relocations, large structure needed
1 Point: Large environmental impacts, large structure needed with utility

Public/Stakeholder Support

From public and stakeholder outreach, is the proposed segment well received and a priority to implement?

4 Points: Highly desired on public survey and/or significant stakeholder support
3 Points: Ranked favorably on public survey and/or stakeholder support
2 Points: General indifference from public and stakeholders
1 Point: Generally negative feedback from public

Funding Competitiveness & Partnerships

Will the proposed segment be competitive for various grant funds?

4 Points: Segment competes well for many funding sources and has many partners
3 Points: Segment would compete well for single funding source and has partners
2 Points: Segment would compete well but has no logical partners
1 Point: Segment would be difficult to fund and has no partners

Prioritization Matrix

Multi-Modal Segment	Asset Linkages	Neighborhood Connections	Private Right of Way	Ease to Construct	Public/ Stakeholder Support	Funding Competitiveness & Partnerships	T S
Pedestrian Improvements							
1) Sanitarium - Phase 1 (2nd to Spartan Trail)	**4**	**3**	**3**	**3**	**4**	**3**	**20**
2) Sanitarium - Phase 2 (Spartan Trail to Brittany)	**4**	**3**	**4**	**3**	**4**	**3**	**21**
3) Canton Road	2	2	2	2	4	3	15
4) Lakemore Plaza Connector	2	2	3	3	2	2	14
5) Main Street Walk	2	2	4	3	2	2	15
6) Lake Road Walk	**3**	**4**	**4**	**3**	**3**	**2**	**19**
7) 5th Shared Street	**2**	**4**	**4**	**4**	**3**	**2**	**19**
8) South and 2nd Walks	1	4	4	3	3	2	17
9) Akers Walk	3	4	4	3	2	2	18
10) Elizabeth Shared Street & Springfield Walk	2	4	3	3	3	2	17
Bicycle Improvements							
11) Dodds Lakefront Park Trail	**3**	**2**	**4**	**4**	**3**	**4**	**20**
12) Spartan Trail Extension (Option 2)	4	2	3	2	2	4	17

Total Score	Average Score	Project Lead	Partners	Project Length (Ft)	Estimated Costs (See Appendix B)	Best Funding Source(s)
0	**3.33**	**Summit County Engineer/Lakemore**	**Springfield Schools**	**3,200**	**$530,000**	**Transportation Alternatives Set Aside, Carbon Reduction, Safe Routes to School**
1	**3.50**	**Summit County Engineer/Lakemore**	**Springfield Schools**	**2,900**	**$530,000**	**Transportation Alternatives Set Aside, Carbon Reduction, Safe Routes to School**
5	2.50	Summit County Engineer/Lakemore	Springfield Township	3,100	$1,190,000	Transportation Alternatives Set Aside, Carbon Reduction, Safe Routes to School
4	2.33	Lakemore	Plaza Owner	1,300	$150,000	ODNR Recreational Trails
5	2.50	Lakemore		800	$240,000	Transportation Alternatives Set Aside, Carbon Reduction
0	**3.17**	**Lakemore**		**1,200**	**$180,000**	**Transportation Alternatives Set Aside, Carbon Reduction**
0	**3.17**	**Lakemore**		**800**	**$70,000**	
7	2.83	Lakemore		800	$230,000	Transportation Alternatives Set Aside, Carbon Reduction
3	3.00	Lakemore		1,700	$320,000	Transportation Alternatives Set Aside, Carbon Reduction, Safe Routes to School
7	2.83	Lakemore		800	$70,000	
0	**3.33**	**Lakemore**		**2,100**	**$300,000**	**ODNR Clean Ohio, Recreational Trails, OEPA Recycled Tire**
7	2.83	Springfield Township	Summit County Metro Parks, Springfield Schools	6,500	$1,040,000	ODNR Clean Ohio, Recreational Trails, OEPA Recycled Tire

Potential
Grant Funding

Each of the funding sources listed below could potentially be used to fund proposed improvements within this plan. The best funding source(s) for each project are listed in the Prioritization Matrix.

Trail Funding

Ohio Department of Natural Resources (ODNR) Clean Ohio Trails Funding – This is an annual funding source offered by ODNR that requires a 25% local match. These funds are ideal for off-road trail projects (i.e. Spartan Trail Extension) that link a new trail network to community assets. These funds will not fund trail upgrades. http://realestate.ohiodnr.gov/outdoor-recreation-facility-grants

ODNR Recreational Trails Funding - This is an annual funding source offered by ODNR that requires a 20% local match. These funds are ideal for smaller (shorter) off-road trail projects that link to community assets. These funds can be used for trail upgrades but have a maximum funding award of $150k. https://ohiodnr.gov/buy-and-apply/apply-for-grants/grants/recreational-trails-program

ODNR Land & Water Conservation Funding - This is a biannual (every two years) funding source offered through ODNR that requires a 50% local match. While this grant can fund a variety of park improvements they can also fund recreational trails and support facilities, including trail bridges, trailheads and restrooms. These funds can be also used for land acquisition for trail development and have a maximum funding award of $500k. https://ohiodnr.gov/buy-and-apply/apply-for-grants/grants/land-water-conservation-fund

Ohio Environmental Protection Agency (OEPA) Recycling & Litter Prevention Program – Scrap Tire Grant – This funding source through OEPA provides up to $300k in construction funding with an 100% local match. This source utilizes recycled scrap tires as the surface course for the trail. There are examples throughout Ohio where recycled scrap tires are used to construct trails. The goal of OEPA with this grant is to provide educational opportunities to users of the benefits and reuse of scrap tires. For a competitive application, OEPA is looking for highly visible trails to promote this program. https://epa.ohio.gov/divisions-and-offices/environmental-financial-assistance/recycling/grants/scrap-tire-grants

