City of Stow

CONNECTIVITY PLAN

A CONNECTING COMMUNITIES PLANNING GRANT

CITY OF STOW

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

CITY ARCHITECTURE

BOULEVARD STUDIOS

MAY 26, 2022

Acknowledgments

Special thanks to Mayor John Pribonic and the Stow Connectivity Plan Steering Committee for their guidance and leadership throughout this process:

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Contents

Did You Know?

Look for speech bubbles throughout this report calling out important facts from nationally published sources about the importance of a well-connected, multi-modal transportation system.

Introduction

Project Overview

1

Project Overview

The City of Stow is well positioned to become the regional standard for multi-modal infrastructure and connectivity. The findings and recommendations that result from this plan can take this city to that next level.

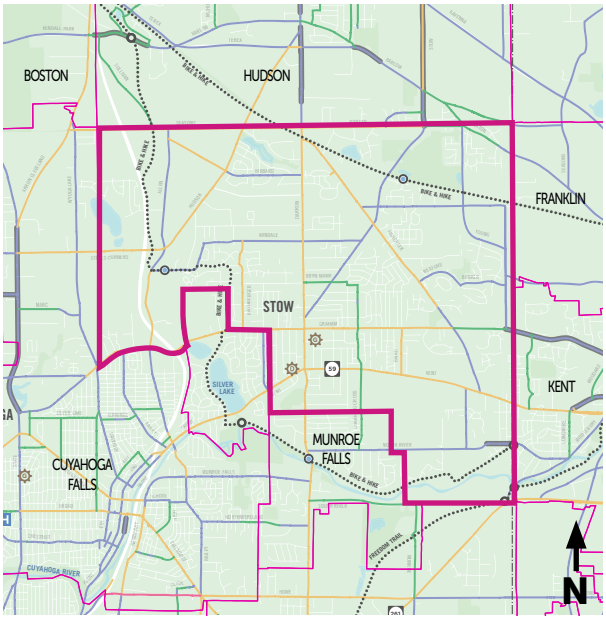
Through a 2020 Connecting Communities Planning Grant, the City of Stow, in partnership with the Akron Metropolitan Area Transportation Study (AMATS), is pursuing greater connectivity throughout the Greater Akron area while seeking **"to plan, fund and construct a trail within a 1/4 mile of every resident and business in the City over the next 20 years."**

Stow has used its grant to establish the framework presented in the following pages for a city-wide, multi-modal trail network that will accommodate all users. Once built, this network will not only serve Stow's various populations, businesses, and visitors, but will connect the city to adjacent and regional destinations and multi-modal networks.

Seeking to build upon the existing bikeways and trails, the main objective is to develop a strategy to create the missing connections between these existing assets and the people who use them. The city and its partners have explored the potential of shared-use paths and side paths as the primary facilities for the city's trail network. The study has also determined the viability of placing trails within one-quarter mile of every resident and business. Project partners solicited input and feedback from the community several times throughout the planning process to confirm the data and help inform and prioritize key focus areas. This resulting plan will provide direction for Stow to develop a city-wide trail network that increases alternative transportation options to connect people to places, promotes complete streets principles to create vibrant and safe places for all users.

The City of Stow has been committed to an open and transparent process. Throughout the duration of the plan, project updates, meeting presentations, and opportunities for the community to engage and provide input were hosted on a dedicated project web page on the city's website, as well as through in-person activities.

The project study area was established by the City's municipal boundary with a look to the surrounding communities for context. This helps to ensure a comprehensive and complete plan across the entire community while staying within the bounds of places over which the City has jurisdiction.



This work is framed around five goals:

- **Connect** people to the planning process
- **Complete** trails & connections via missing links / last mile
- **Design** initiatives at key focus areas
- **Create** implementable plan
- Implement an **early win** to demonstrate & gather momentum

Planning Process

This planning process was guided by a Steering Committee made up of elected officials and staff members from the City of Stow, along with staff members from the Akron Metropolitan Area Transportation Study.

A brief timeline of the planning process is shown above, highlighting key project milestones and engagement activities. Over the course of 8 months, spanning from August 2021 to February 2022, this dedicated group met on a regular basis to shape the vision for the City's multi-modal infrastructure. Additionally, community members helped guide the process through a series of three public meetings: a Bike-N-Brainstorm, Community Open House, and a final public presentation and discussion at a City Council Meeting.

With affirmation through the engagement process, missing links and key focus areas have been prioritized based on criteria and identifiable metrics. Additionally, a development framework classifies interventions based on route and connection types for easy applicability across the City, and a "menu" of items for implementation has been created. Big-thinking has been complemented with implementable initiatives that will establish strategies for incremental improvement.

At the conclusion of this work, the proposed concepts and collective recommendations aim to result in immediate implementation, with the ultimate goal of comprehensive connections within 20 years. The results of this process seek to put the appropriate measures in place to attract and invest in the quality and location of trails the community desires, and enhance the entire connectivity of the Stow community.

Connecting Communities

Overview

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

The purpose of these plans is to focus on the concept of livability as it relates to a community's transportation systems. Plans developed through this program should enhance neighborhoods by improving transportation connections and promoting alternative modes of transportation like bicycling, walking and transit. Grant funding is used to hire a consultant to study a general area of a community. The funds are not used for preliminary engineering, but instead to develop plans containing analysis and recommendations. Recommended projects are then eligible for implementation funding.

To begin to change the transportation

patterns that have created auto-dependent communities and create places that are more vibrant and livable, the planning agency has developed the Connecting Communities program. This helps communities work together and rethink their approach to transportation and economic development.

In AMATS' words:

"We can, however, begin to give serious thought to a new way of doing things; of creating a built environment where walking, biking, and using public transportation again become a viable option for the majority of our residents; where roads are designed to accommodate a variety of modes of transportation; and where public buildings and residential spaces retain their utility, but regain a sense of dignity and an appealing design aesthetic."

And this is what Connecting Communities is all about: Encouraging incremental, small-scale, and practical modifications to the way that our transportation systems and our built environments interact with one another. It is our hope that by following the recommendations contained in this document, communities, such as Stow, will become better, more interconnected places to live.

Goals

The recommendations in this document are intended to be used by AMATS and other agencies as a framework for increasing transportation alternatives and supporting land use patterns through targeted investments. They have been framed around the eight recommendations of Connecting Communities, listed on the previous page.

While many communities in Northeast Ohio have developed trails, our roadway infrastructure is primarily geared toward vehicular movement with little thought given to complete streets that provide safe and equitable transportation options within a shared right-of-way. Thankfully, that is changing, with opportunities provided for planning and implementation through programs like the AMATS Connecting Communities Program. With smart investments in our infrastructure, we can begin to create an interconnected region.

This will lead to:

- Increased community health
- Safer transportation options
- Improved access and opportunity
- New investment opportunities
- Positive impacts on community character
- Positive impacts on the environment

When we create neighborhoods and districts that decrease dependence on automobiles, we create healthier, more supportive, and more sustainable communities for all.

Regional Context

Centrally located in Northeast Ohio, The City of Stow is easily accessible from a variety of nearby municipalities throughout the region. Cleveland, Akron, Canton, Youngstown and Warren are all within a 40-mile radius of the City, making it well-positioned to lead the region as a thriving and connected community. This convenient proximity and accessibility can be leveraged to advance the City's growth, prosperity, and success far into the future.

The City of Stow has historically been deliberate about its growth and development, much of which occurred very rapidly during the middle of the last century. That intentionality can be seen in its balance of high-quality schools, business and industrial development, established residential neighborhoods, and quality civic amenities. Additionally, Stow has existing connections to surrounding parks, trails and natural assets, including the Cuyahoga Valley National Park, Summit Metro Parks and municipal parks. It is through these partnerships that Stow has been able to position itself as a regional leader in developing off-road trail systems and provides an immense opportunity for new and enhanced community connections.


WILLOUGHBY
CHARDON
BEACHWOOD
CLEVELAND
LORAIN
STRONGSVILLE
TWINSBURG
WARREN
40
20
10
5
STOW
DISTANCE (MILES)
YOUNGSTOWN
AKRON
ALLIANCE
MANSFIELD
NORTH
CANTON
WOOSTER
CANTON
N

Discover

Existing Conditions

2

Quantitative Analysis

As part of the City of Stow's Connecting Communities Grant Application, a series of existing conditions and analysis maps were developed by AMATS. These maps, highlighted on the following pages, help to identify where challenges and opportunities presently exist while guiding ultimate recommendations.

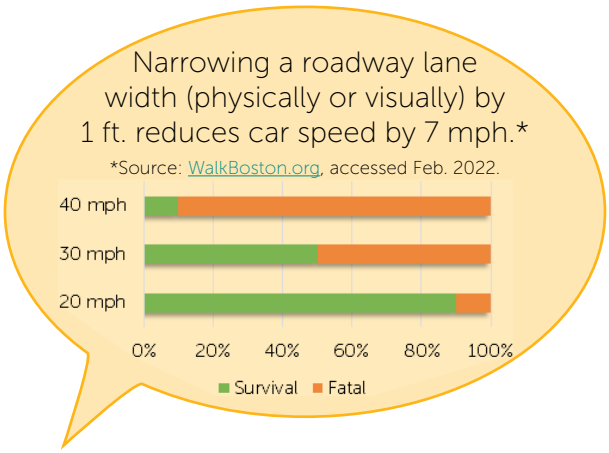
There was a two-pronged approach taken to analyze the existing conditions of the city: Quantitative and Qualitative. The first consists of data collection, mapping, and statistics. The second part is much more interactive, with site visits occurring from different vantage points (modes of transportation) and gathering concerns and suggestions from locals, who are the true experts of their city.

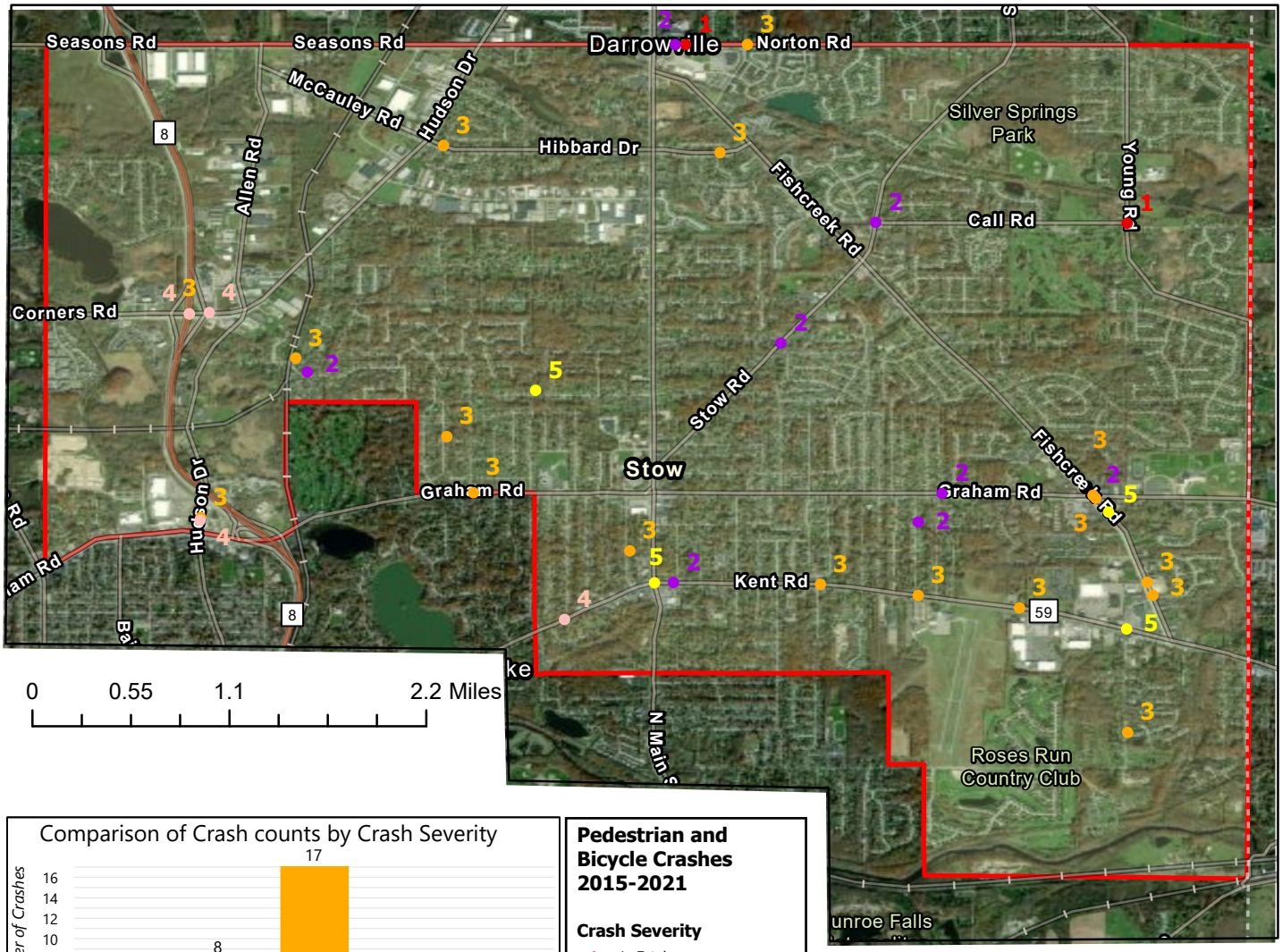
At the outset of this project, AMATS set the tone with an incredibly detailed Discovery Document. This is a standard part of the Connecting Communities Grant Program. Within it, there are a series of existing conditions maps covering a wide range of information including zoning; ownership; roadway types, locations, and conditions; existing and missing pedestrian scale connections; transportation routes and locations; traffic counts; and locations of large employers. These maps helped to identify where challenges and opportunities presently exist. This information supported a deeper analytical dive into the existing trail and sidewalk connections, to identify missing connections, and an initial set of priority locations for further study. AMATS supplied the raw data tables, Geographic Information Systems (GIS) files, and many photographs of the existing conditions.

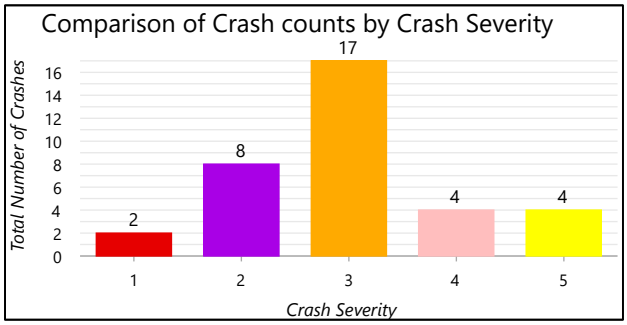
While examining the data, a few topics began to stand out: Pedestrian and Bicycle Crashes, Assets & Destinations, and Existing Connections.

Crashes & Safety

Safety was identified as a primary concern within the community. One dataset mapped and quantified all the pedestrian and bicycle crashes that occurred within the City of Stow between 2015 and 2021. Of the 35 total occurrences, 29% resulted in a serious injury or fatality. Another 49% sustained injuries that were non-incapacitating. It is the goal of the community to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all. This is the mission of the Vision Zero Network, which could be a resource to Stow moving forward.







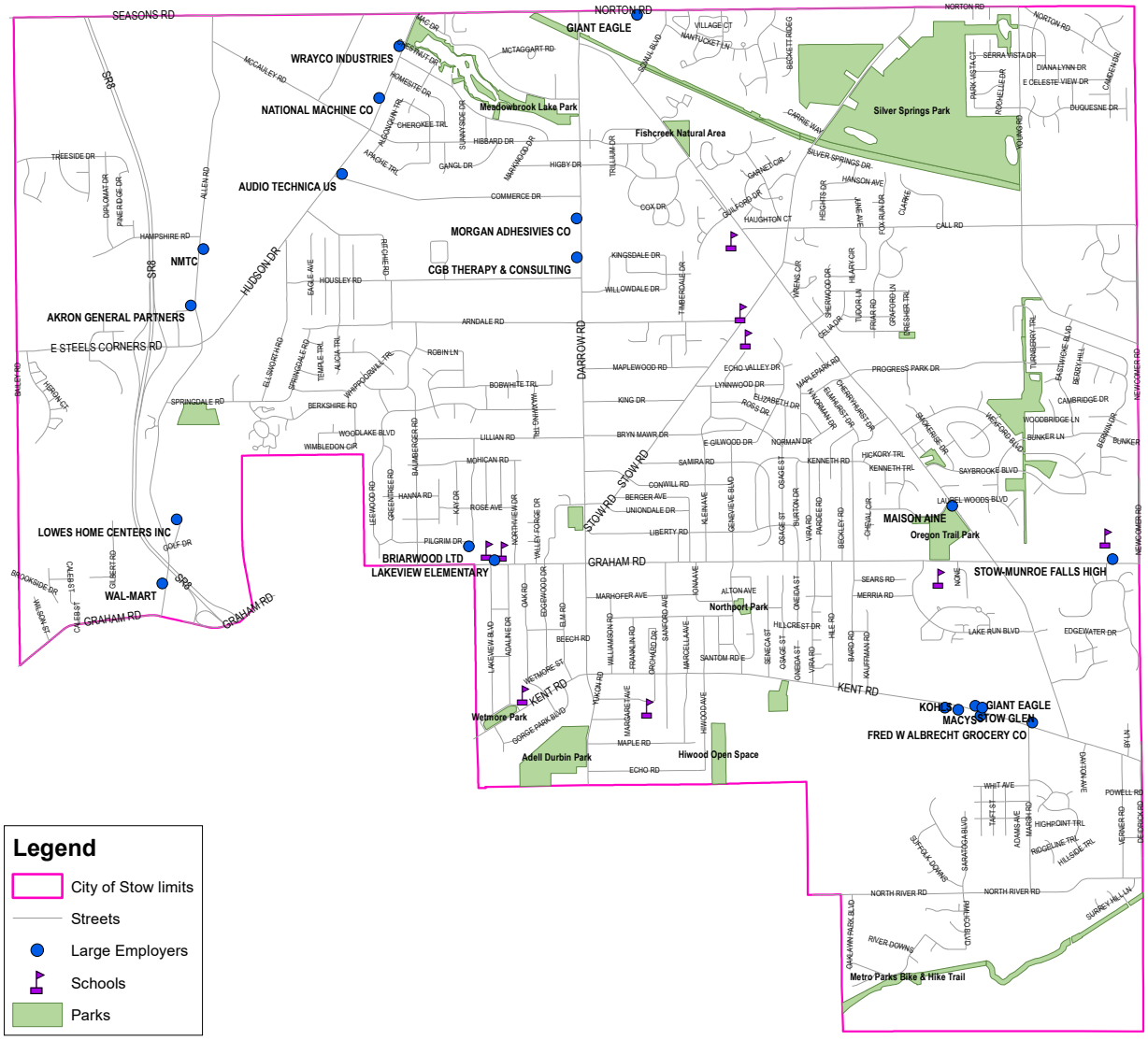
Pedestrian and Bicycle Crashes 2015-2021

