

CONNECTING COMMUNITIES

2020 Planning Grant

City of Stow City-Wide Connectivity Study

Site visit – June 15, 2021

In 2020, AMATS awarded the city of Stow a Connecting Communities Planning Grant to develop a citywide bicycle plan. As part of the grant process, AMATS develops a discovery document to identify areas of concern or improvement. The discovery document highlights areas that have potential for infrastructure improvement as well as providing important data about the study area.

The Bike and Hike Trail is a great asset to the city of Stow, with existing connections in several neighborhoods. Additional trail connections have been constructed to Bow Wow Beach and Silver Springs Park. However, according to Stow officials, the current connections do not get people to places. Although the city of Stow has abundant multi-modal infrastructure, missing connections prevent large numbers of residents and visitors from being able to traverse the community by anything other than an automobile. AMATS staff met with Stow city officials to discuss some of these missing connections. A list of 20 locations and intersections was developed from the visit. This list is the primary focus for the City-Wide Connectivity Study. Identifying potential solutions for all of these locations and intersections is the goal of this study.

Locations where connections are needed:

1. Young Rd at Bike and Hike and bike lanes north to Campground
2. Call Rd from Friar Rd to the west to Newcomer Rd
3. Young Rd south of Call Rd from bike lanes and Bike and Hike to Eastwicke Blvd
4. Fishcreek Rd @ Stow Rd from the Circle K to southeast of the church
5. Fishcreek Rd from Celia Dr to sidewalks @ Partridge Run Apartments
6. Fishcreek Rd north of Stow Rd, on the east side from intersection to just beyond Call Rd at crosswalk
7. Graham Rd east of Fishcreek on south side in front of the high school
8. Graham Rd (north side) in front of skate park and Oregon Trail Park
9. Hillside Trail cul de sac needs connection to Bike and Hike
10. Lillian Rd between existing sidewalks and Waxwing Trail
11. Commerce Dr between Darrow and Hudson Dr as an east-west connection
12. Commerce Dr from Hudson Dr, north on Hudson Dr to Campus Dr, to McCauley Rd to rail line
13. Hibbard Dr as an east-west connection between Darrow Rd and Hudson Dr
14. Hibbard Dr across McCauley Rd to rail line
15. Rail line from Springdale Rd to McCauley Rd
16. Springdale Rd on north side from sidewalk ending to rail line

Intersections needing improvements:

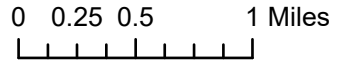
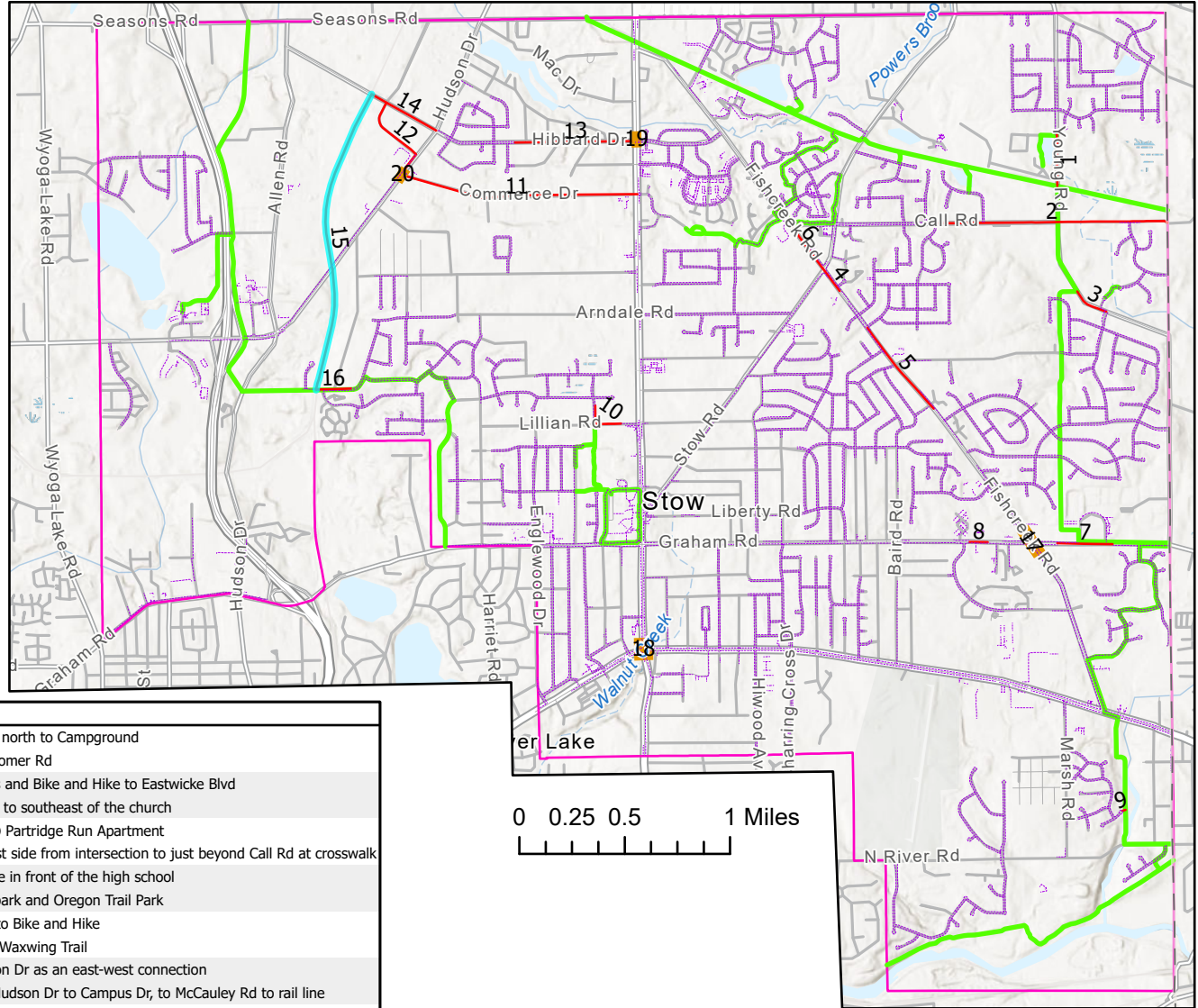
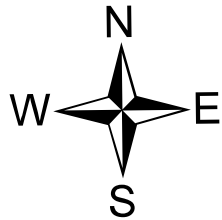
17. Graham Rd/Fishcreek Rd intersection
18. Darrow Rd/Kent Rd intersection
19. Commerce Dr/Darrow Rd intersection
20. Hudson Dr/Commerce Dr intersection

CONNECTING COMMUNITIES

2020 Planning Grant

Study Areas

- Missing connections
- Intersections needing improvements
- Bikeways
- Sidewalk
- Stow Boundary



Id	Name	Description
1	Young Rd	Young Rd at Bike and Hike and bike lanes north to Campground
2	Call Rd	Call Rd from Friar Rd to the west to Newcomer Rd
3	Young Rd South of Call Rd	Young Rd south of Call Rd from bike lanes and Bike and Hike to Eastwicke Blvd
4	Fishcreek Rd	Fishcreek Rd @ Stow Rd from the Circle K to southeast of the church
5	Fishcreek Rd	Fishcreek Rd from Celia Dr to sidewalks @ Partridge Run Apartment
6	Fishcreek Rd	Fishcreek Rd north of Stow Rd, on the east side from intersection to just beyond Call Rd at crosswalk
7	Graham Rd	Graham Rd east of Fishcreek on south side in front of the high school
8	Graham Rd (North Side)	Graham Rd (north side) in front of skate park and Oregon Trail Park
9	Hillside Trail	Hillside Trail cul de sac needs connection to Bike and Hike
10	Lillian Rd	Lillian Rd between existing sidewalks and Waxwing Trail
11	Commerce Dr	Commerce Dr between Darrow and Hudson Dr as an east-west connection
12	Hudson & Campus Dr	Commerce Dr from Hudson Dr, north on Hudson Dr to Campus Dr, to McCauley Rd to rail line
13	Hibbard Dr	Hibbard Dr as an east-west connection between Darrow Rd and Hudson Dr
14	Hibbard Dr across McCauley Rd	Hibbard Dr across McCauley Rd to rail line
15	Rail line	Rail line from Springdale Rd to McCauley Rd
16	Springdale Rd	Springdale Rd on north side from sidewalk ending to rail line

Id	Name
17	Graham Rd/Fishcreek Rd intersection
18	Darrow Rd/Kent Rd intersection
19	Commerce Dr/Darrow Rd intersection
20	Hudson Dr/Commerce Dr intersection



Akron Metropolitan Area Transportation Study

Locations

1. Young Rd at Bike and Hike and bike lanes north to Silver Springs Campground:



Bike lane looking south at trailhead parking lot and Bike and Hike intersection. Bike lanes and signage are useful here, but getting to here from the north can be a challenge. The bike lanes end as we head north, and the road narrows. See below for a potential trail location.





