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# ***Wadsworth Multi-Modal Transportation Plan***





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## **PROJECT BACKGROUND**

The City of Wadsworth has experienced increased commercial growth near its city's boundaries, but little to no growth within the downtown core. There is a growing concern that the city is losing its hometown character and culture. As a result, the community based non-profit organization, Downtown Wadsworth, Inc., was created to develop and maintain the downtown identity through a detailed strategic plan focusing on design, economic development, and transportation needs. This organization worked to develop a beautiful, homogenous streetscape and storefront within the downtown. However, this organization's efforts stopped outside of the downtown corridor.

Acknowledging this, in late 2008 the City of Wadsworth applied for and received Transportation for Livable Communities (TLCI) Grant from the Northeast Ohio Area Coordinating Agency (NOACA) to study and conduct conceptual design work for three highly-needed transportation enhancement projects. These projects will enhance the city's quality of life, enhance the economic viability of the city's downtown, and enhance the city's identity and community culture.

More specifically, this Multi-Modal Transportation Plan is meant to:

- Supplement the Wadsworth Comprehensive Plan;
- Develop a public transportation plan;
- Develop an improvement plan for the southwest quadrant parking lot;
- Identify bicycle routes and trails throughout the city;
- Become a funding vehicle for grants;
- Coordinate with other related projects (road improvements, etc.);
- Catalog potential partnerships.

The Northeast Ohio Area Coordinating Agency is a federally designated Metropolitan Planning Organization (MPO) for five counties of Northeast Ohio, which include Greater Cleveland and the Lorain area. Its chief functions are to perform long- and short-range transportation planning, transportation-related air quality planning, and areawide water quality management planning, as defined by federal and Ohio mandates. The main goal of the TLCI Grant is to promote planning transportation projects that strengthen community livability.

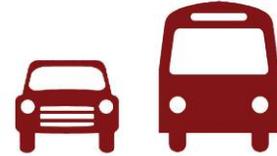
## **PROJECT GOALS**

As part of this project, the city created a Steering Committee including members from Wadsworth's Planning Department, City Council Representatives, Downtown Wadsworth, Inc., Downtown Business Owners, and City Community Organizations. This Steering Committee was used throughout the project to guide the process and coordinate other projects.

This Steering Committee refined the project goals that were originally outlined in the TCLI grant application. The final goals are:

1. Enhance the economic viability of the downtown corridor;
2. Promotion of trails as alternative transportation especially trails used to safely travel to parks, schools, offices and shopping areas by bicycling and walking;
3. Creation of recreational, entertainment, cultural and fitness opportunities will lead to improved quality of life;
4. Foster compact land use development / redevelopment by revitalizing commercial buildings and developing upscale market rate apartments to improve the urban core;
5. Improve safety and efficiency of the existing and proposed transportation systems;
6. Use this plan and public meetings to educate residents of Wadsworth and the county to the importance of green infrastructure practices, open space preservation and Best Management Practices;
7. Reduce air and water pollution through best management practices. Encourage fuel and energy conservation;
8. Use this plan to develop and enhance a unique community identity for City of Wadsworth to spur economic and tourism development (eco-tourism).





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# ***Public Transportation Plan***

The City of Wadsworth has had no regular scheduled public transportation since the Northern Ohio Traction and Light Company streetcar ceased operation in 1934 and the Penn Ohio Bus Line ceased operation in the late 1950's. There are currently only a few options, such as the Medina County Public Transit demand service response, for the city residents to use.

This plan will focus on developing a non single occupant vehicle transportation plan that provides options to improve public transit ridership and services. The study is intended to include four major components:

- 1) Assessment of public transit needs.
- 2) Identification of existing transit services.
- 3) Development of service and organizational alternatives.
- 4) A recommended plan of action.

## **EXISTING CONDITIONS AND TRANSIT NEEDS ASSESSMENT**

This section describes the first two elements of the transit study. It provides a wide variety of information about the existing characteristics of the land use and population of Wadsworth, public transportation options that are currently available to the community, and characteristics of public transportation offered in similar communities. In addition, this section summarizes recent efforts to obtain input from the community regarding their need for and support for enhanced public transportation options. The information in this section was used to develop public transportation alternatives that reflect community characteristics and address the public transportation needs.