Crash Severity

- 1=Fatal
- 2=Serious Injury
- 3=Non incapacitating injury
- 4=Possible injury
- 5=Property damage only
- Stow

N

Akron Metropolitan Area Transportation Study

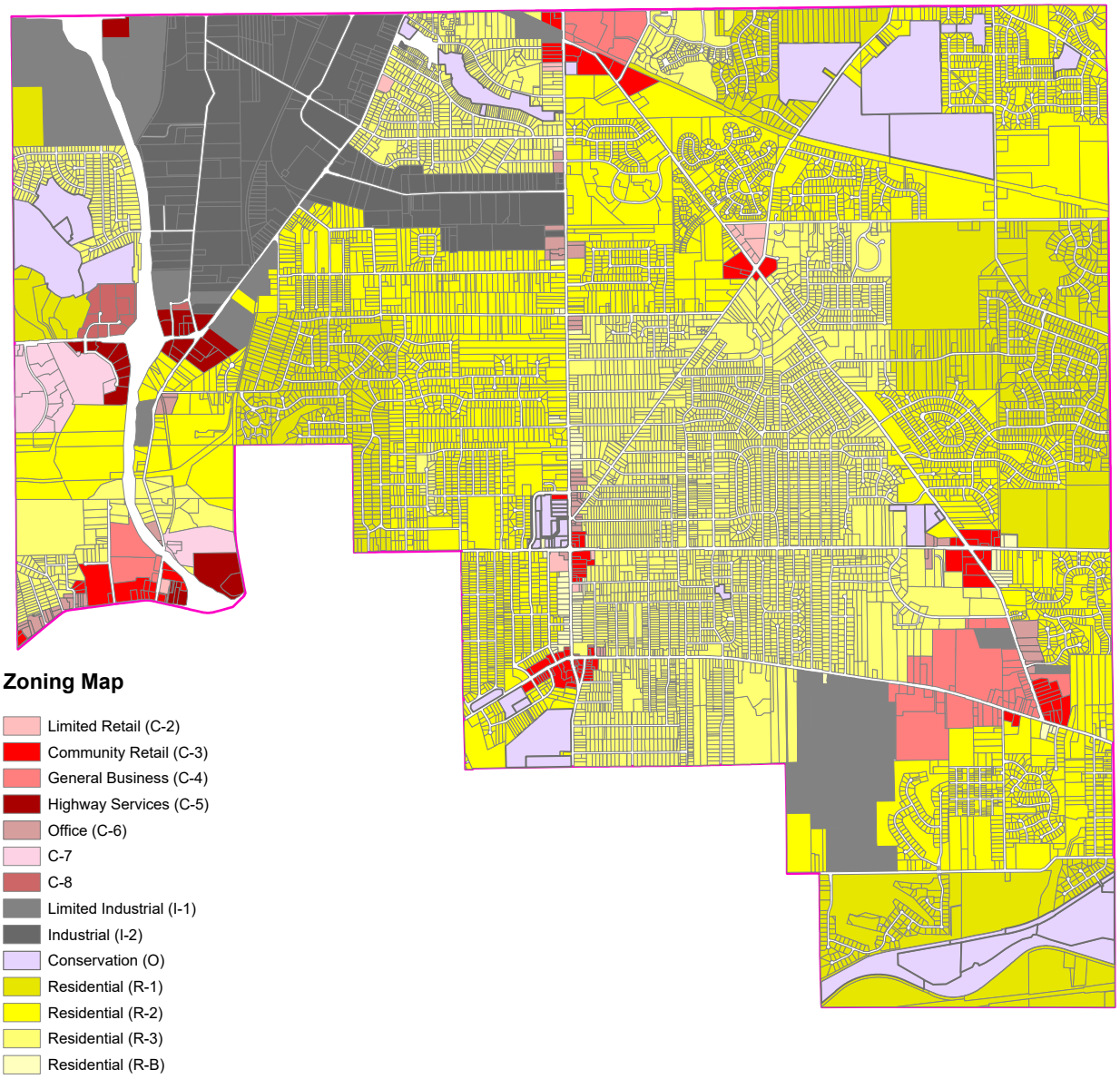


Assets & Destinations

An interesting dataset that was collected identified locations across the city where large employers are located. There is a diverse range of types of major employers within Stow. The key takeaway of this information is identification of two main job hub clusters. These are concentrated in the northwestern and southeastern edges of the City.

From an analysis standpoint, this starts to inform trip generation through the location of key destinations. This information was then layered with other datasets of locations that draw people – civic institutions, schools, public parks and recreation places, and commercial areas. All of these locations are community assets that attract a variety of people. The mapping of these destinations begins to demonstrate potential patterns of movement for work, school, errands, and recreation.

Today, most of these trips are completed in an automobile, but it raises the question: how many of them could be completed on foot or bike? Community connections, trails, and new multi-modal infrastructure should consider these hubs and connect them with residential neighborhoods. This would

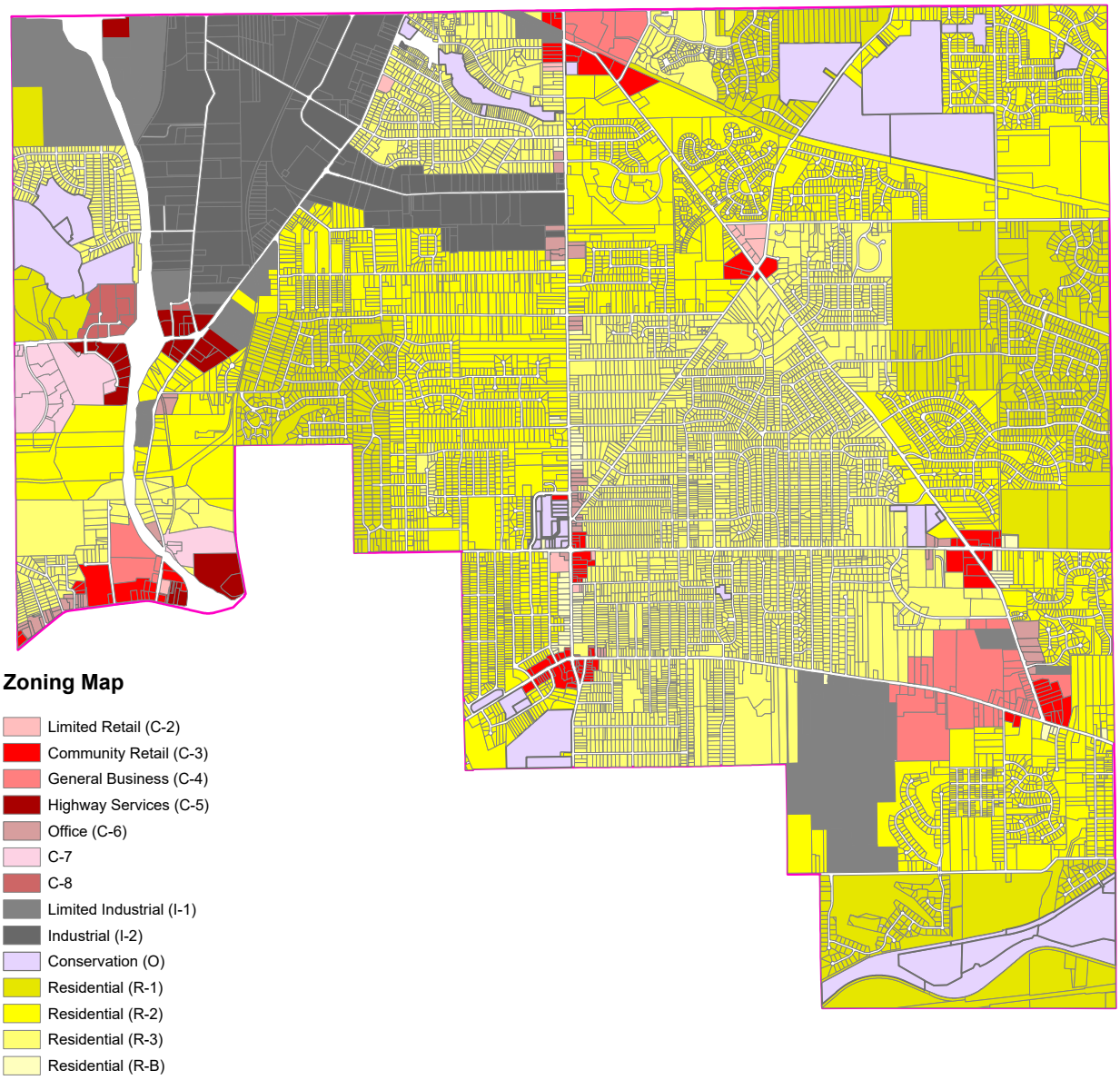


expand opportunity and access for residents while enhancing their experience of traveling to and from their destinations.

Additional Data and Information

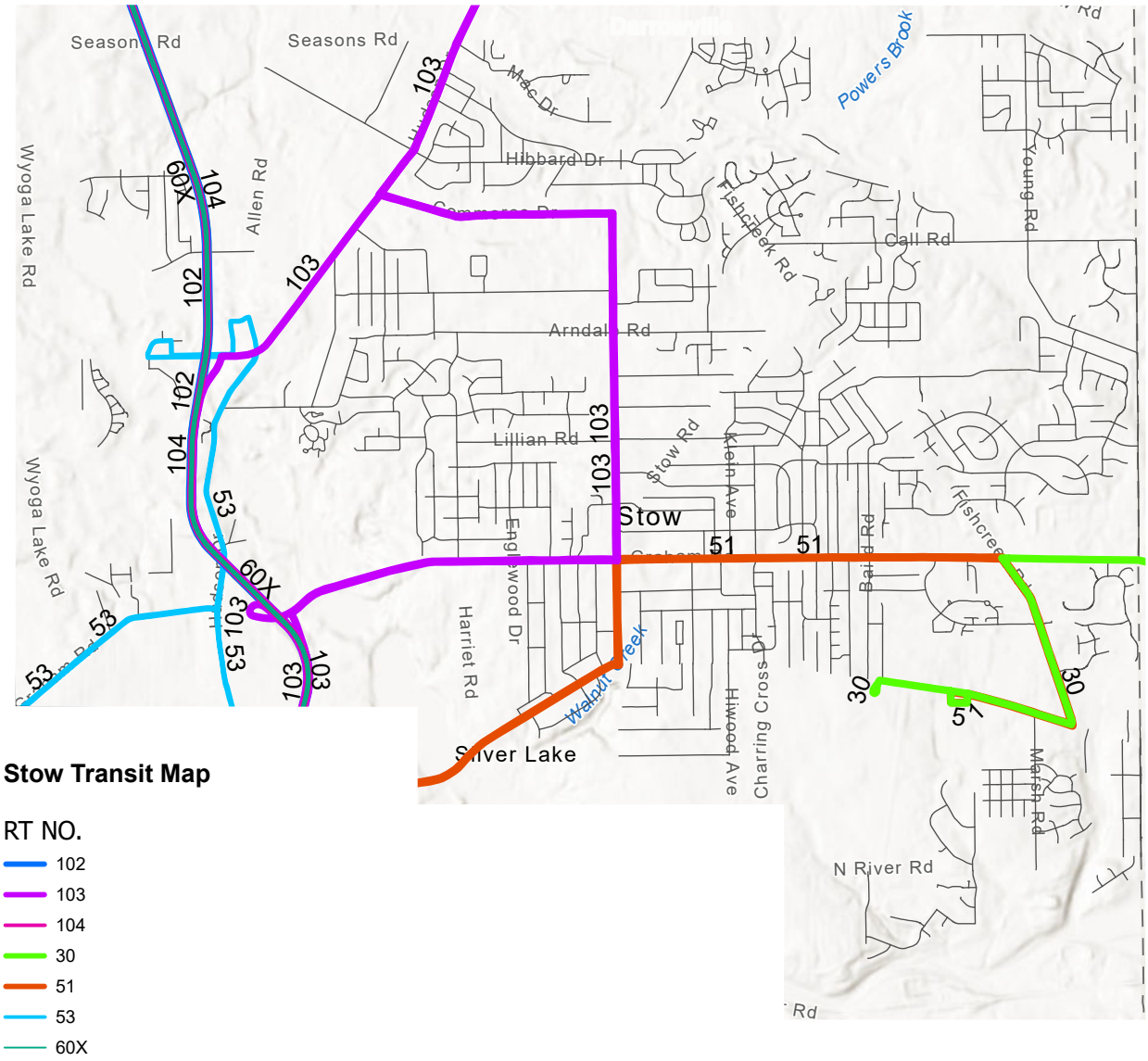
Additional base data was analyzed at the parcel and roadway levels. The existing City zoning map illustrates how the majority of the community is made of Residential zones, with clustered nodes of both industrial and retail/commercial. Similar to the employment and destination maps, this zoning analysis presents opportunities to study where better multi-modal and pedestrian connections can be made both within residential neighborhoods and between those neighborhoods and adjacent employment and commercial assets. Parcel ownership information shows where the City of Stow has ownership in addition to public rights-of-way. This is helpful in determining where future City trail connections and other public realm enhancements may be made. It is recommended and preferred that these types of initiatives are made on property that is controlled by the City.

Roadway data provided a different type of information, including roadway types, their condition, and the amount of traffic on certain corridors. It is helpful to understand



which roads are classified as either Freeways, Arterials, Collectors, and Locals, because each is characterized by certain widths, speeds, and capacities. Local streets are typically distinguished by slower speed limits and fewer vehicular travel lanes than the other classifications, and they provide the greatest opportunity for new and enhanced multi-modal connections and infrastructure. Whereas different strategies would need to be considered to create new and/or safer non-vehicular transportation options on the faster, wider, and more highly traveled roads (such as collectors and arterials). Specifically, higher traveled corridors and intersections require greater attention to safety, and additional considerations such as buffered or off-road trails to keep users safe from busy traffic. Additionally, knowing where road pavement conditions are poor generally correlates to roadways that are due for reconstruction or resurfacing.

This presents an immense opportunity for the integration of new and/or improved bicycle and pedestrian infrastructure during an already anticipated capital improvement project.



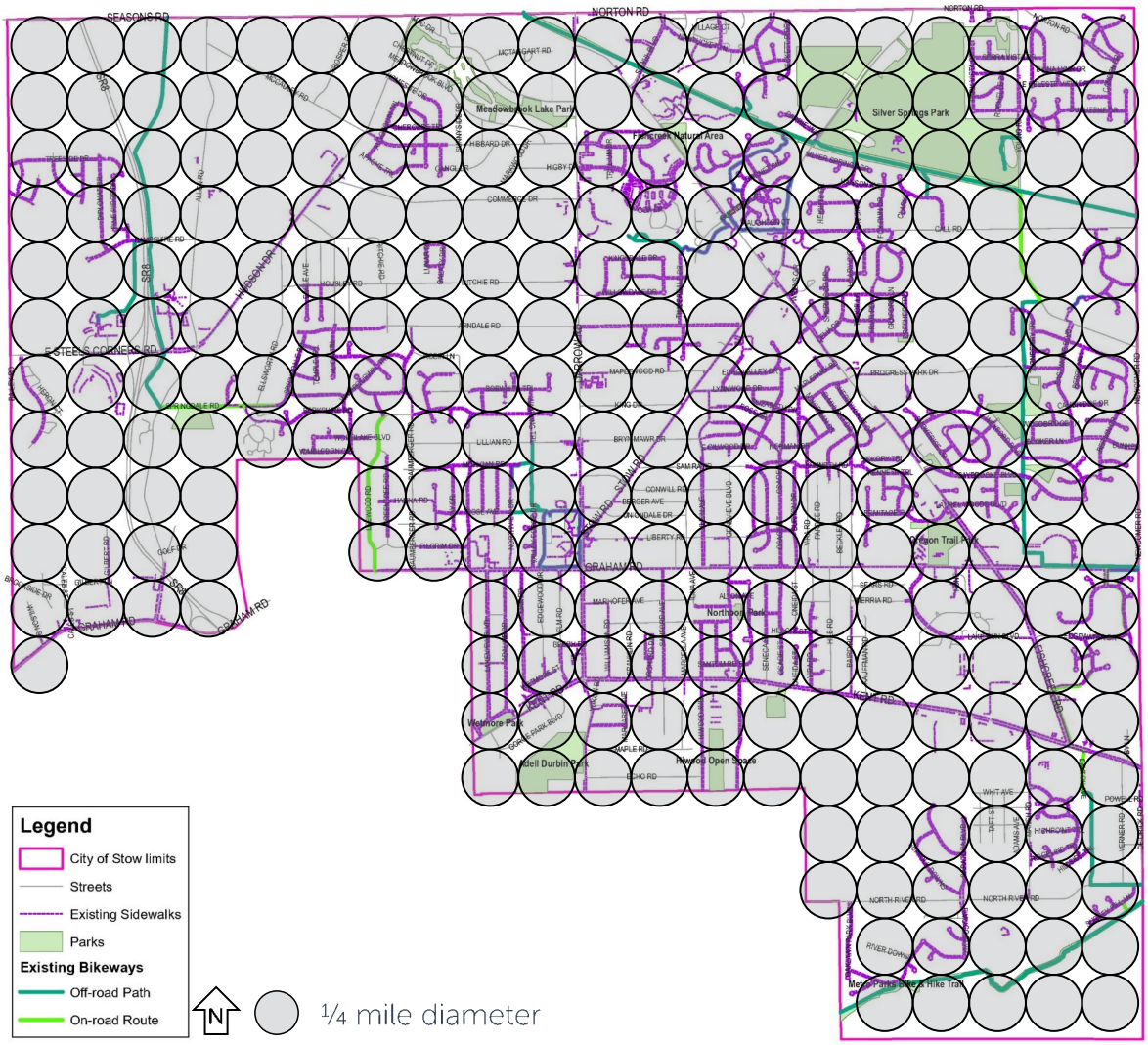
Stow Transit Map

RT NO.