This sidewalk comes from the north on Young Rd and ends at Campground Rd. There is a void in bicycle and pedestrian infrastructure from here to the bike lanes to the south.

A potential connection could be using Campground Rd (below) and continuing through the grassy area to the east of Heritage Lake.



Campground Rd could be more enjoyable if paved. It is full of holes. Beautiful walk otherwise, and potential connection into the campground and using the trail on the west side of Heritage Lake to connect to the south.



2. Call Rd from Friar Rd to the west to the city limits/Newcomer Rd to the east



In this section of Call Rd, there is a lack of connections for bikes or pedestrians on both sides of the road. This section includes an adjacent golf course and parking lot. See below image for view of access into golf course parking lot.



3. Young Rd from bike lanes (south of Call Rd) south to Eastwicke Blvd



The bike lanes on Young Rd end at the Stow Bikeway. A connection from here south to the sidewalks on Eastwicke Blvd would make the Stow Bikeway more accessible.

4. Fishcreek Rd at Stow Rd from Circle K to southeast of the church (this image is looking southeast from Circle K)



The sidewalk ends on the west side of Fishcreek and does not pick up again until the church.

5. Fishcreek from Celia Dr to sidewalks at Partridge Run Apartments



Existing sidewalks are only on the west side from here until the apartments, where sidewalks begin again on the east side of Fishcreek.

6. Fishcreek north of Stow Rd, needs connection on the east side.



The above image shows where the sidewalk ends on the east side of Fishcreek, north of the Speedway. There is no sidewalk on the east side again until north of Call Rd.

7. Graham Rd east of Fishcreek on south side across from High School:



In front of the high school, on the north side of Graham, a sidewalk ends at the Bike and Hike and a path picks up and continues east. There is no sidewalk on the south side of Graham, let alone a bike trail, bike lane or crossing, making it difficult to access the trail.



The above image is facing west while standing on the bike trail, showing the sidewalk on the north side of Graham.



This bike trail that runs in front of the high school heads east from the Bike and Hike, and ends at Newcomer Rd.



The Bike and Hike Trail heads north from Graham Rd and to the west of the football stadium.

8. Graham Rd in front of Oregon Trail Park



The sidewalk on the north side of Graham Rd ends at the entrance to Oregon Trail Park.

9. Hillside Trail needs a connection to the Bike and Hike.

The Bike and Hike Trail is visible from the cul de sac in the right of the image. It's very close, a connection would be beneficial to the people in the neighborhood.



10. Lillian Rd from end of sidewalks to trail connection at Waxwing Trail



At the intersection of Lillian and Waxwing Trail, looking east, there are crosswalks, sidewalks, and a trail. However, there is no path or trail from here to about 700 feet to the east, where there is an existing sidewalk.

11. Commerce Dr between Darrow and Hudson as an east-west connector



Commerce Dr could serve as a connection between Darrow Rd and Hudson Dr.

12. Commerce Dr to Hudson Dr, north to Campus Dr, then onto McCauley Rd to the rail line



The image above is from the intersection of Hudson Dr and Campus Dr. Visible are the sidewalks along the west side of Hudson Dr. A future trail on the rail line will need connections to the rest of the community. This route is one such connection.



Here is Campus Dr looking north at McCauley Rd. The rail line connection is just to the west of this intersection.

13. Hibbard Dr as an east-west connection between Darrow Rd and Hudson Dr.



An alternative to Commerce Dr as the connector between Darrow Rd and Hudson Dr. Hibbard Dr already has some sidewalks.

14. Hibbard Dr across McCauley Rd to the rail line

The sidewalk on the north side of Hibbard ends at the intersection with Hudson Dr. There is no connection across the intersection, nor is there a facility to connect to on McCauley Rd to the west. With the rail line not far from this intersection, a connection through here would be ideal.



15. Rail line from Springdale to McCauley Rd

From Springdale Rd, facing north, the abandoned rail line is visible. It continues to McCauley Rd from here and would be a continuation of a planned trail along the rail line from the south. The rail line from here to the south is scheduled for 2025 using TASA funds.