Multi-Modal Funding (Walks, Crossings, & Trails)

Ohio Department of Transportation (ODOT) Safe Routes to School Funding – This funding source through ODOT provides up to $400k in design and construction funding with a 20% local match. Improvements need to focus on pedestrian and bicycle safety to and from school buildings and must be within 2 miles of an active school. To be competitive for funding the Village must have an up-to-date Safe Routes to School Plan (completed within the last 5 years) and illustrate how the proposed improvements will improve bicycle and pedestrian safety. In addition, the proposed recommendations must be utilized by school aged children. https://www.transportation.ohio.gov/programs/safe-routes-srts/apply-srts-funding/02-apply-for-srts-funding

The Village and School District would have to develop a School Travel Plan (STP). A STP is a written document that outlines a community's intentions for enabling students to engage in active transportation (i.e. walking or bicycling) as they travel to and from school. A comprehensive STP is created through a team-based approach that involves key community stakeholders and members of the public in both identifying barriers to active transportation and using infrastructure and non-infrastructure approaches to address them. For more information on creation a STP see the link below. https://www.transportation.ohio.gov/programs/safe-routes-srts/develop-school-travel-plan/04-creating-your-stp

Potential
Grant Funding

ODOT Systematic and Abbreviated Pedestrian Safety Funding – These funding sources through ODOT provide up to $2M and $500k respectively to address known pedestrian safety issues with proven pedestrian safety improvements. Each source requires a 10% local match. There has to be a documented pedestrian safety issue in the area and high demand for pedestrian traffic. Abbreviated funds are meant for “quick fix” pedestrian improvements that require no private right-of-way and can be constructed within two years of award. https://www.transportation.ohio.gov/programs/highway+safety/highway-safety-improvement-program

Formula Funding

There are a handful of formula funding programs that are offered through AMATS (Transportation Alternatives Set-Aside (TASA), Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction, Surface Transportation Block Grant (STBG)) that seek to allocate funding in future years within the region for bike and pedestrian improvements. AMATS accepts project applications on a biannual (every two years) basis for these funding sources. Funding requests for these sources typically far exceed the amount of money available in future years. Even once a project is programmed to one of these sources, it will be multiple years until construction funding is available. These are still viable funding sources for the Village to pursue, particularly on projects that require time to allocate local match funding, or are reliant on another phase to be constructed. Further details about each program are detailed below and within the link. https://amatsplanning.org/wp-content/uploads/AMATS-2023-Funding-Policy-Guidelines-Final.pdf

Transportation Alternatives Set-Aside (TASA) - All TASA projects must relate to surface transportation and must address a transportation need, use, or benefit. Project categories include pedestrian and bicycle facilities including Safe Routes to School infrastructure projects. Preliminary engineering, right-ofway and construction are eligible project costs.

Congestion Mitigation and Air Quaility (CMAQ) - The CMAQ program provides a flexible funding source for local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). Eligible projects include projects that improve traffic flow and reduce congestion, transit projects, bike and pedestrian improvements, and traffic signal upgrades.

Carbon Reduction Program (CRP) - CRP funds may be used to establish new or expanded transportation projects that reduce carbon emissions. Projects eligible for CRP funds include roundabouts, operational projects that improve traffic flow, clean fuel bus purchases, and bicycle and pedestrian projects.

Surface Transportation Block Grant (STGB) - STBG funds are the most versatile and may be used for any project that is recommended in or consistent with the AMATS Regional Transportation Plan. STBG funds can be used on any federal-aid roadway classified above a local road or a rural minor collector and bridge projects on any public road.

STBG projects can include highway projects and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), transportation system management, public transit capital improvement projects, commuter rail, carpool projects, bus terminals and facilities, bikeways, pedestrian facilities and planning studies.

Potential
Grant Funding

U.S. Department of Transportation (USDOT) Discretionary Grants

With the passage of the Bipartisan Infrastructure Law in November of 2021 there has been a vast expansion of funding for federal discretionary grants. These grants are highly competitive, take a significant investment to develop, and require a large project that would connect major regional assets for these funding sources to be considered.

Safe Streets and Roads for All (SS4A) Program - The primary goal of the SS4A grants is to improve roadway safety by supporting communities in developing comprehensive safety action plans based on a Safe System Approach, and implementing projects and strategies that significantly reduce or eliminate transportation-related fatalities and serious injuries involving pedestrians, bicyclists, public transportation, and micromobility users.

The SS4A program has two funding opportunities, an Action Plan Grant (already completed for the region by AMATS) and an Implementation Grant. The Action Plan Grant is a planning grant designed to create a well-defined strategy to prevent roadway fatalities and serious injuries in a locality. The Implementation Grant funds recommendations defined in the Action Plan which improve roadway safety and reduce serious or fatal injuries for pedestrians, cyclists, public transportation, or micromobility users. https://www.transportation.gov/grants/SS4A

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) - The RAISE program invests in multimodal and multi-jurisdictional road, rail, transit and port projects that are typically harder to support through traditional U.S. Department of Transportation (USDOT) programs. These competitive grants are intended to make significant investments in projects that achieve national objectives. RAISE grants require a 20% local match and have a maximum funding award of $25 million. https://www.transportation.gov/RAISEgrants

Appendices

A: Engagement Feedback

B: Preliminary Cost Estimates

Appendix A
Engagement Feedback

Appendix B
Preliminary Cost Estimates