- 102
- 103
- 104
- 30
- 51
- 53
- 60X

Lastly, access to the seven transit routes should be prioritized, as they serve key locations within Stow and as well as adjacent communities. Transit stops should have convenient and safe access to sidewalks and trails, since all transit users are instant pedestrians when they deboard a bus. For these users, that "last mile", as it is popularly called, between a transit stop and a destination is critical. Addressing gaps in sidewalks and crossing conditions at intersections should be prioritized when determining where the next wave of future connections should occur.

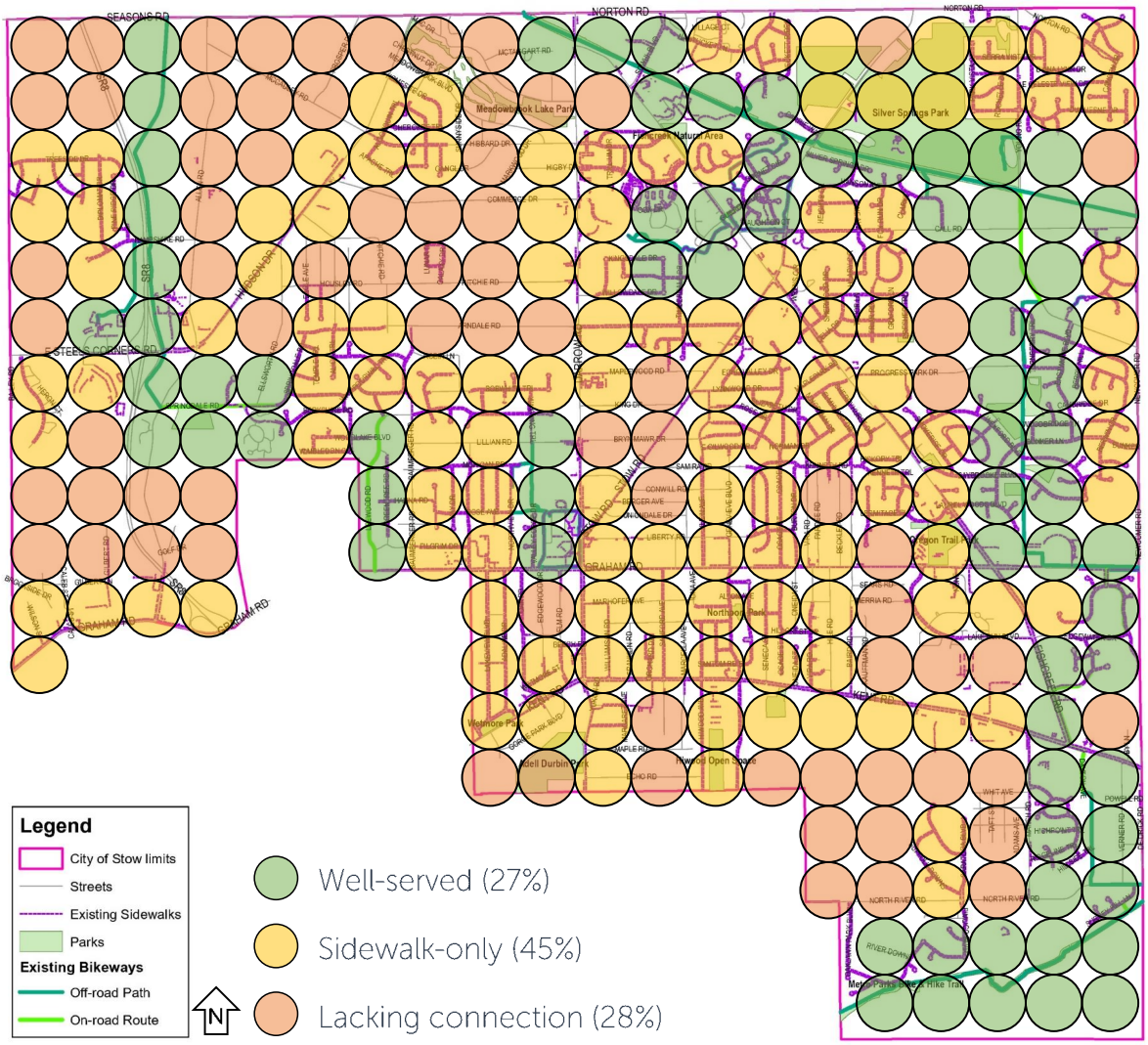
Quarter Mile Connection Study



At project inception, one of the City's goals was to determine the viability of placing trails within one-quarter mile of every resident and business. This is an ambitious and respectable goal. It is important to provide supportive infrastructure that increases accessibility for all. The City currently has 186 miles of sidewalks and 18 miles of bikeways. The map to the right demonstrates that this bikeway network is very limited in terms of geographic reach, primarily located along main corridors on the perimeters of the community. This demonstrates significant potential to expand bicycle infrastructure to better support connections within the City and between neighborhoods, while linking with surrounding assets.

Almost 1 out of every 2 adults had at least one chronic illness in 2005. An increase in physical activity, such as walking, lead to improved health and delay or prevention of disease.*

*Source: Canada Medical Journal, 2006.



In the diagram, each circle represents a point and its surrounding quarter-mile radius. Areas that are colored green represent locations that are connected to or in close proximity to a trail or designated bike route. Yellow areas identify areas that have some sidewalks but either are not contiguous (meaning there are stretches of missing sidewalks) or are farther than one quarter mile from a trail. Lastly, red areas are indicative of locations that are not presently served by trails or sidewalks.

Connect

Learning from the Community

3

Qualitative Analysis

As noted earlier, the qualitative analysis takes on a much more interactive and personal approach to information gathering. The planning team spent a considerable amount of time with "boots on the ground" in the City of Stow. Numerous site visits enabled the team to walk, bike, and drive around the community to experience existing conditions firsthand from the various perspectives of everyday travelers. This also provided the opportunity to have chance conversations with other users who could share their experiences with and wishes for the city's network of connections.

In-person experiences gave the team a deeper understanding of the context and situations presented by the data. While the data is incredibly informative to the analysis work and recommendations, it is equally important to get outside and evaluate existing conditions firsthand. This ensures that any suggested interventions are realistic and appropriately scaled.

Bike-n-Brainstorm

On a rainy Saturday in the fall, the planning team, city staff representatives, and a number of residents and their families braved the elements on an 8-mile group bike ride. Free bike rentals were available courtesy of the Ohio & Erie Canalway Coalition.

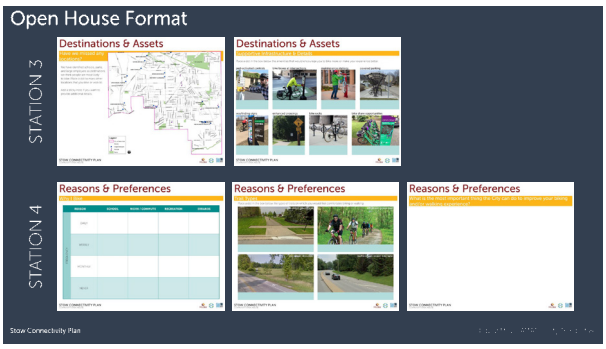
The pre-mapped route took participants on a loop through the city that traversed a cross-section of varying conditions and road / trail types. The route started and ended at Stow City Hall, went through a series of residential streets, paused at Stow High School, took the off-road Bike and Hike trail north to

Summary of Meetings

- Bike N Brainstorm - October 16, 2021
- Community Open House - November 14, 2021
- City Council Meeting - March 10, 2022
- 3 steering committee meetings at key intervals

Young Road where there is a paved on-road shoulder for cyclists, stopped at the Young Road trailhead before continuing west on the Bike and Hike Trail, and finally returned via Stow Road.

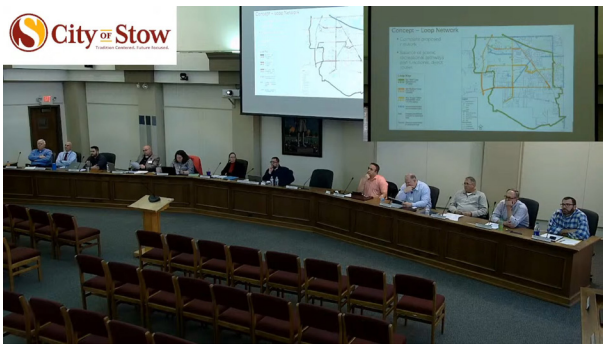
This gave the group a feel for what conditions were comfortable for cyclists regardless of experience level and which ones were very uncomfortable and in need of intervention and enhancements. The bike ride was followed by group discussion and brainstorming session where the participants shared their thoughts on the experience and some ideas for things that could be done to improve it.



Community Meetings

In November, the planning team held an open house to update the community on the project's process, report out on analysis, and gather input. The preliminary data analysis and findings were presented along with some early takeaways about emerging themes. A series of stations were created and set up around the council chambers. Participants could walk around to each station where a combination of informational feedback boards were paired. They were asked to provide their preference on a series of choices and had the chance to talk with a team member about their experiences walking and biking around town.

In March, the consultant team presented to City Council a summary of the planning process and final recommendations. There was an opportunity for both community and council member questions with responses and clarifications from the consultant.



Online Engagement

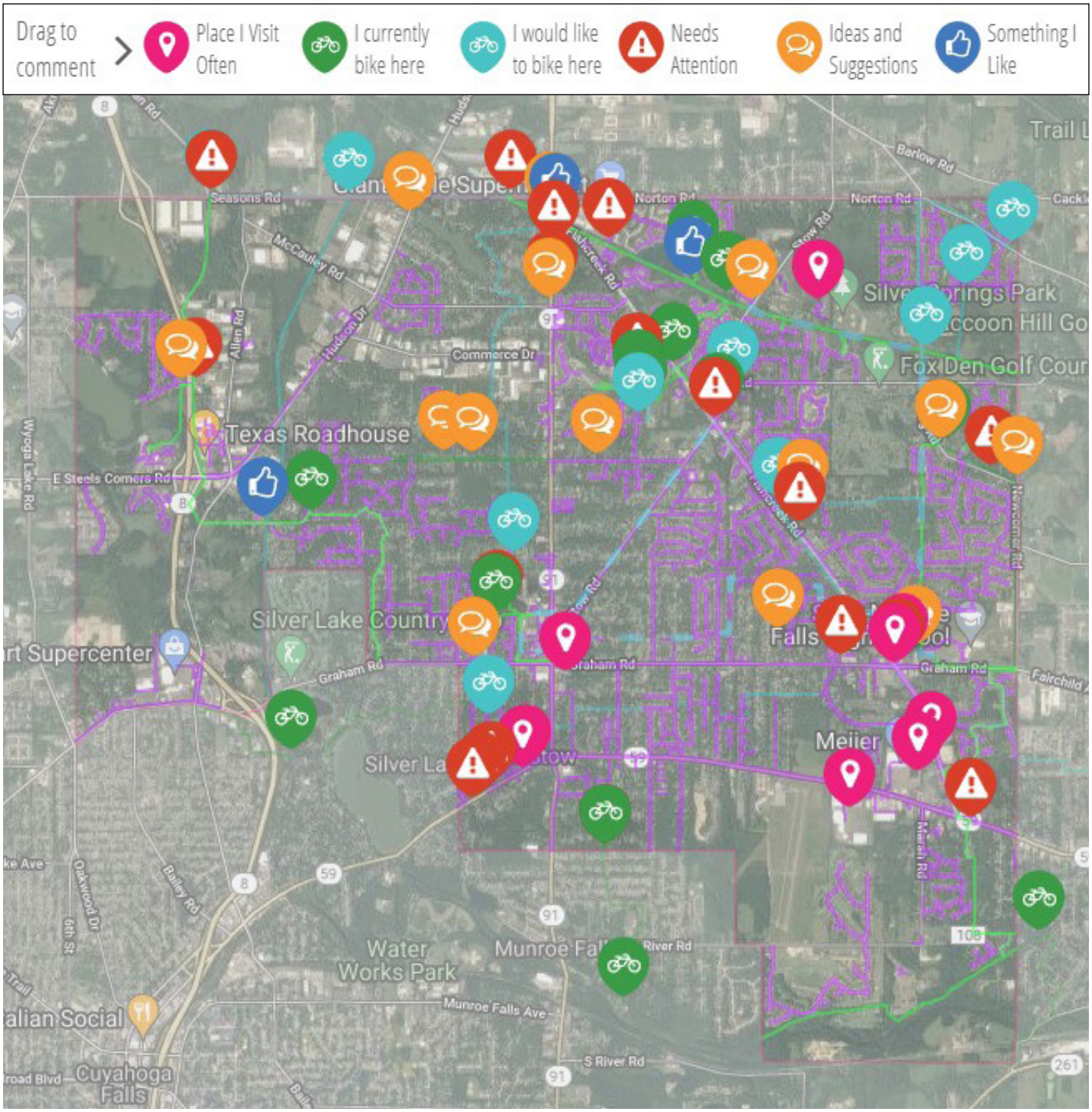
Throughout the planning process, a project web page was maintained on the City of Stow's website. This page provided a brief overview and goals of the project, along with a project schedule, list of past and upcoming community engagement events, and a continually updated list of links to resources and presentations. This was also the central point for project updates and links to active online activities.

One of the primary online activities was an interactive map. This was launched at the end of the Bike-N-Brainstorm event and was accessible via computer, tablet, and smartphone. Individuals who participated in the Bike-n-Brainstorm session or had experience with walking and biking in the city were asked to provide their thoughts on the map. Users were able to drag the icons from the top of the page onto the map where they had a specific comment about multi-modal transportation experiences in the city. Topics included places they often visit, places they currently bike to, places they would like to bike to, locations/facilities that need attention, specific ideas or suggestions, and places / things that they like. Space was provided for brief or detailed commentary, and there was no limit to the number of comments that one could add. The bike icons allowed participants to draw a path by following the on-screen instructions and clicking multiple points along the desired route. They were also able to read comments left by other users and either "like" or "dislike" the original comment and provide a response if they wanted.

Participation in this map activity exceeded the team's expectations. The box below summarizes the community's engagement with the map. The high amount of cross interactions of "likes" and replies between members demonstrated agreement and consensus-building and was a positive example of civil discourse among residents that was similar to what might take place during a traditional in-person community meeting. A grand total of 178 visits to the map that included new visitors and returning participants could be considered the equivalent of holding three public meetings and having about 60 people in attendance at each.

Summary of Interactions

- 44 unique users
- 70 individual data points from 35 stakeholders
- 53 interactions on previously posted comments (likes + discussions)
- 178 total visits (new + returning)

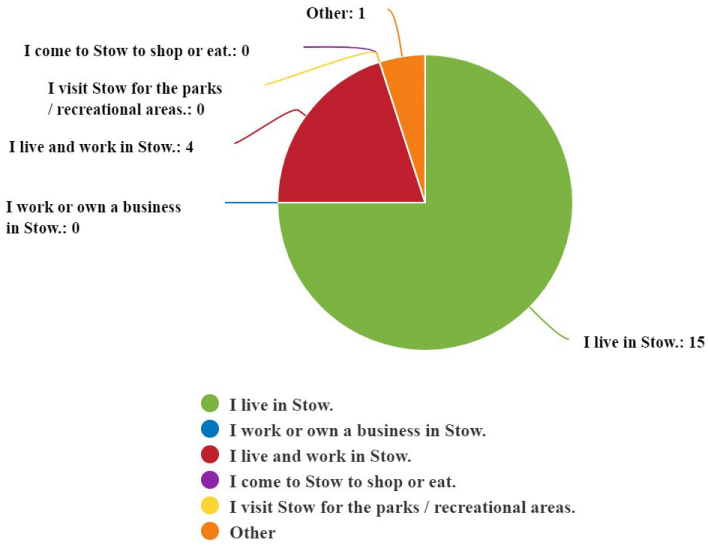

Drag to comment
Place I Visit Often
I currently bike here
I would like to bike here
Needs Attention
Ideas and Suggestions
Something I Like
Seasons Rd
Norton Rd
McCauley Rd
Fishcreek Rd
Commerce Dr
Texas Roadhouse
E Steels Corners Rd
Silver Lake Country
Graham Rd
Meijer
Water Works Park
Munroe Falls Ave
S River Rd
River Rd
Barlow Rd
Fox Den Golf Cour
Cuyahoga Falls

Survey

After the November Open House, a brief online survey was created to supplement information gathered from that second community meeting. It was intended to provide residents who were unable to attend an additional opportunity to provide their input on the same items that were asked of attendees at that meeting. The survey was brief, consisting of six questions about the participants' preferences regarding trails, experience, and amenities. The following images show a summary of the combined results of both in-person and online participants.