The below image shows the rail line from McCauley Rd, facing south



16. Springdale Rd on north side from sidewalk end to the rail line

With the sidewalk ending on the northern side of Springdale, (this is an image looking west), and the future trail at the rail line to the west, solutions should be considered to improve mobility.



There is a gap of about 900 feet from the rail line to where the sidewalk ends on Springdale where no bike or ped facilities exist on the north side of Springdale. Here we see the beginning of bikes lanes and sidewalk to the west of the rail line on Springdale Rd, near Glenrich Circle. The rail line is visible in the bottom right corner.



Intersections

All of the following intersections have some pedestrian amenities, but not enough to be easily navigated by a pedestrian. Additional crosswalks or pedestrian signals should be considered. All of the intersections are lacking bicycle infrastructure.

17. Graham Rd/Fishcreek Rd intersection



So. Much. Pavement. This is the view on Graham Rd facing east. There are right turn slip lanes on the north and south ends of Fishcreek. Each leg of this intersection has 4 lanes of thru traffic, a left turn lane, crosswalks and curb ramps.

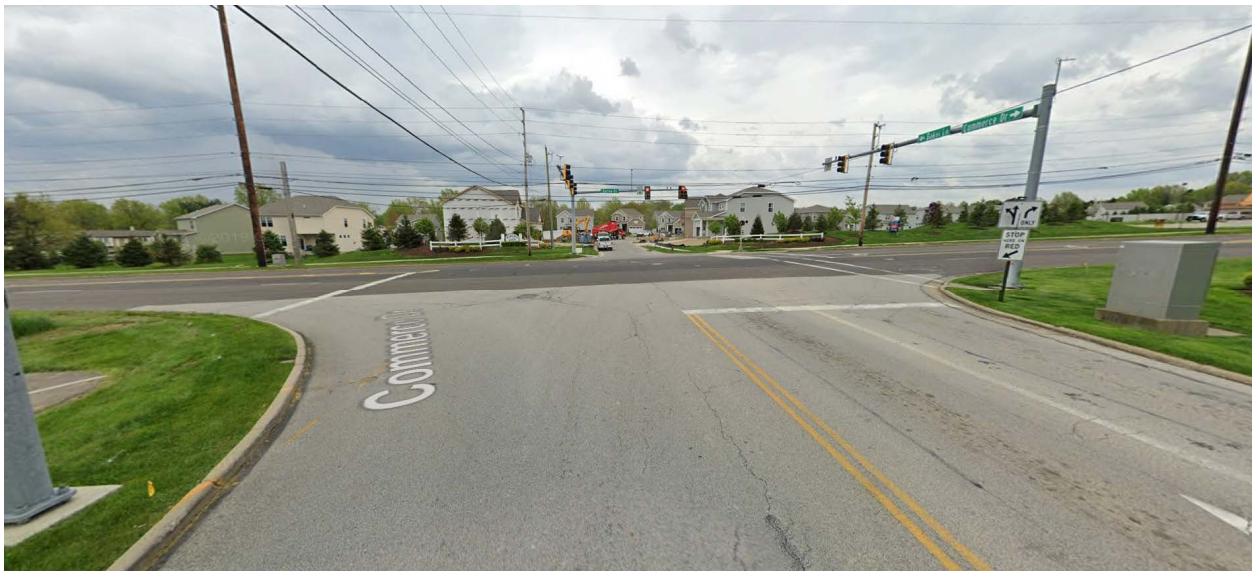
18. Darrow Rd/Kent Rd intersection



This intersection has sidewalks at every corner, as well as curb ramps. However, anyone crossing has five lanes of traffic on Kent Rd, or 5 lanes of traffic on the north side of the intersection (Darrow Rd). The image is from Darrow Rd south of the intersection looking north.

19. Commerce Dr and Darrow Rd intersection

This intersection has sidewalks into Baker's Glen and crosswalks on the south side of the intersection only. Additionally, we see a curb ramp on the southwest corner of the intersection with no adjoining sidewalk.



20. Hudson Dr and Commerce Dr intersection

Although there is a sidewalk on the west side of Hudson Dr, there is no sidewalk on the east. Again there is a curb ramp without an adjoining sidewalk on the northeast corner. A crosswalk exists across Commerce Dr as well as on Hudson Dr at the south side of the intersection.



The city of Stow has made pedestrian, bicycle, and transit users a priority by working to add connections and improve safety. Although so much has been accomplished, there is still more to do. This study is yet another step toward Stow's goal to be one of the best cities to live in Ohio.