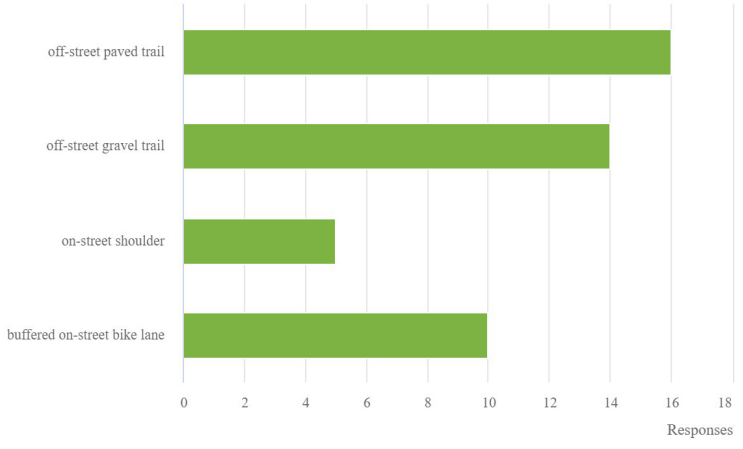
1. Welcome

Please select the option that you most identify with.



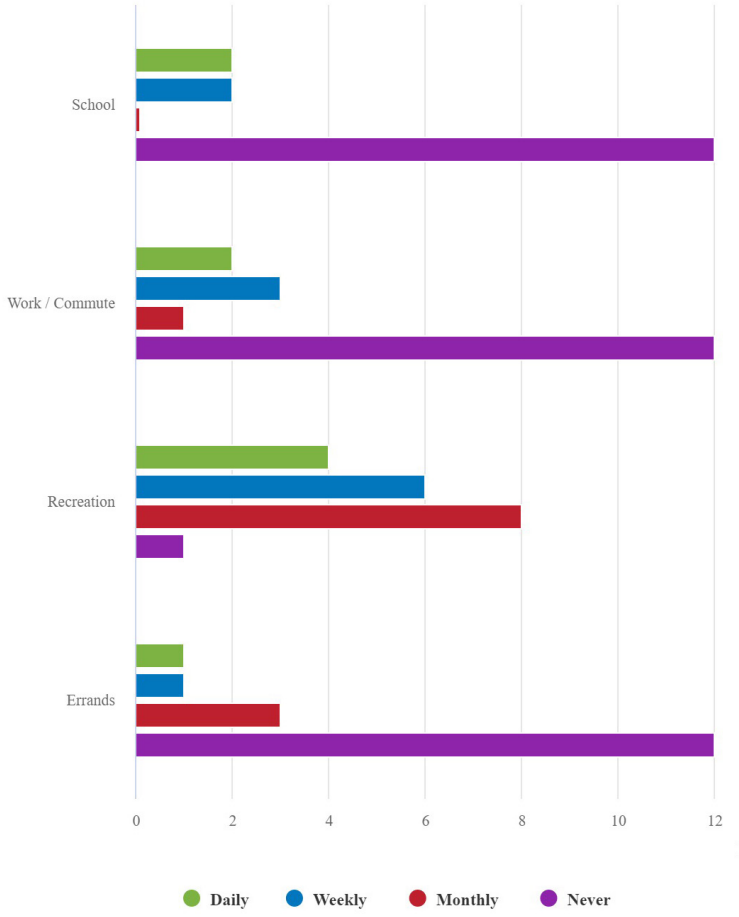
2. Trail Types

Select the types of trails on which you would feel comfortable biking or walking. (You may choose more than one).



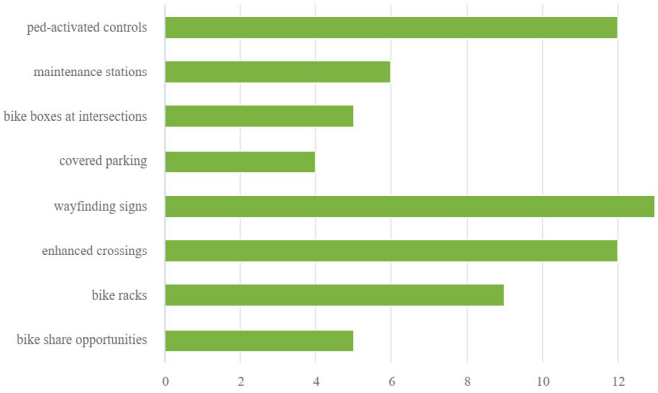
3. Why I Bike

Select how often you bike for each purpose.



4. Supportive Infrastructure & Details

Select the images of the amenities that would encourage you to bike more or make your experience better.



5. What is the most important thing the City of Stow can do to improve your biking and/or walking experience?

- "Create more sidewalks on roads that don't have any."
- "Map showing existing and future bike trails in the city."
- "Enhance bike lanes along major roadways."
- "Connectivity is key. All trails should connect to another trail or to a destination. Dead ends or bike lane road shoulders that simply end are worthless. I think Stow is already doing a good job of that so keep that concept..."
- "Paved walkways"
- "More opportunities to bike on streets that do not have sidewalks or paths."

What we heard

Emerging Themes

After analyzing all of the results from the community meetings and online engagement activities and comparing them against the findings of the data analysis, a few common themes began to emerge. A selection of quotes from the community that demonstrate these points can be read on the next page.

Safety

This is always a high priority with any plan of this nature, especially when families and children are involved. The mapped data and early conversations with City staff members revealed the concern about vehicular crashes involving pedestrians and bicyclists. Comments from residents also brought to light specific incidents and locations where they had near misses or felt uncomfortable when walking, riding, or crossing the road.

Connect the missing links and complete the network

A significant amount of sidewalks can be found throughout the City of Stow, including along main corridors and within residential neighborhoods. The major issue, however, is that they are not contiguous. Some homes and businesses have sidewalks, but they stop at the property line. There are also stretches where entire lots or blocks lack sidewalks. This is a real problem for people who want to walk or bike somewhere because those missing stretches force individuals to move out into the street in areas where that may not be the safest option.

Raise awareness (2-fold)

This issue is actually two-sided in Stow. The first is about enhancing user wayfinding. The City and the Metroparks have a few really exceptional trails that run through Stow, but they are not all well marked as to what they are or where they go. Additionally, there are no signs indicating connections between trails; once one ends, users don't know which way to turn to get to the next leg of the route.

The second side is about increasing automobile driver awareness and attention. There needs to be improved signage, pavement markings, and other physical indicators that let motorists know to expect bicyclists and pedestrians adjacent to them or crossing their paths. This comes back full circle to the earlier theme of safety.

"Add paths along Seasons Road to provide better connectivity between trails."

"Stow Rd. needs better pedestrian access. With two gas stations and Dollar General many pedestrians are forced to walk on side of road. Safety hazard."

"[Need] signage on Young Rd to notify motorists of bikes, pedestrians, children walking etc on or near roadway due to lack of sidewalks and shoulder."

"Would love to have a safer crossing here, perhaps flashing pedestrian signs for the road."

"This [Bike and Hike Trail] crossing can be pretty dangerous with the amount of traffic on Seasons Road—especially with the increase in heavy vehicles from recently constructed warehouses and other commercial facilities."

"Children and families who live within the Eastwicke Farms subdivision would benefit from having connectivity to Echo Hills school, thus helping cut down on drop off/pick up traffic at Echo Hills as well because kids could walk to bike to school safely."

"New sidewalk has a gap here, forcing people to travel off the sidewalk or make a dangerous crossing over Darrow."

"...with access to sidewalks are a larger shoulder or bikelane, residents could more easily utilize the recreation area just up the street without having to drive."

"Better curb cuts for path [and] Better crosswalk signs. [C]ars never stop in this area."

Vision

Laying out the Framework

4

Best Practices

Once areas of focus are established, the consideration of best practices from other places can help to inform relevant design approaches and solutions.

One of the resources studied was the website for Bicycling Magazine, an authoritative source for all things biking. The organization has ranked the best bike cities in America. They sift through thousands of data points and identify the systems and features that are of the greatest benefit to riders of all ages and abilities and for all purposes. To rate a city, they award up to 100 points that are weighted across four categories:

- Safety (40 possible points) – based on rate of cyclist crashes and fatalities, an active Vision Zero program, and adoption / installation of safe streets practices in response to or prevention of a fatality.
- Friendliness (30 possible points) – based on infrastructure that is friendly to all users from ages 8-80, including protected bike lanes, safe off-road pathways, and connection to transit routes.
- Enthusiasm (20 possible points) – based on city spending and advocacy for bike transportation, number of regular bike commuters, and not blocking/removing bike lanes.
- Culture (10 possible points) – based on bike share program(s), bike-friendly businesses and workplaces, open streets events, and police relations.

People for Bikes is another national organization whose mission is to get more people riding bikes more often, by supporting government officials at all levels and empowering cities to take action, create connections, and support the bike industry. They offer a number of resources, guides, and programs to help cities promote and facilitate inclusive and sustainable transportation. They also have an annual city rating program that ranks cities around the world for their bike friendliness. Their rankings are based on two parts: a Network Score that rates the quality of the bicycle network, and a Community Score that measures how people feel about biking in their community. The Network Score looks at access to neighborhoods and residents, opportunity connections to jobs and schools, basic needs and essential services, retail, and transit connections. The Community Score is similar to the rating system used by Bicycling Magazine. For this, a community survey is published that rates responses based on the weighted scoring categories of Safety, Network, Ridership, and Awareness.

The biggest take away from these case studies is that the priorities that emerged from the analysis and community input align perfectly with these rating systems. The other important things that can be learned are the design components and policies that successful cities are implementing to support safer, healthier and more complete networks.

In exploring best practices, a final case study takes a look at the trail that was rated number one on USA Today's 2021 "10 Best Readers' Choice" Travel Award Contest. The Chuck Huckelberry Loop in Tucson, Arizona, offers an inspirational concept for the City of Stow. This recreational trail consists of 136 miles of paved shared-use paths and buffered bike

lanes that loop through and around Pima County, Marana, Oro Valley, Tucson, and South Tucson. It connects people to parks, bus routes, workplaces, schools, restaurants, hotels, shopping, and entertainment areas. While this is significantly larger and more ambitious than what might be reasonably proposed for the City of Stow, it does illustrate example conditions and design tools that are directly applicable here. It also provides ideas about potential opportunities for city branding, artwork, and tourism attraction.

The recommendations made later in this plan will focus on these priorities and interventions that will work to directly improve the City of Stow's bicycle network in a range of areas.

Big Idea - Loop Network

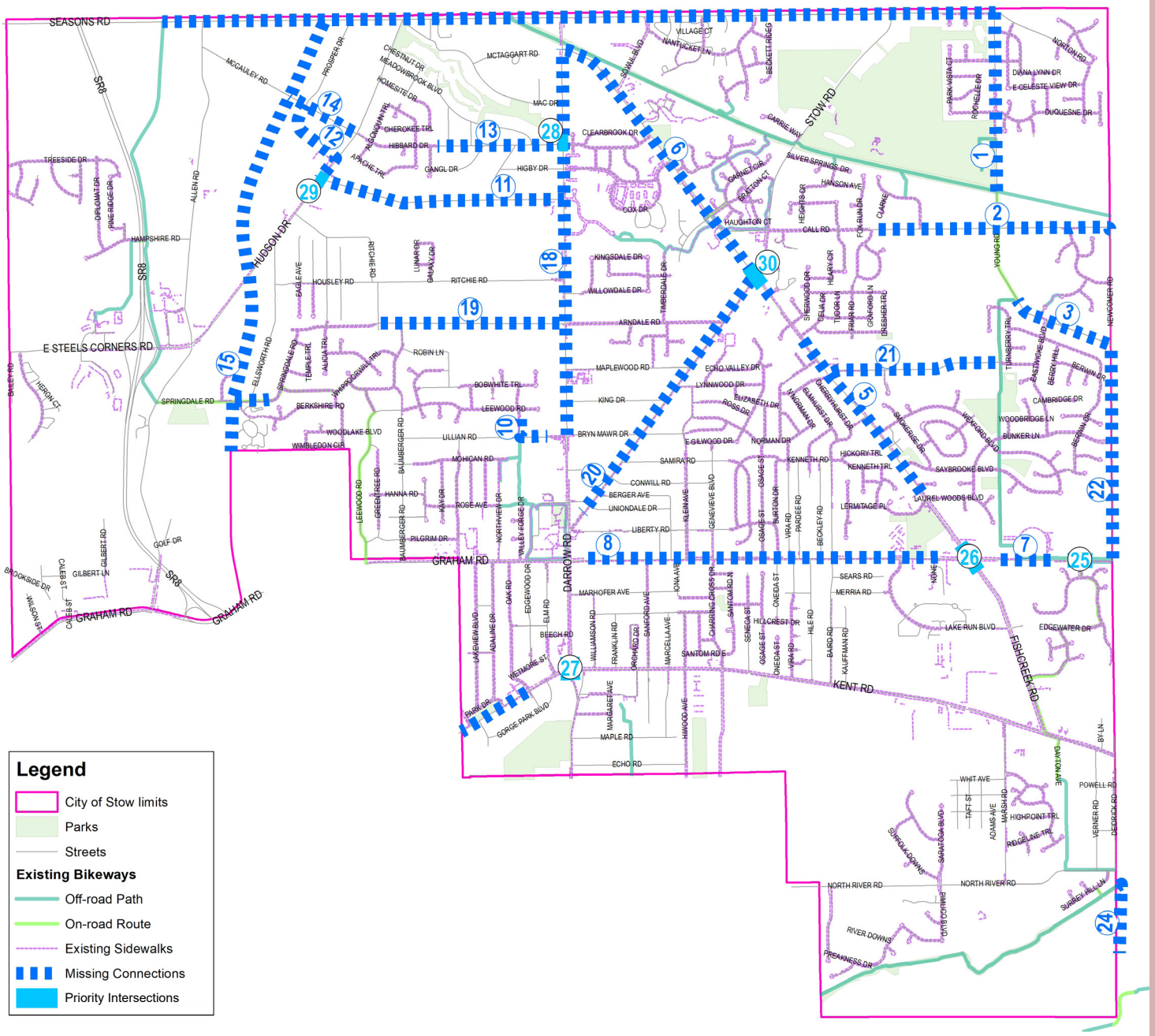
After considering the details for a successful bike and pedestrian network, the team identified a series of routes that link residents and their destinations. These routes are a combination of existing and proposed off-road trails and on-street or street-adjacent lanes. A loop approach provides built-in wayfinding and easily understood connections. An analysis of the existing paths and destinations indicated the ability to create a series of easily understood and connected loops. The identified loops and connectors have been strategically located to serve a particular set of users and to meet the project goals:

- Fill-in the missing links and gaps in the existing infrastructure
- Connect people and places
- Increase awareness of the available multi-modal transportation options and locations
- Improve visibility of pedestrians and cyclists for automotive users
- Add safety design components for all users

The loop system offers a unique opportunity for the City of Stow to incorporate fun community branding. The distinctive colors for each of the loops of green, orange, and yellow, and the monikers of "wolf", "bulldog", and "puppy" as a play on of the Stow Bulldogs, are two examples of how this could be accomplished. Creating memorable identifiers can help with recognition, wayfinding, and awareness for all users and passersby. This also opens the door for sponsorship opportunities where funders could contributed to the costs of construction for the naming rights of that loop.

A 2011 study from the University of Cincinnati showed that the property value of a house goes up by $9 for every foot closer it is to a trail entrance.*

*Source: UC.edu, 2011, accessed Feb. 2022.



Legend

- City of Stow limits
- Parks
- Streets

Existing Bikeways

- Off-road Path
- On-road Route
- Existing Sidewalks
- Missing Connections
- Priority Intersections

Recommended Approach

When it comes to prioritizing the improvements, the team sees opportunity in filling in loop connectors throughout the city to maximize the impact of investments. Mapping these trails as part of this study revealed that an infrastructure is already largely in place, having formed under a logical hierarchy by user and location. For example, an outer loop serves as a regional connector, encircling the edges of the city and connecting in places to trails in neighboring communities. While this trail is definitely better suited for experienced cyclists, a few breaks in its continuity create impediments to its use by all ability levels. Likewise, shorter bikeways can better connect core civic and commercial destinations from local residential areas as these gaps are addressed.

The study, thus, seeks to identify emergent loops within city limits and determine connections that will make them more contiguous and in turn improve their accessibility and usability. A branded system will go further to make the loops more user friendly, providing better wayfinding and offerings by ability.

Green Loop

At 17 miles and circling the city, the "Big Wolf Loop" is regional, focusing mostly on recreation and connection to other park trails in the area. While the majority of this loop is formed by off-road pathways, it also has the greatest diversity of missing link typologies and therefore provided the case studies for potential design solutions illustrated in this report.

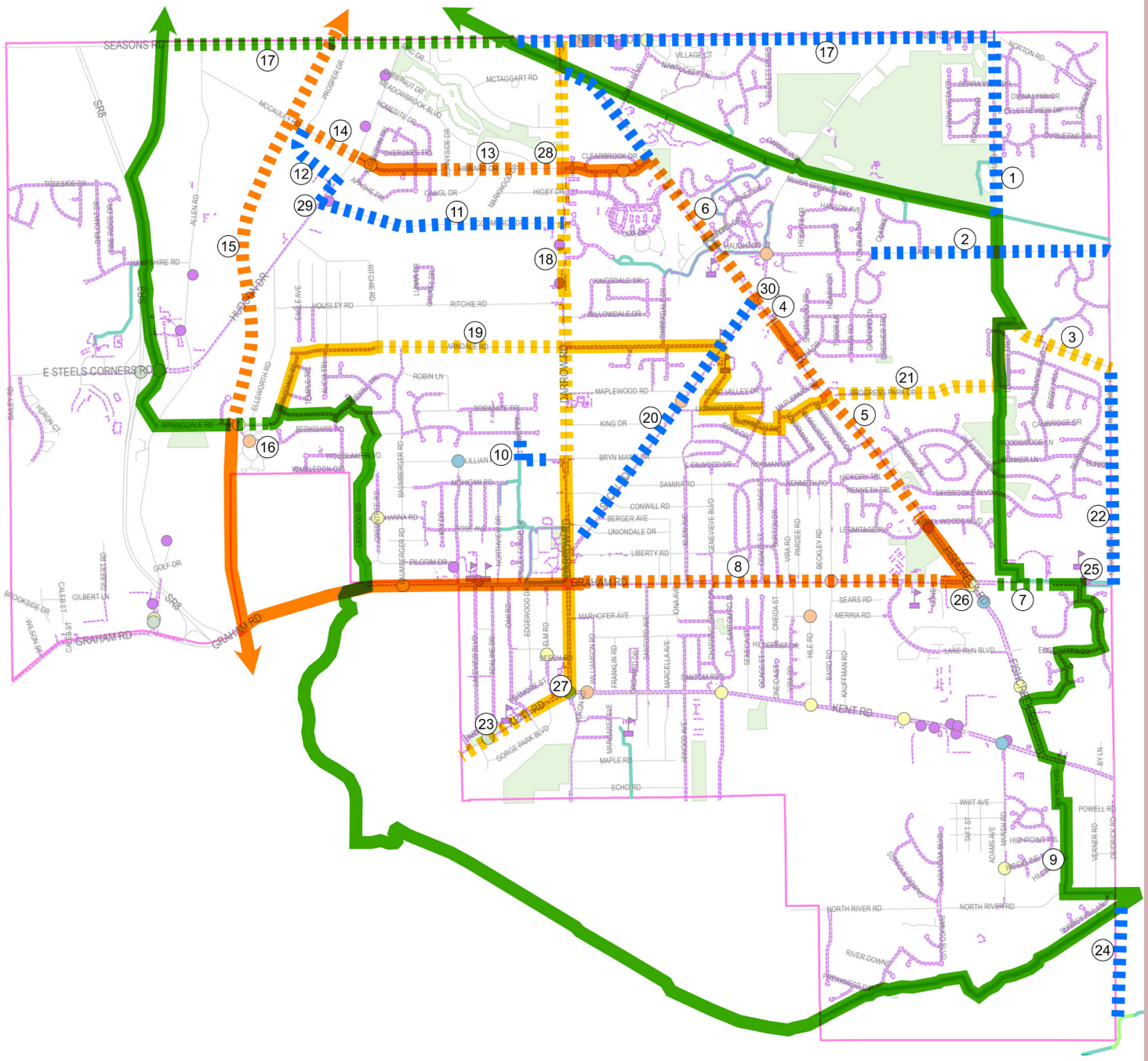
Orange Loop

Serving commuters within the city, the "Bulldog Loop" is largely on-road or corridor adjacent. Cyclists on this trail would still find challenge completing its 10-mile length, were it to be more complete. Completing the Bulldog would require establishing better bikeway infrastructure along some of the city's busier thoroughfares.

Yellow Loop:

These "Puppy Path" connectors give even the youngest cyclists a chance to learn and for families of all abilities to bike together. Routed mostly through interconnected subdivisions, these pathways are shorter and find their way through areas where safety is of utmost importance to the residents who live along them, making them appropriate to a wide range of users.

The opportunities to physically connect these points on the loop trails will vary by type and existing conditions. In some cases, the need to incorporate better infrastructure for cyclists ought to be considered in tandem with major roadway improvements, especially where pathways follow city corridors. Others, however, may present as low-hanging fruit, in which completion is no more complicated than land acquisition and some asphalt paving. No matter the level of intensity, however, each will require funding that ought to be carefully integrated in future budget considerations. Grants for recreational improvements are widely available; and should be sought to support this impactful work.


Legend
City of Stow limits
Large Employers
Schools
Parks
Streets
Crash Events
Property damage only
Possible Injury
Non-incapacitating injury
Serious injury
Fatal
Existing Bikeways
Off-road Path
On-road Route
Existing Sidewalks
Loop Key
Big "Wolf" Loop
Recreational
17 miles
Mid "Bulldog" Loop
Commuter
10 miles
Key "Puppy" Paths
Residential / Civic
3-4 mile spines
Additional/Alternate
recommended links
Solid
Existing trails/routes
included in proposed
loop
Dashed
Missing connections
in proposed loop
3
Missing Link ID
SEASONS RD
E STEELS CORNERS RD
GRAHAM RD
DARROW RD
HUDSON DR
KENT RD
NORTH RIVER RD
SR8

Prioritization

The following list of locations align with the illustration on pages 37 and 39. Given that 30 missing links were identified on those maps and recognizing that constructing all of them at once is not feasible, a system was devised for rating each of the connections and ultimately identifying the priority ones. A number was assigned to each of the missing links and they were listed in the chart below. Based on the earlier identified areas of focus, a series of categories were listed as the grading criteria:

- **Safety**: locations were given a score of 3 points if there had been a fatal crash, 2 points for severe crashes, and 1 point for anecdotal comments about near miss incidents or uncomfortable experiences.

ID	Name	Safety	Children	Awareness/ Visibility	Part of Green Loop	Part of Orange Loop
27	Darrow Rd-Kent Rd intersection	2	3	1	-	-
8	Graham Rd (North Side)	2	2	1	-	1
17	Seasons Rd / Norton Rd	3	1	1	1	-
26	Graham Rd-Fishcreek Rd intersection	2	2	1	-	1
2	Call Rd	3	1	-	-	-
4	Fishcreek Rd (SE from Stow)	2	1	-	-	1
6	Fishcreek Rd (NW from Stow)	1	2	-	-	1
28	Hibbard Dr-Darrow Rd intersection	-	1	1	-	1
30	Stow Rd/Fishcreek Rd intersection	1	1	1	-	1
16	Springdale Rd	1	1	-	1	1
3	Young Rd South of Call Rd	1	1	-	-	-
18	Darrow Rd	-	1	1	-	-
20	Stow Rd	2	1	-	-	-
21	Progress Park Dr	-	2	-	-	-
23	Kent Rd	-	3	-	-	-
25	Graham Rd-Kings Mill Blvd intersection	-	1	1	1	-
7	Graham Rd (South of HS)	-	1	1	-	-
5	Fishcreek Rd (@ Progress Park Dr)	-	1	-	-	1
22	Newcomer Rd	1	1	-	-	-
13	Hibbard Dr (east)	1	-	-	-	1
1	Young Rd	-	1	-	-	-
9	Hillside Trail	-	1	-	-	-
10	Lillian Rd	-	1	-	-	-
14	Hibbard Dr across McCauley Rd	-	-	-	-	1
15	Rail line	-	-	-	-	1
19	Arndale Rd	-	-	-	-	-
24	Bike and Hike	-	1	-	-	-
11	Commerce Dr	-	-	-	-	-
12	Hudson & Campus Dr	-	-	-	-	-
29	Hudson Dr-Commerce Dr intersection	-	-	-	-	-

- **Children**: locations were given 1, 2, or 3 points depending on their proximity to places children were known to frequent, e.g. schools, parks, trails.
- **Awareness**: a point was given if a location has high visibility to travelers of all modes and could bring heightened awareness to anticipate cyclists and pedestrians.
- **Part of an Identified Route**: a point was given for each loop or connector the missing link would help extend.

All of the points were then totaled across the rows. The routes were sorted by their total score, with the highest scoring items at the time representing the highest priority items.

Part of Yellow Connector EW	Part of Yellow Connector NS	Total Index	Notes from Mapped Public Comments
-	1	**7**	
-	-	**6**	5 for sidewalks
-	-	**6**	8 for better crossing @ BnH trails ; 3 thumbs-up for connection btwn trails
-	-	**6**	3 for better ped/bike conditions
-	-	**4**	
-	-	**4**	8 comments / thumbs-up; 3 for more ped access
-	-	**4**	3 for more ped access
-	1	**4**	
-	-	**4**	7 for better ped access
-	-	**4**	
1	-	**3**	4 for warning signage; 4 for sidewalks or bike lane; 3 for off-road route
-	1	**3**	3 for wider sidewalks; 3 for filling in sidewalk gaps; 3 for connection to BnH
-	-	**3**	
1	-	**3**	2 for safe connections for kids
-	-	**3**	4 for sidewalks
-	-	**3**	
-	-	**2**	
-	-	**2**	6 for more ped access
-	-	**2**	
-	-	**2**	2 for sidewalks
-	-	**1**	
-	-	**1**	
-	-	**1**	
-	-	**1**	
-	-	**1**	2 in support
1	-	**1**	3 for sidewalks
-	-	**1**	
-	-	**0**	
-	-	**0**	
-	-	**0**	

Toolkit

This toolkit describes a number of initiatives, many of which are derived from Ohio Department of Transportation standards for bicycle and pedestrian safety improvements. First and foremost is a range of pathway types that are selected in response to roadway conditions, adjacent vehicular speeds, traffic volumes, surface materials, and available right-of-way. This is a "group A" type menu from which a pathway type is chosen to serve as the focus of the improvement.

Next are design components that are considered in conjunction, for the purpose of calming traffic and supporting the safety of cyclists and pedestrians. Signage, signals, pavement markings, traffic controls, and roadway alignments all play into how vehicular traffic is controlled when it interfaces with bike and pedestrian pathways. And, as enjoyment of the bikeways is crucial to ensuring their use and the benefits realized by building them, the toolkits also suggests the provision of amenities geared toward cyclists, such as bike racks and covered parking, wayfinding signage, and bicycle maintenance stations.

Lastly, a series of potential city-wide ideas are proposed for consideration. These range from components that help expand the pedestrian and cyclist infrastructure network, to policy and enforcement items, to events that raise awareness of and comfort with multi-modal transportation.

Menu of Trail Types

- Off-street paved trail - 7-10 ft
- Off-street gravel trail
- On-street paved shoulder
- Buffered on-street bike lane
- Standard concrete sidewalk – 5 ft
- Wide multipurpose sidewalk – 8-10 ft


OFF-STREET PAVED TRAIL


BUFFERED ON-STREET BIKE LANE

Design Components

- Pedestrian-activated controls
- Enhanced crossings
- Way-finding signs
- Curbed bump outs / refuge islands / medians
- Physical / visual roadway narrowing
- Bike racks
- Bike turn boxes at intersections
- Maintenance stations
- Covered bike parking
- Pavement markings & mounted signs
- Lower speed limits
- Speed bumps / humps / tables

Policy & City-wide Components

- Fill-in sidewalk gaps
- Connect missing trail loop links
- Vision Zero program
- Complete Streets Guidelines & Implementation
- Reduced speed limits on key identified bike corridors
- Annual Capital Improvement Plan allocation to pedestrian & bicycle infrastructure
- Bike share service
- Encourage bike-friendly business practices & incentives
- Hold events such as Open Streets, Slow Roll, Bike-to-Work Day

PAVEMENT MARKINGS

WAYFINDING SIGNS

BIKE SHARE SERVICE

BUFFERED OFF-STREET BIKE LANE

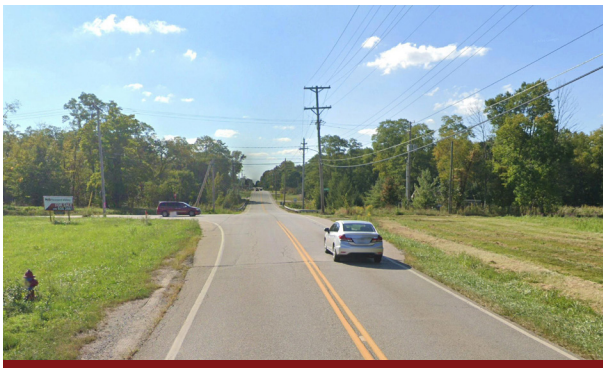

OPEN STREETS EVENT

Prototypes

As described, the green "Big Wolf" Loop presents a range of challenges to completion that also demonstrate use of many of the toolkit items identified herein. Therefore, it made sense to present this loop as the prototype for how to connect and complete the proposed bikeway connectors throughout the city.

Based on the prioritization chart, it also represents the loop with the least number of pieces needed to reach completion. A full completion of one of the loops would be a very strong way for the City to demonstrate its commitment to improved connectivity and constitute an early win. The Green loop also holds locations for improvement that ranked near the top of the list in terms of priority when studying their safety and visibility.

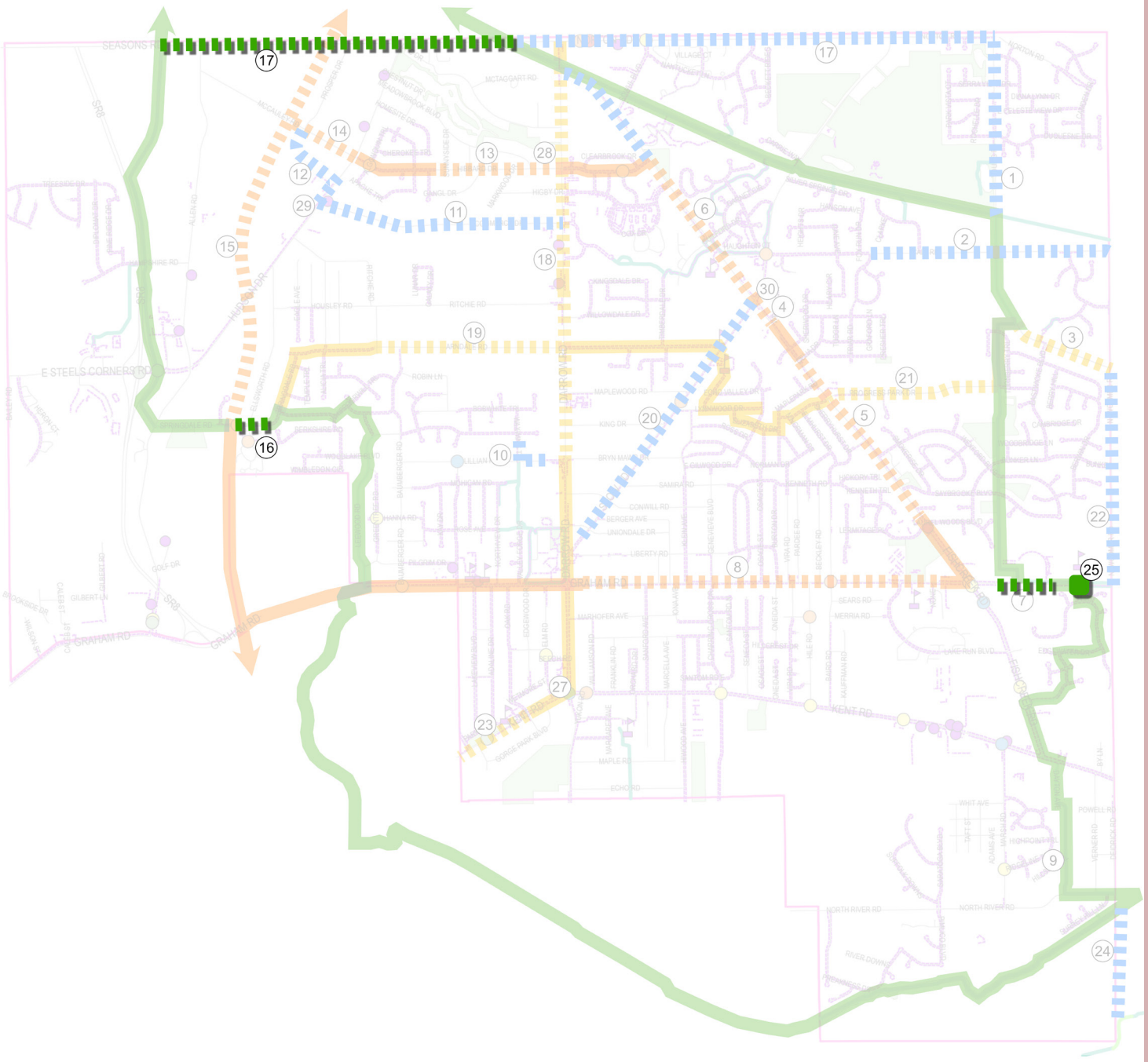
Therefore, the three missing links in this loop, in particular, seemed natural candidates for creating actionable solutions. Their execution would create momentum and be an impetus for implementing other connections throughout the city. The following pages outline these three prototypes at specific locations, but the proposed solutions are applicable to several other areas across the network, making them highly beneficial to the missions of the overall Stow Connectivity Plan.



17 - SEASONS ROAD - TOPOGRAPHY, INDUSTRIAL TRAFFIC, AND A LACK OF SIDEWALKS AND SHOULDERS MAKES TRAVELING ALONG AND CROSSING THIS ROAD DIFFICULT FOR CYCLISTS AND PEDESTRIANS.

16 - SPRINGDALE ROAD - GAPS IN THE SIDEWALK AND BIKE LANE / SHOULDER OCCUR ADJACENT TO THE CROSSING OF THE FUTURE VETERANS RAIL-TO-TRAIL.

25 - GRAHAM ROAD AT KINGS MILL BOULEVARD - WITH THE DEDICATED TRAIL ON THE NORTH SIDE OF THE ROAD, GAPS IN THE SIDEWALK ON THE SOUTH SIDE, & NO CROSSING, THERE IS NOT A CLEAR WAY FOR TRAIL USERS TO CONTINUE ON THE DEDICATED BIKE ROUTE.


17
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29
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E STEELS CORNERS RD
GRAHAM RD
KENT RD
HUDSON DR
DARROW RD
STOW RD
SR 8

Seasons Road

Running along the city's north border, Seasons and Norton Roads serve as an important link between Route 8 and a commercial area to the east at Darrow Road, touching also on some major trail connectors and other destinations on the way. The challenge with this corridor for cyclists is the lack of a bike lane or pathway, forcing cyclists to use the berm. The roadway is largely scenic and, while its posted speed limit is 35 miles per hour, few intersecting roads and driveways make it likely that drivers operate at higher speeds through this corridor. These factors compound to make cycling here dangerous, but still, a need to allow cyclists to use it remains.

The team chose Seasons' intersection with Sullivan as a prime point of study because of its proximity to an existing north-south trail that passes through here. Improvements would include either a buffered on-street bike lane on the Stow (south) side of the right-of-way or a wider, separated pathway where there is room to do so. Pavement markings would indicate these designations to both vehicles and cyclists alike. A more visible crossing here, wayfinding and traffic signage, and landscape enhancements would all work in concert to better direct cyclists to the new hike-bike trail as well as how to use the Seasons Road pathway once they exit.

Toolkit Elements

Trail Type(s):

- Wide multipurpose sidewalk – 8-10 ft wide

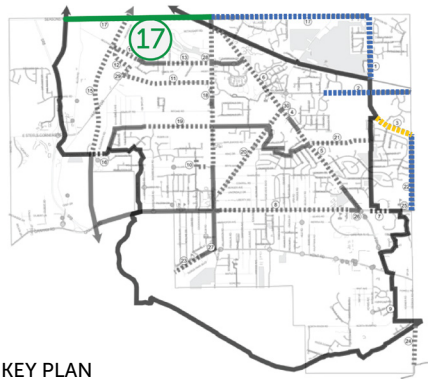
  -- OR --

- Buffered on-street bike lane

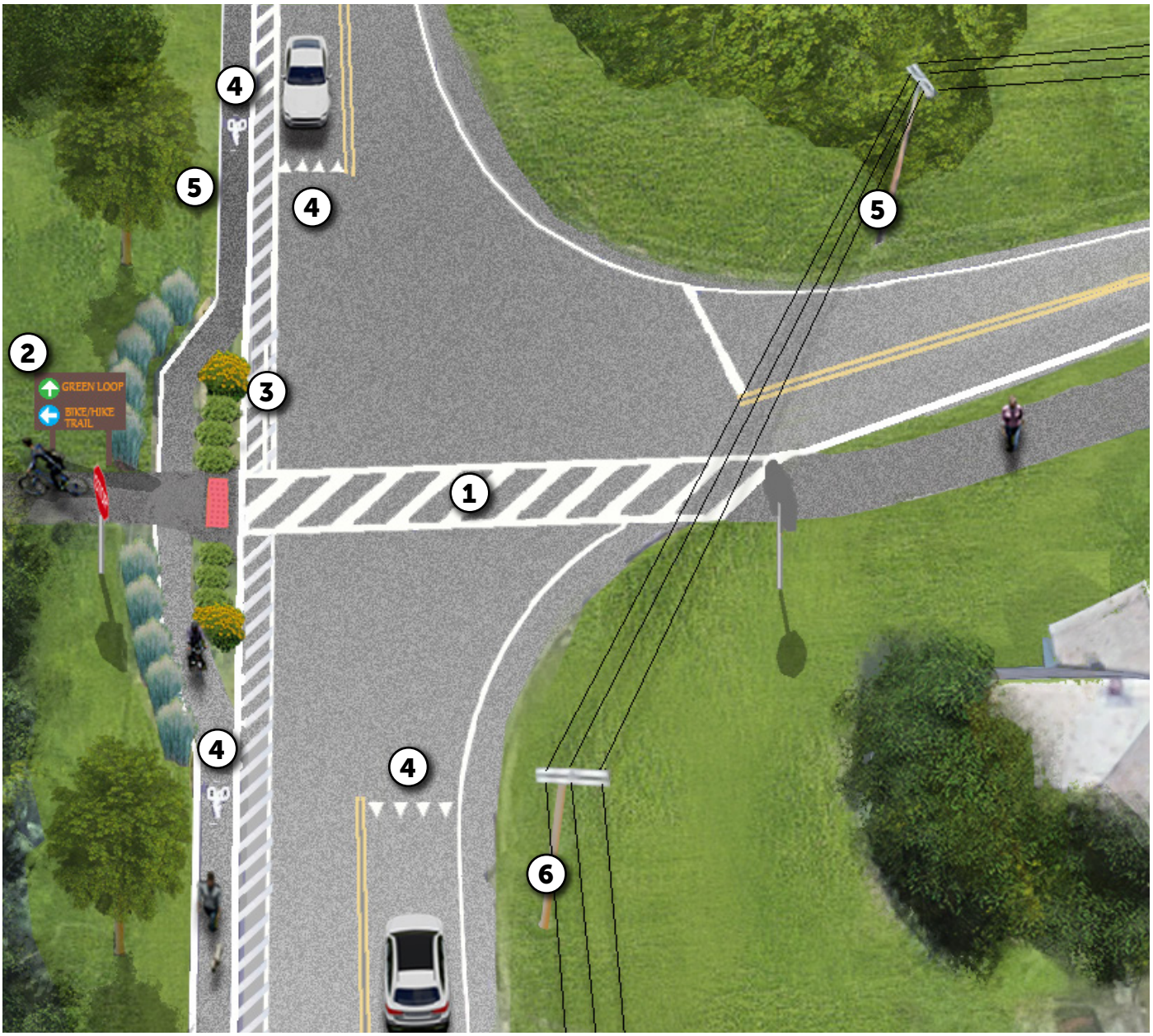
Design Components

1. Enhanced crossing
2. Route way-finding signs
3. Visual / perceived roadway narrowing
4. Pavement markings
5. Mounted vehicular signs
6. Lower speed limits

EXISTING AERIAL



KEY PLAN



Graham Road at Kings Mill Boulevard

Bikeways along Graham are very different, offering a separated path that is comfortably away from vehicular traffic. However, the path lacks connection, particularly where main bikeways are intended to branch off for connection to other paths. Sidewalks through the Kings Mill subdivision, for example, serve as a connector to Fishcreek Road and a small commercial area to the south. Subdued signage throughout the subdivision indicates the route, but there is no paved access or marked crossing between the path north of Graham Road and this connector.

This is, therefore, an example of simple changes that would have big impact. A short, paved path from the north to a crossing on Graham, demarcated with paint and signage as well as user-controlled crossing signals, would go a long way to direct cyclists to this southbound route, thus increasing the usefulness of the trail. Even better, this is an opportunity to carry through the design language and branding that will bring more visibility and identity to the loop system throughout the city.

Toolkit Elements

Trail Type(s):

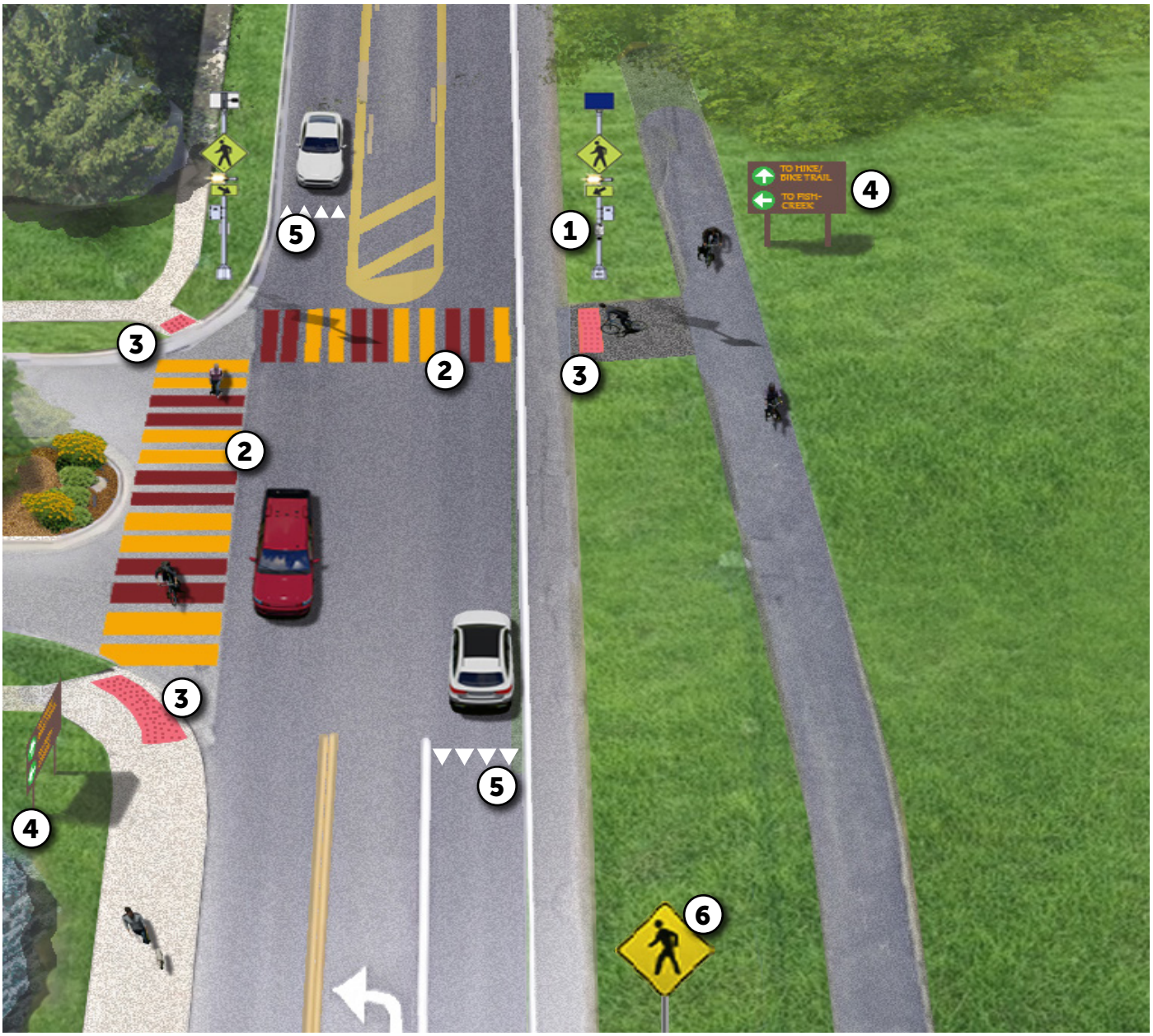
- Improved trail crossings

Design Components

1. Pedestrian-activated controls, e.g. Rectangular Rapid Flashing Beacons (RRFB)
2. High-visibility crosswalks
3. Tactile warning curb ramps
4. Route way-finding signs
5. Pavement markings
6. Mounted vehicular signs

EXISTING AERIAL

KEY PLAN



Springdale Road at Future Veterans Trail

New funding recently approved for the Veterans Trail rails-to-trails program in Stow inspires improvements where its anticipated phases interface with system loops. One such intersection is on Springdale Road where the old railroad tracks are still visible in the roadway paving. Filling this gap is vital, not only to the east-west movement of the Big Wolf Loop through this area, but also as it might serve the Veterans Trail.

Sidewalks along Springdale Road at this vacated crossing stop on the north side and pick up again to the south, but with no safe and intuitive way for cyclists and pedestrians to cross the road. Looking to the new portions of the Veterans Trail as an impetus for improving safety for these users, this becomes a logical location for a new signalized crossing, widened "pause points" on each side, pavement markings, and wayfinding signage for both pathway systems.

Toolkit Elements

Trail Type(s):

- Standard concrete sidewalk – 5 ft wide

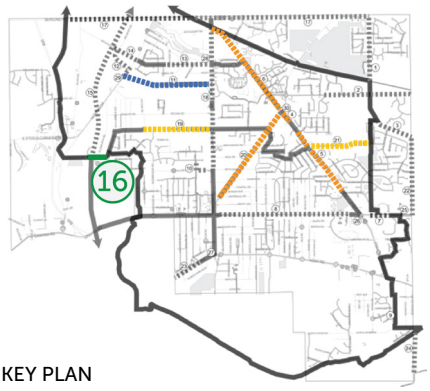
-- OR --

- On-street paved shoulder

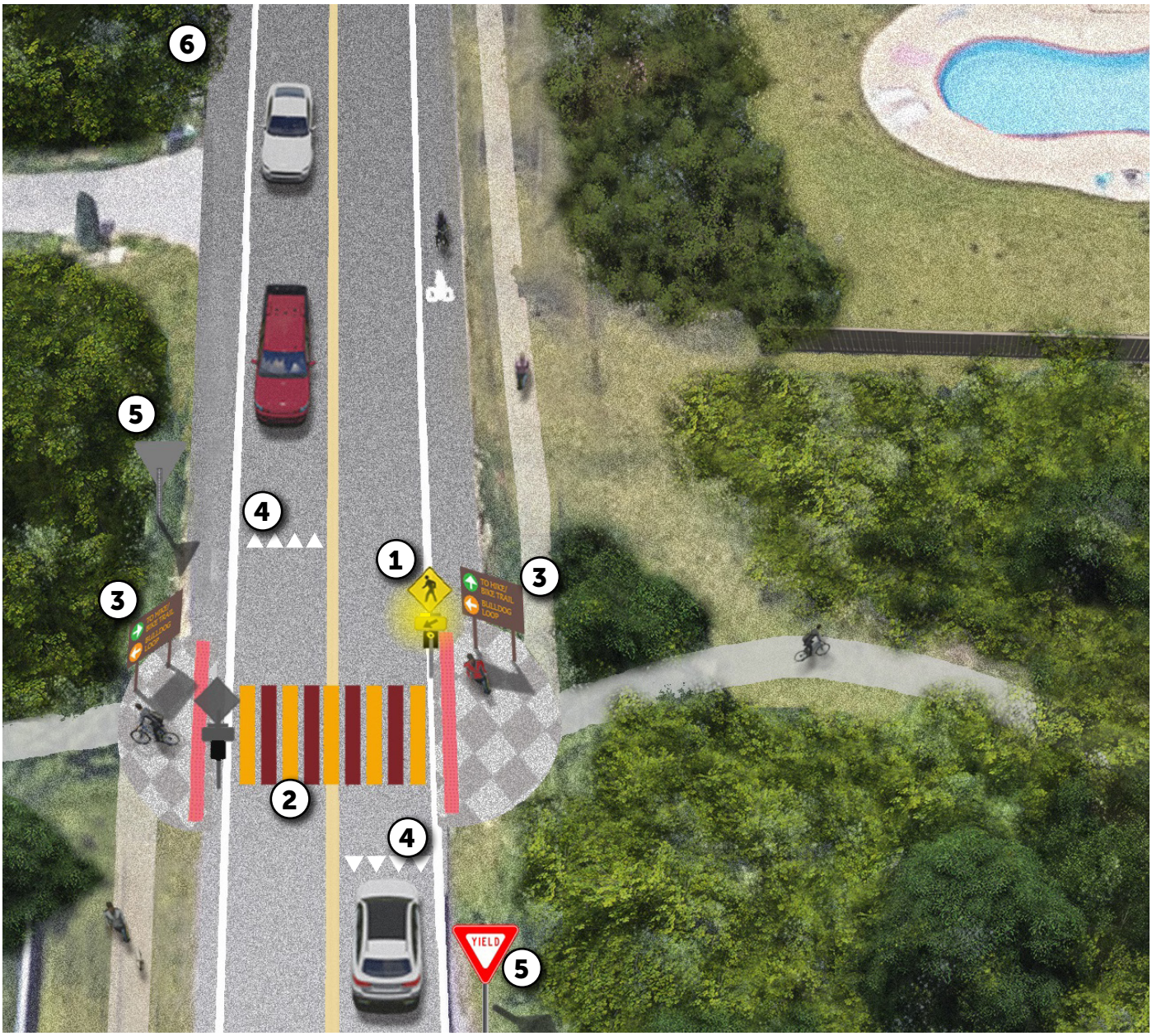
Design Components

1. Pedestrian-activated controls, e.g. Rectangular Rapid Flashing Beacon
2. Enhanced crossings
3. Route way-finding signs
4. Pavement markings
5. Mounted vehicular signs
6. Lower speed limits

EXISTING AERIAL



KEY PLAN



Addressing Sidewalk Gaps

The gaps between the existing sidewalks are some of the key missing links in the city's connectivity. Some homes and businesses have sidewalks, but they stop at the property line. The lack of contiguous pavement is a real problem for people who want to walk or bike. The map on page 37 uses dashed purple lines to indicate the locations of all of the existing sidewalks. Any gaps in these lines along roadways demonstrates a real gap in the sidewalk.

According to the city's Codified Ordinances, individuals may ride a bicycle upon a sidewalk provided that it is not within a business district and that the rider yields the right of way to any pedestrians. This means that if someone is not comfortable riding with traffic on residential neighborhood streets, they may ride on the sidewalk. The issue arises when there are properties that do not have sidewalks, causing cyclists and pedestrians alike to have no other option but to travel in the roadway.

Cities across the region are dealing with similar situations of non-contiguous sidewalks in their communities. It is the responsibility of the property owner to maintain and repair the sidewalks that are adjacent to their properties in most of the cities that were researched. One problem with this is that property owners have a hard time finding a contractor who is willing to perform what is typically a small job for a low cost. This is due to the base logistical and labor costs associated with any job, regardless of size.

Some municipalities have policies in place which require residents to cover half the costs of construction. These costs are either billed directly to the resident or assessed to their taxes. The issue with this solution is that it places a significant hardship on the city's poorest residents, which in turn, leaves them with unusable sidewalks, limiting movement for those who greatly depend on it. It's the reason many of the gaps currently exist.

The most economical way to construct these missing sidewalks is for a city to hire a contractor to do entire streets or neighborhoods at a time. If there are funds available in their Capital Improvement Program, a portion could be allocated on an annual basis to implement these sidewalks until all of them are complete.

Alternatively, if there are not existing funds available for allocation, the city can apply for state or federal grants and loans to cover the costs. Surface Transportation Funds (STP), Safe Routes to School Program (SRTS), State Capital Improvement Program (SCIP), and the Local Transportation Improvement Program are just some of the funding sources that could potentially support this work. More information on these and other resources can be found in the Implementation section of this report.

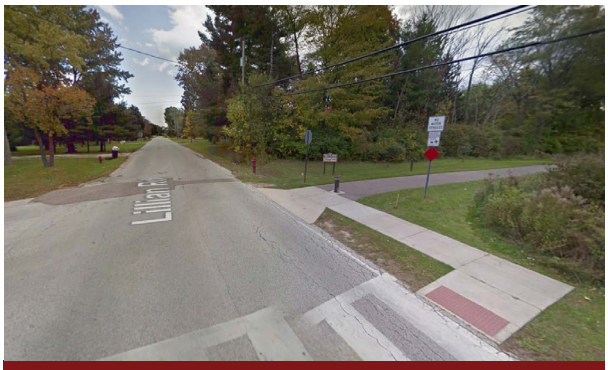
FISHCREEK ROAD SOUTH OF STOW ROAD

FISHCREEK ROAD NORTH OF STOW ROAD

GRAHAM ROAD EAST OF FISHCREEK ROAD

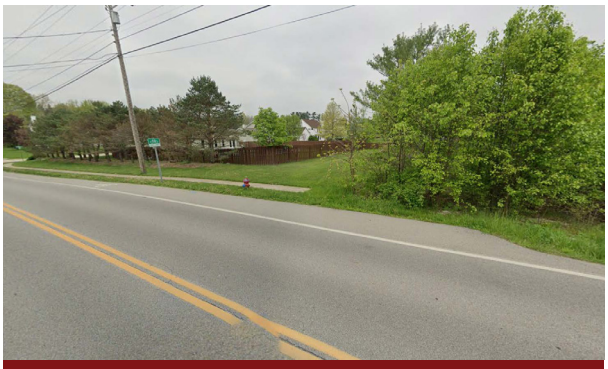
GRAHAM ROAD NORTHSIDE

HIBBARD DRIVE



LILLIAN ROAD

YOUNG ROAD & SILVER SPRINGS CAMPGROUND



SPRINGDALE ROAD

Implementation

Putting the Plan into Action

5

Next Steps

In order to understand the progress these improvements will make in the City of Stow, should they all be implemented, it was important to revisit the original goal of placing trails within one-quarter mile of every resident and business. As a reminder about where the city stands, only about 27% of the land area is currently well-served by a designated trail or bike route. If all of the recommended routes and missing links are completed, the city stands to increase this by 220%.

Previously, 45% of the existing routes were only moderately served by disconnected sidewalks. By implementing the proposed routes and route types, this moderate level is actually decreased and the amount of well-served is increased to 61%. This improvement to quality of services demonstrates to the community that their intent is not just to create a lot of connections everywhere, but to create better connections and better experiences for users of all ages and abilities.

It is worth noting that some of these areas still shown in red are land that is dedicated primarily to industrial or highway uses, and it is possible that they will not ultimately have a need to be served by trails. However, that is something that will need to be studied further. The city can utilize this diagram to target additional improvements once the priority projects have been addressed. In the future as implementation begins, a similar analysis will be a good metric for the city to continue to use for measuring forward progress.

A well-functioning system means a potential for reduced vehicle miles traveled and the associated emissions, resulting in cleaner air and a healthier environment. It also means providing the community with more safe transportation choices and the ability to exercise and connect with nature more, improving their overall physical and mental health. Furthermore, improved connections builds equity and accessibility into the city's transportation system.

Analysis:

Quarter Mile Connection Study: Existing Routes

- Well-served (27%)
- Sidewalk-only (45%)
- Lacking connection (28%)

Vision:

Quarter Mile Connections: Future build

- Well-served (61%)
- Sidewalk-only (23%)
- Lacking connection (16%)

Intentional focus on increasing well-served, enhanced connections by **220%** within ¼-mile of multimodal links


Legend
City of Stow limits
Streets
Existing Sidewalks
Parks
Existing Bikeways
Off-road Path
On-road Route
N

Potential Funding Sources

Description & Link	Eligible Applicants	Categories	Local Match
FEDERAL PROGRAMS			
Infrastructure Investment and Jobs Act (IIJA / Bipartisan Infrastructure Law (BIL)			
The Bipartisan Infrastructure Law is a once-in-a-generation investment in our infrastructure that will help grow the economy, enhance U.S. competitiveness, create good jobs, and build our safe, resilient, and equitable transportation future. It is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides $550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/	Depends on specific program being applied for	Depends on specific program being applied for	Not Provided
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program			
The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly $9.9 billion for thirteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. https://www.transportation.gov/RAISEgrants/about	Counties, Municipalities, Port Authorities, MPOs, Tribal governments	Bike/Pedestrian, Bikeways, Bridge, Pedestrian, Road, Road/ Bridge, Transit, Transit Capital, Transit Center Facilities	20%
EDA Planning Program and Local Technical Assistance			
Through its Planning and Local Technical Assistance programs, EDA assists eligible recipients in developing economic development plans and studies designed to build capacity and guide the economic prosperity and resiliency of an area or region. The Planning program helps support organizations, including District Organizations, Indian Tribes, and other eligible recipients, with Short Term and State Planning investments designed to guide the eventual creation and retention of high-quality jobs, particularly for the unemployed and underemployed in the Nation's most economically distressed regions. As part of this program, EDA supports Partnership Planning investments to facilitate the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDS), which articulate and prioritize the strategic economic goals of recipients' respective regions. The Local Technical Assistance program strengthens the capacity of local or State organizations, institutions of higher education, and other eligible recipients to undertake and promote effective economic development programs through projects such as feasibility studies and impact analyses. https://eda.gov/pdf/about/Planning-Program-1-Pager.pdf https://eda.gov/pdf/about/Local-TA-and-UC-Program-1-Pager.pdf	Non Profits, Institutions of higher education, County governments, City or township governments, State governments	Economic Development	Not Provided

Description & Link	Eligible Applicants	Categories	Local Match
AMATS Resurfacing Program			
Resurfacing projects on non-state routes using AMATS STP funds	Communities within the AMATS region.	Principal and minor arterials, urban collectors and major rural collectors that are not on a state route.	20%
Transportation Alternatives (TA Set-Aside)			
The Fixing America's Surface Transportation (FAST) Act replaced the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program(STBG). For administrative purposes, the Federal Highway Administration (FHWA) will refer to these funds as the TA Set-Aside. The TA Set-Aside authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. https://www.fhwa.dot.gov/environment/transportation_alternatives/	Local Governments, Regional Transportation Authorities, Transit Agencies, Natural Resource or Public Land Agencies, School Districts, Local Education Agencies or Schools, Tribal Governments, Nonprofit entities responsible for the administration of local transportation safety programs, other Local or Regional Governmental entity responsible for transportation or recreational trails	All projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	0-20%
Surface Transportation Program			
STP funds are the most versatile and may be used for any project that is recommended in or consistent with the AMATS Regional Transportation Plan. STP 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	Counties, Municipalities	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	20%
Congestion Mitigation and Air Quality Improvement Program			
Congestion Mitigation and Air Quality (CMAQ) funds can only be used for projects that help reduce traffic congestion and improve air quality. These funds may be used for traffic signal upgrade projects, bus replacements, bike facilities, intelligent transportation system improvements, transit center and Park-and-Ride construction. https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/	Counties, Metroparks, Municipalities, Port Authorities, Transit Agencies	Bike/Pedestrian, Bikeways, Communications Equipment, Computer Hardware/Software, Congestion, Intelligent Transportation Systems, Pedestrian, Road, Road/Bridge Safety, Traffic Signal Upgrade, Transit Capital, Transit Center Facility, Vehicles	0%-25%

Description & Link	Eligible Applicants	Categories	Local Match
Community Development Block Grant State Administered CDBG and the Neighborhood Stabilization Program			
The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. Federal funding through Housing and Urban Development (HUD) for public facilities: road resurfacing, crosswalks, street lights, traffic/pedestrian signals, barrier removal for handicap accessibility (e.g., sidewalks, curb ramps), and street furniture. The annual CDBG appropriation is allocated between states and local jurisdictions called "non-entitlement" and "entitlement" communities respectively. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). States distribute CDBG funds to non-entitlement localities not qualified as entitlement communities. Check HUD's, County's, or City's website to see if funding is eligible in your location. https://www.hud.gov/program_offices/comm_planning/communitydevelopment	Counties, Municipalities	Bike/Pedestrian, Bikeways, Bridge, Pedestrian, Road, Road/Bridge, Safety	Varies
Mobility on Demand (MOD) Sandbox Program			
This program provides funding for new service options in combination with available technologies that allow for greater individual mobility. https://www.transit.dot.gov/research-innovation/mobility-demand-mod-sandbox-program.html	Non-Profits, Transit Agencies, State and Local Governments	Communications Equipment, Computer Hardware/Software, Intelligent Transportation Systems, Mobility Management, Planning, Transit, Transit Capital	Up to 80%
Capital Investment Grant (5309)			
FTA's primary grant program for funding major transit capital investments along separate corridor lines, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. It requires steps over several years to be eligible. https://www.transit.dot.gov/funding/grants/capital-investment-grants-5309	Counties, Municipalities, Port Authorities, Transit Agencies	Transit, Transit Capital, Transit Center Facility, Vehicles	40%
Building Blocks for Sustainable Communities (USEPA)			
Many communities around the country are asking for tools to help them achieve their desired development goals, improve quality of life, and become more economically and environmentally sustainable. In response to this demand, EPA developed the Building Blocks for Sustainable Communities Program in 2011. Building Blocks for Sustainable Communities provides quick, targeted technical assistance to selected communities using a variety of tools that have demonstrated results and widespread application. https://www.epa.gov/smartgrowth/building-blocks-sustainable-communities	Local, county, or tribal governments, or nonprofit organizations that have the support of the local government on whose behalf they are applying.	Sustainable Communities	Not Provided
Highway Safety Improvement Program (HSIP)			
A number of programs have received changes to their guidelines and additional funding through the Bipartisan Infrastructure Law, including the HSIP. This creates new tools and resources for states and local governments to build Complete Streets through minimum required state and MPO apportionments. https://highways.dot.gov/newsroom/federal-highway-administration-details-efforts-advance-complete-streets-design-model https://highways.dot.gov/complete-streets	State and local governments	Multimodal streets and designated networks for active transportation (walking, cycling).	Not Provided
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)			
This new program was authorized in the Bipartisan Infrastructure Law. Should be used to provide evacuation and recovery mobility to all road users. Build biking, walking, and rolling infrastructure into all resiliency plans and evacuation routes.	Not Provided	Extreme weather resilience and emergency response infrastructure	Not Provided

Description & Link	Eligible Applicants	Categories	Local Match
Bicycle and Pedestrian Planning, Program, and Project Development			
Improving safety and infrastructure for bicycling and walking creates an integrated, intermodal transportation system that provides travelers with a real choice of transportation modes. Bicyclists and pedestrians have the same origins and destinations as other transportation system users. It is important for all users to have safe and convenient access to airports, ports, ferry services, transit stations and stops, and other intermodal facilities as well as access to jobs, education, health care, and other essential services. Transportation professionals should plan, design, construct, and maintain transportation facilities for all users, including bicyclists and pedestrians. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/guidance_2019.cfm	State and local governments	Sidewalks and trails, especially those for transportation over recreation; pedestrian crossing islands, hybrid beacons, and leading interval signals; paved shoulders; restriping for crosswalks or on-street bike lanes; transit vehicles with pre-installed bike racks	20%
Active Transportation Infrastructure Investment Program			
This new program was authorized in the Bipartisan Infrastructure Law. The program establishes competitive connectivity grants that strategically invest in projects that connect active transportation networks, accelerating local and regional plans to create safe and convenient routes to everyday destinations. This program is not yet funded. https://www.railstotrails.org/policy/trailstransform/active-transportation-infrastructure-investment-program/	Local or regional governmental organizations (including metropolitan planning organizations or regional planning organizations and councils), Multicounty special district, States, Multistate group of governments, Tribal governments	Active transportation projects and planning grants that build upon a local/regional/state network; Networks focused around essential and popular community destinations and integrated with transit facilities	Not Provided
Carbon Reduction Program			
This new program was authorized in the Bipartisan Infrastructure Law. Should be used to fund complete street designs that allow communities to access essential and popular destinations and integrate into public transit.	Not Provided	Planning, designing, and building on- and off-road active transportation facilities; roadway right-of-way improvements.	Not Provided
STATE PROGRAMS			
County Highway Safety Program (County Engineers Association of Ohio)			
The County Safety Program provides funds to counties, through the County Engineers, for safety related improvements, on county maintained roadways. The County Engineers Association of Ohio (CEAO) serves as program manager for project selection and administration. http://www.ceao.org/aws/CEAO/pt/sp/home_page	Counties	Congestion, Planning, Safety, Traffic Signal Upgrade	20%
Clean Ohio Green Space Conservation Fund (Ohio Public Works Commission)			
This program is dedicated to environmental conservation including acquisition of green space and the protection and enhancement of river and stream corridors. Grant recipients agree to maintain the properties in perpetuity so that they can be enjoyed and cherished for generations to come. https://pwc.ohio.gov/Programs/Clean-Ohio-Application	Counties, Metroparks, Municipalities, Non Profits, Port Authorities, Sewer Districts, Transit Agencies	Bike/Pedestrian, Bikeways, Environmental, Natural Habitat Preservation and Restoration, Pedestrian, Resilience Efforts, Storm Water Improvements	Varies
Clean Ohio Trails and Recreational Trails (Ohio Department of Natural Resources)			
A standalone bicycle and/or pedestrian project can be funded with Clean Ohio Trails, and Recreational Trails Program funds. http://ohiodnr.gov/tabid/10762/default.aspx	Municipalities	Bike/Pedestrian	Varies

Description & Link	Eligible Applicants	Categories	Local Match
Clean Ohio Fund (Ohio)			
The Clean Ohio Fund restores, protects, and connects Ohio's important natural and urban places by preserving green space and farmland, improving outdoor recreation, and cleaning up brownfields to encourage redevelopment and revitalize communities. This program includes Brownfield Revitalization, Farmland Preservation, Green Space Conservation and Recreational Trails. The program supports improved outdoor recreational opportunities by funding trails for outdoor pursuits including land acquisition for a trail, trail development, trailhead facilities, engineering and design. https://development.ohio.gov/cleanohio/	Counties, Metroparks, Municipalities, Non Profits, Port Authorities	Bike/Pedestrian, Bikeways, Environmental, Natural Habitat Preservation and Restoration, Pedestrian	25%
Community Development Block Public Infrastructure Grant Program (Ohio)			
Community Development Block Public Infrastructure Grant Funds are granted to local government applicants for both economic development loan and public infrastructure projects. Public off-site infrastructure funds are retained as a grant by the local government. In the case of a loan, the local government grantee loans the funds to the beneficiary business for fixed asset financing projects and the funds are repaid to the local government Revolving Loan Fund. https://development.ohio.gov/community	Counties, Municipalities	Bike/Pedestrian, Bikeways, Bridge, Community Water System Improvements, Environmental, Pedestrian, Road, Road/Bridge, Sewer Construction, Storm Water Improvements, Wastewater Treatment Plant Improvements	Not Provided
Economic Development Loan and Public Infrastructure Grant Program (Ohio)			
Eligible activities include provision of financial assistance, through eligible units of general local government, for public off-site infrastructure improvements and fixed asset financing for land, building, machinery and site preparation directly and primarily related to the creation, expansion or retention of a particular business that results in job creation and retention for persons of low- and moderate-income. https://development.ohio.gov/community/economic-development/2-economic-development	Counties must apply on behalf of villages and townships; counties may also apply on behalf of cities within their jurisdiction.	Economic development loan and public infrastructure projects	Not Provided
Jobs & Commerce (Ohio Department of Transportation)			
Businesses, with a sponsoring local government, can request grant funding for infrastructure improvement and access projects that help create and/or retain jobs. https://www.transportation.ohio.gov/programs/jobs-commerce/jobs-commerce#page=1	Counties, Municipalities	Bike/Pedestrian, Pedestrian, Road, Road/Bridge	Not Provided
Land and Water Conservation Fund (Ohio Department of Natural Resources)			
This program provides funding for acquisition, development, and rehabilitation of recreational areas. http://realestate.ohiodnr.gov/outdoor-recreation-facility-grants	Counties, Metroparks, Municipalities, Port Authorities	Bike/Pedestrian, Bikeways, Environmental, Natural Habitat Preservation and Restoration, Pedestrian	50%
Natureworks Grants (Ohio Department of Natural Resources)			
This program provides funding for acquisition, development, and rehabilitation of recreational areas. https://ohiodnr.gov/buy-and-apply/apply-for-grants/grants/grant-opportunities	Counties, Municipalities	Bike/Pedestrian, Bikeways, Environmental, Natural Habitat Preservation and Restoration, Pedestrian, Resilience Efforts	25%
Ohio State Infrastructure Bank (SIB) (Ohio Department of Transportation)			
The Ohio State Infrastructure Bank provides loans to fund highway, rail, transit, intermodal, and other transportation facilities and projects which produce revenue to amortize debt while contributing to the connectivity of Ohio's transportation system and further the goals such as corridor completion, economic development, competitiveness in a global economy, and quality of life. https://www.transportation.ohio.gov/programs/state-infrastructure-bank	Counties, Municipalities, Port Authorities, Transit Agencies	Bike/Pedestrian, Bikeways, Bridge, Congestion, Freight, Pedestrian, Road, Road/Bridge, Safety, Traffic Signal Upgrade, Transit, Transit Capital, Transit Center Facility, Vehicles	N/A

Description & Link	Eligible Applicants	Categories	Local Match
ODOT Program Resource Guide (Bicycle and Pedestrian)			
Bicycle and Pedestrian facilities can be eligible for funding in a variety of transportation funding programs if they are appurtenances to the roadway project itself. A standalone bicycle and/or pedestrian project can be funded with Transportation Alternative, Clean Ohio Trails, and Recreational Trails Program funds. The projects must relate to transportation, i.e., getting somewhere, with logical termini at each end. ODOT administers and funds projects in the rural areas of Ohio with Transportation Alternatives funding, while the Metropolitan Planning Organizations selects Transportation Alternative projects in urban areas. http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/ProgramResourceGuide.pdf	Municipalities	Bike Safety Program, Bike/Pedestrian, Bikeways, Safety	0%-20%
Recreational Trails Program (Ohio Department of Natural Resources)			
Includes development of urban trail linkages, trailhead & trailside facilities, acquisition of easements & property, development and construction of new trails. https://ohiodnr.gov/buy-and-apply/apply-for-grants/grants/recreational-trails-program	Counties, Metroparks, Municipalities, Non Profits, Port Authorities	Bike Safety Program, Bike/Pedestrian, Bikeways, Pedestrian, Pedestrian Safety Program	20%
Safe Routes to School Program (Ohio Department of Transportation)			
The purpose of Safe Routes to School is to encourage and enable students in grades K-8 to walk or ride their bicycle to school. Projects can be either engineering (improved crossings, sidewalks, etc.) or non-engineering (education and encouragement programs). The responsibility of a safe route to school is ultimately shared by the user, government agencies, elected officials, schools, and safety advocates. https://www.transportation.ohio.gov/programs/safe-routes-srts/safe-routes-to-school-srts	Municipalities, Non Profits, School Districts	Bike Safety Program, Bike/Pedestrian, Bikeways, Helmets, Pedestrian, Pedestrian Safety, Program Planning, Road, Road/Bridge, Safety	0%
Highway Safety Program (Ohio Department of Transportation)			
ODOT's Highway Safety Program sets aside $2M annually to support bicycle and pedestrian-related funding requests. This money will likely flow from the Active Transportation Plan and these funds will be in addition to the requests that ODOT receives for bike/pedestrian infrastructure included in road safety improvements. It also provides $1 million dollars in funding to upgrade safety signage on Ohio's Township Roadways. Townships are invited to apply for the safety funding based on the following criteria: Ranked among the top townships with above average; system wide crash rates based on their previous five years crash history; and have not previously received a Township Sign Safety Grant under this program. https://www.transportation.ohio.gov/programs/highway+safety/highway+safety	Municipalities	Bike Safety Program, Bike/Pedestrian, Bikeways, Safety	0%-20%
Local Transportation Improvement (Ohio)			
The program provides grants to municipalities for up to 100% of the project cost. https://www.pwc.ohio.gov/Programs/All-OPWC-Funding-Programs#56413-local-transportation-improvement	Counties, Cities, Villages, Townships	Road and Bridge Improvements	0%
State Capital Improvement Program (Ohio Public Works Commission)			
The State Capital Improvement Program (SCIP) assists local communities in financing local public infrastructure improvements. Eligible applicants are counties, cities, villages, townships, and water and sanitary districts. Eligible projects are for improvements to roads, bridges, culverts, water supply systems, wastewater systems, storm water collection systems, and solid waste disposal facilities. https://pwc.ohio.gov/Programs/All-OPWC-Funding-Programs#56412-state-capital-improvement	Counties, Municipalities, Sewer Districts	Bridge, Community Water System Improvements, Road, Road/Bridge, Sewer Construction, Storm Water Improvements, Wastewater Treatment Plant Improvements	0%-50%

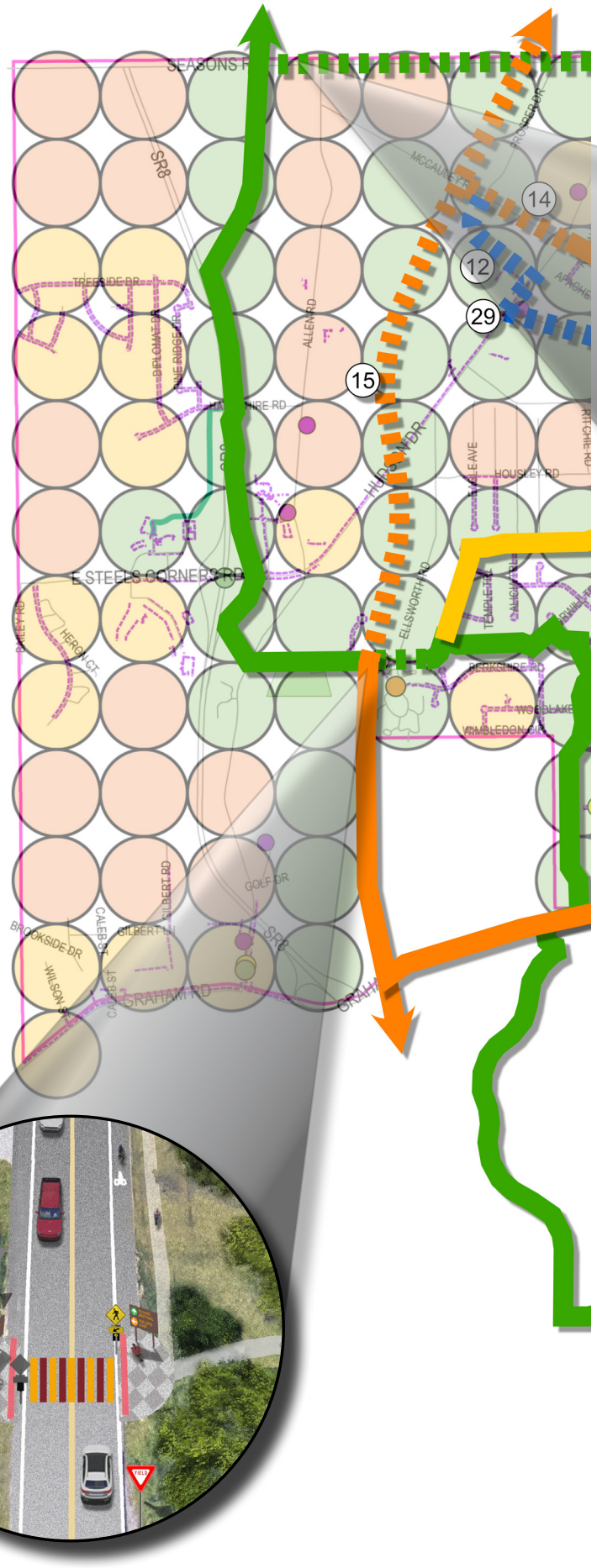
Description & Link	Eligible Applicants	Categories	Local Match
State Infrastructure Bank Loan and Bond Programs (Ohio Department of Transportation)			
The revolving loan program makes direct loans to any public entity. The program assists with all levels and modes of transportation projects within the state. https://www.transportation.ohio.gov/programs/state-infrastructure-bank/state-infrastructure-bank	Any public entity, such as counties, cities, villages, townships, boards or commissions, regional transit and port authorities	Any transportation related project eligible under Federal Title 23, including highway and transit, as well as aviation, rail, and intermodal facilities.	N/A
Urban Paving Program (Ohio Department of Transportation)			
The ODOT Urban Paving Program provides funds to cities for surface treatment and resurfacing projects located on State and U.S. Routes within city corporation limits. Eligible projects are those that have a Pavement Condition Rating (PCR) of 55 or worse according to ODOT's Pavement Condition Rating System. http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/ProgramResourceGuide.pdf https://www.transportation.ohio.gov/working/funding/resources/urban-paving	Counties, Municipalities	Bridge, Road, Road/ Bridge	20%
OTHER PROGRAMS			
Eaton Corporation Charitable Fund			
The Eaton Charitable Fund is dedicated to supporting programs that improve the quality of life in communities where the company operates. The Fund gives primary consideration to requests for programs located in an Eaton community, recommended by an Eaton manager and where our employees demonstrate leadership involvement. Programs selected for funding will have clearly defined objectives, measurable end results, and provide a positive return on investment. http://www.eaton.com/ecm/groups/public/@pub/@eaton/@corp/documents/content/98065570.pdf	Communities within where the company operates.	Arts and culture, education, health, cancer, housing, disaster relief, human services, and community development. Special emphasis is directed toward organizations with which employees of Eaton are involved.	Not Provided
Rockefeller Foundation Grants			
The Rockefeller Foundation works to spread the benefits of globalization to more people in more places around the world. Funding inquiries must fit within these core areas: Health, Food, Power, Resilient Cities, Innovation and Co-Impact. Resilient Cities focuses on helping cities worldwide build better and build back to improve the lives and well-being of urban populations. https://www.rockefellerfoundation.org/	Counties, Metroparks, Municipalities, Non Profits, Port Authorities, School Districts, Sewer Districts, Transit Agencies	Bike Safety Program, Bike/Pedestrian, Bikeways, Community Water System Improvements, Environmental, Helmets, Intelligent Transportation Systems, Mobility Management, Pedestrian, Pedestrian Safety Program, Planning, Resilience Efforts, Storm Water Improvement, Transit, Transit Center Facility	N/A
GAR Foundation			
GAR grants are awarded to organizations and programs that help Akron, Ohio become smarter, stronger, and more vibrant. http://garfoundation.org/	High-functioning organizations working at scale in the Akron Community to benefit Akron, OH residents, and Section 501(c)(3) organizations	Economic and Workforce Development	Not Provided

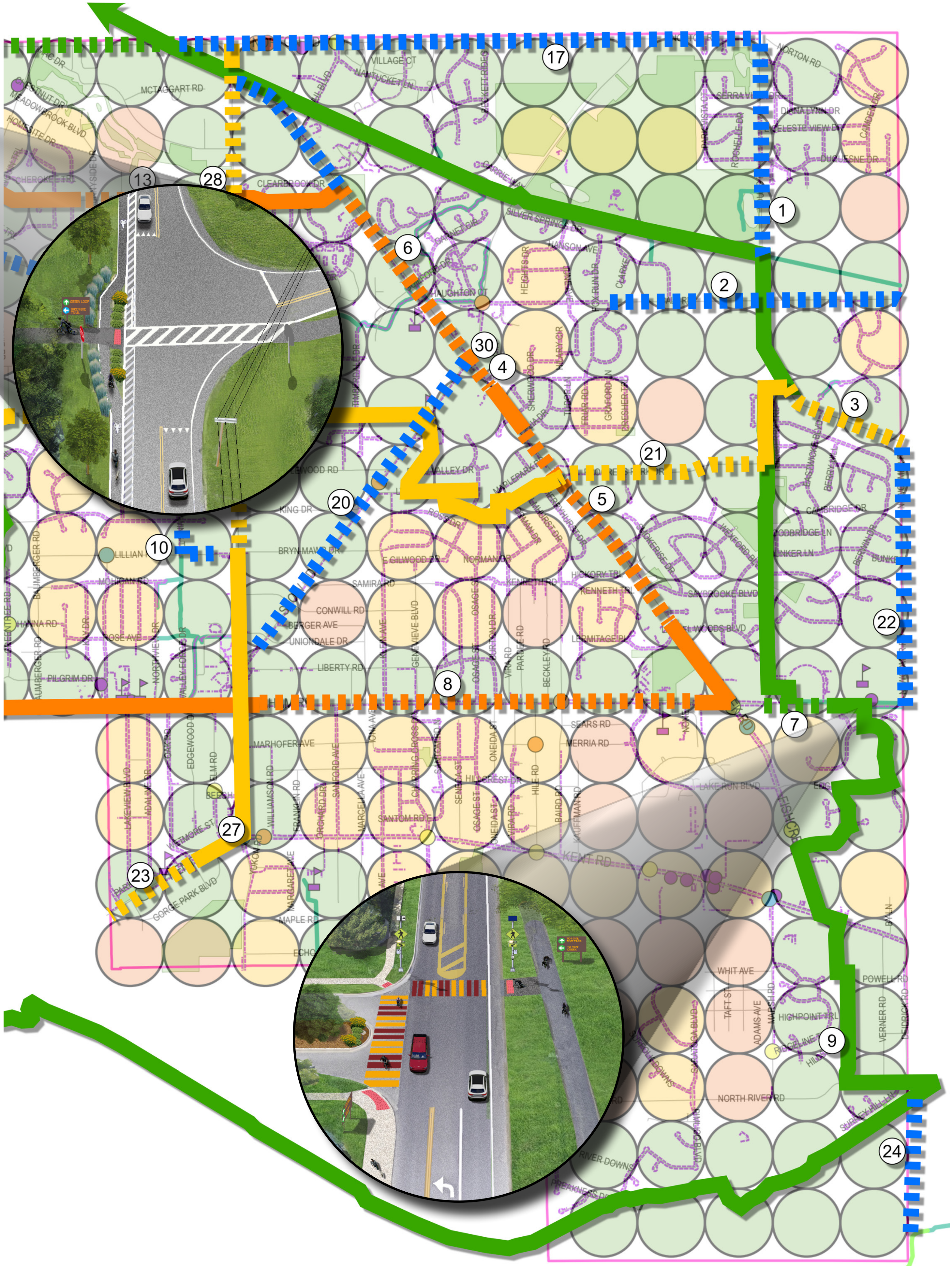
Description & Link	Eligible Applicants	Categories	Local Match
The George Gund Foundation			
The George Gund Foundation's guidelines reflect a deep commitment to place, to the Greater Cleveland Community. Their philanthropic stewardship of this region reflects a long-standing interests in the arts, economic development and community revitalization, education, environment and human services because these areas embrace most of the major issues that any community must address. While much of their work within these program areas, there is increasing awareness that many issues and, therefore, many grant proposals do not fit neatly into one program category so they are becoming ever more interdisciplinary. https://gundfoundation.org/	Counties, Metroparks, Non Profits, Port Authorities, School Districts, Sewer Districts, Transit Agencies	Bike Safety Program, Bike/ Pedestrian, Bikeways, Environmental, Helmets, Natural Habitat Preservation and Restoration, Nutrient Reduction, Pedestrian, Planning, Resilience Efforts, Storm Water Improvement	N/A
Goodyear Community Support			
Goodyear's grant program is designed to utilize resources to build and support collaborative programs within our community investment focus areas. Our key focus areas reflect the global and local nature of our business and where Goodyear can make the greatest impact including: promoting safe mobility to make our communities stronger (safe); inspiring people to reach their potential in school and prepare for careers (smart); and, reducing waste and conserving energy for our planet (sustainable). https://corporate.goodyear.com/en-US/responsibility/community/community-support.html	Organizations that demonstrate competency and effectiveness	Promoting safe mobility to make our communities stronger (safe), and reducing waste and energy conservation (sustainable).	N/A
PeopleForBikes Community Grant Program			
People For Bikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. https://www.peopleforbikes.org/grants	Counties, Metroparks, Municipalities, Non Profits, Port Authorities, Sewer Districts, Transit Agencies	Bike/Pedestrian, Bikeways, Bridge, Road, Road/Bridge	at least 50%
REI Community Investment and Engagement			
REI is working to reduce the barriers to life outside. Their philanthropy and advocacy work helps push to imagine a world where green, outdoor natural space is within an easy walk from every American's home or work place. A lot of REI's work supports rural communities across the United States that serve as connection points to our iconic outdoor places. They are also committed to "rewilding" our big cities by developing green spaces and creating sustainable transportation alternatives because close to 80% of the American population lives in cities now. Each year, the REI co-op invests in local, regional, and national nonprofits throughout the country. At the very local level, the outdoor programs and outreach teams work with local store managers to identify partners that we invite to apply for grants. They support more expansive landscapes (like National Parks), innovative ways of connecting people to transformational outdoor experiences, and advocacy work that aligns with human-powered recreation. https://www.rei.com/stewardship/creating-access	local, regional, and national nonprofits	Trails, Sustainable Transportation Alternatives	Not Provided
State Farm Insurance Good Neighbor Citizenship® Company Grants			
Strong neighborhoods are the foundation of a strong society. State Farm is committed to maintaining the vibrancy of our communities by assisting nonprofits that support: affordable housing, first time homeowners, neighborhood revitalization, financial literacy, job training, and small business development. Through community outreach and community development grants and investments, State Farm gives back to the neighborhoods it serves and helps develop stronger neighborhoods by reinvesting in the community. https://www.statefarm.com/about-us/corporate-responsibility/community-grants	Programs conducted by Municipal, county, state or federal government entities or Non Profits that align with State Farm's charitable focus.	Safety, Community Development, Education	Not Provided

Vision for a Connected City

Stow's investments over the years have placed it in a position where a fully connected, multi-modal city is much more realistic to achieve. By using the tools and recommendations in this report to expand the existing trail network, Stow can become a regional example for best practices and be the place where people of all ages, skills, and abilities can travel comfortably and safely on foot or bike.

The city has all of the pieces necessary to make multi-modal infrastructure and connectivity one of its biggest assets. Having these marketable features in place will attract new businesses and residents, as has been seen in other communities. Enhanced quality of life, improved health outcomes, and the ability to support an aging community with increased options for access and movement are just a few of the benefits that will come with this type of investment.

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NORTON RD
VILLAGE CT
NANTUCKET LN
MCTAGGART RD
CHESTNUT DR
MEADOWBROOK BLVD
HOMESITE DR
CHEROKEE TRL
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CLEARBROOK DR
DIANA LYNN DR
CELESTE VIEW DR
DUQUESNE DR
CAMDEN DR
SILVER SPRINGS
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HANSON AVE
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HAUGHTON CT
HEIGHTS DR
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SHERWOOD DR
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VALLEY DR
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KING DR
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BRYN MAWR DR
GILWOOD DR
NORMAN DR
KENNETH DR
HICKORY TRL
CAMBRIDGE DR
10
LILLIAN
MOHICAN RD
SAMIRA RD
CONWILL RD
BERGER AVE
UNIONDALE DR
LIBERTY RD
SAYBROOKE BLVD
22
HANNA RD
ROSE AVE
PILGRIM DR
8
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SEARS RD
MERRIA RD
MARHOFER AVE
EDGEWOOD DR
ELM RD
WILLIAMSON RD
FRANKLIN RD
GENEVIEVE BLVD
OSAGE ST
ONEIDA ST
HILE RD
BAIRD RD
KAUFFMAN RD
LAKE RUN BLVD
LAKEVIEW BLVD
SANTOM RD
HILLCREST DR
27
KENT RD
23
GORGE PARK BLVD
MAPLE RD
WHIT AVE
TAFT ST
ADAMS AVE
HIGHPOINT TRL
POWELL RD
VERNER RD
9
NORTH RIVER RD
RIVER DOWNS
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