### **COMMUNITY PROFILE**

One of the first steps in the transit planning process is to collect information about the characteristics of the study area community and population and document available transportation services. Reviewing a community's land use and population characteristics is helpful in transportation planning because it can provide a better understanding of the potential needs of different population groups, identify groups who may be underserved by the existing transportation system, and help design services to meet their unmet needs. This section summarizes the community's land use and demographic characteristics.

#### Land Use and Transit Generators

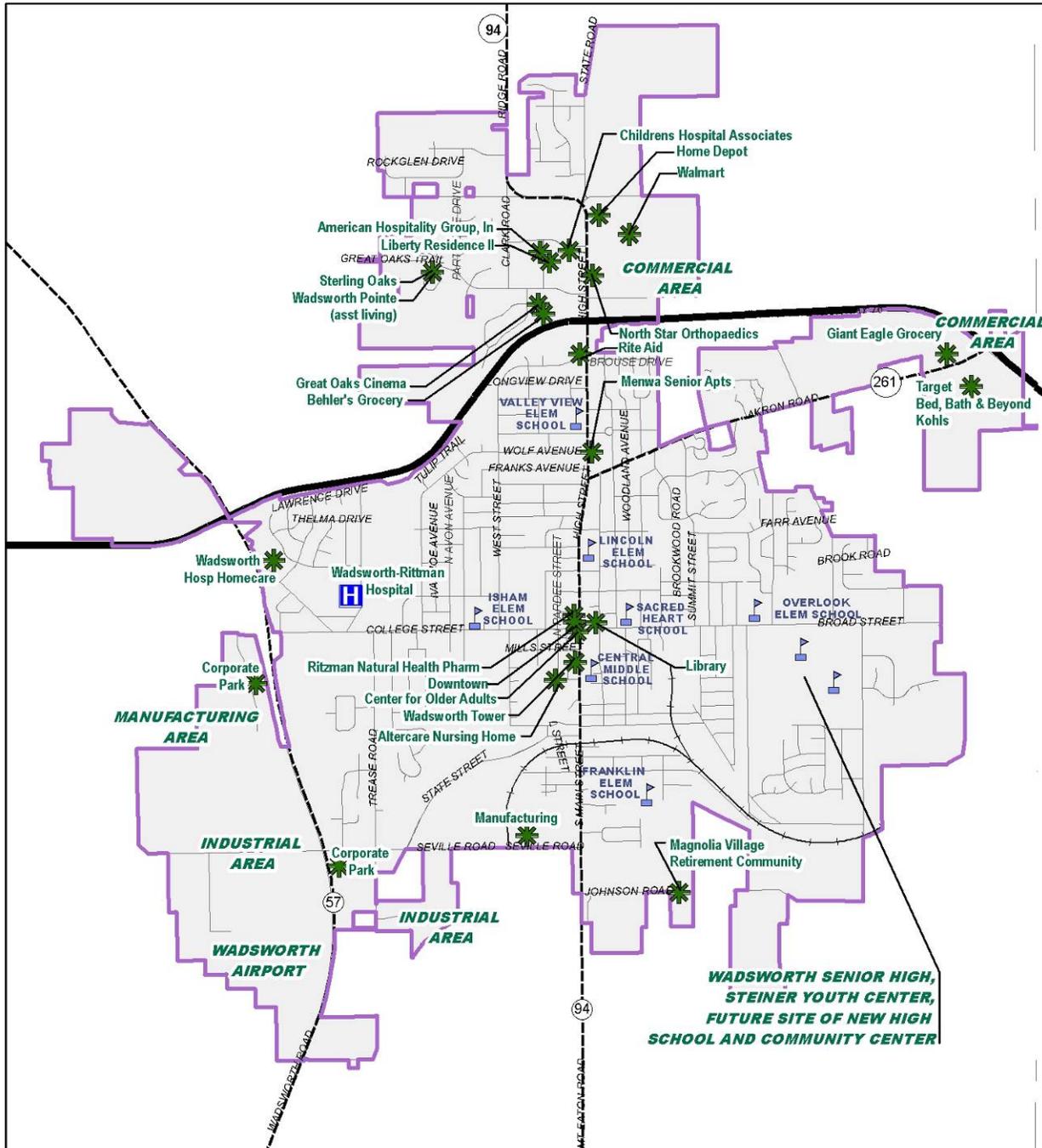
As the many subsequent demographic maps will illustrate, the Wadsworth area consists of a moderately dense core with low-density suburban neighborhoods surrounding it. The following is a summary of the land use characteristics of the study area:

- The study area is bisected by four roads that converge in downtown Wadsworth. From downtown Wadsworth, College Street extends west, Broad Street extends east, High Street extends north, and South Main Street extends south.
- Downtown Wadsworth features a mix of shops, businesses, and restaurants as well as the public library, the Center for Older Adults (to be relocated in a few years), and Wadsworth City Hall. East Park, just beyond the downtown intersection, features a lovely gazebo and community gathering space.
- Within the core of the community and along these four converging roads are numerous public and private primary and secondary schools.
- Radiating out from the core of downtown Wadsworth are traditional-style neighborhoods that feature sidewalks throughout, which facilitates walking to the neighborhood schools.
- Beyond the core and adjacent neighborhoods, the neighborhoods are newer and feature a more suburban style of design.
- Northwest of downtown is the Wadsworth-Rittman Hospital. The hospital is a full-service facility with 113 beds and is one of the community's largest employers with more than 500 employees.
- Beyond the neighborhoods along Broad Street to the east of downtown, the land use becomes more automobile oriented and includes several automobile dealerships (some recently vacated) and repair facilities, gas stations, and a drive-in theater.
- After the shops along South Main Street in downtown Wadsworth, the land use is residential on the eastern side while the west features some manufacturing uses and a small neighborhood grocery store.
- Beyond the core on the northern side of Wadsworth, in the vicinity of the I-76 interchange, the land use is commercial and features numerous restaurants, big box retailers such as Wal-Mart and Home Depot, the Buehler's grocery store, and a movie theater. New townhome and single-family residential developments can also be found in this area.

- East along Route 261/Akron Road, there are several newer housing developments and a commercial area that includes the relocated Giant Eagle grocery store, Target, Lowe's, Kohl's, and Bed, Bath, and Beyond among others.
- In the southwest quadrant of Wadsworth are several corporate and industrial parks and the Wadsworth Airport.

Figure 1 summarizes some of land use characteristics and highlights many of the transit trip generators in the study area. The term "trip generators" is used to indicate where a large number of trips originate or end. These trip generators include residences, employment centers, commercial areas, schools, and medical facilities and offices, among others.

Figure 1: Major Trip Generators in Wadsworth



## Demographic Analysis

As part of the demographic analysis, a wide variety of data was collected regarding the community's age, income, and population and employment density among others. Data sources for the demographic analysis include the US Census as well as the transportation model for the region that is maintained by NOACA, the metropolitan planning organization (MPO) for the region. It is important to note that the most currently available data has been collected. One data caveat is that much of the data released by the Census Bureau is based on a statistical sampling process. In addition, information from the 2000 US Census is now nearly nine years old and does not reflect recent changes in the population.

The US Census data is presented at the block group level. The block groups comprise four census tracts within the Wadsworth area. The boundaries of the census tracts include the city limits of the City of Wadsworth as well as Wadsworth Township.

### *Population and Employment Density*

In 2000, the population of the Wadsworth City was 18,437, an increase of 2,524 (16 percent) over 1990. Wadsworth City is the third largest city in Medina County, after the City of Brunswick (33,388) and the City of Medina (25,139). In 2000, the combined population of Wadsworth City and Wadsworth Township (population 3,996) was 22,433. According to NOACA, it is estimated that in 2005, the population of the city and the township had increased to 24,027 (the US Census estimates that the 2005 population of Wadsworth City was 19,951).<sup>1</sup> While NOACA projects the area's combined population to decrease slightly by 2010 (to approximately 23,072), it is projected to increase to approximately 28,000 residents by 2030.<sup>2</sup> The area of Wadsworth City is 9.5 square miles. Wadsworth Township is 16.5 square miles exclusive of Wadsworth City.

Population density is a useful measure when assessing a community's potential to support public transportation. A general rule of thumb is that hourly fixed-route transit service usually requires 4 to 5 dwelling units per acre or residential gross population densities of 3,000 to 4,000 persons per square mile.<sup>3</sup> In 2000, the population density of Wadsworth City and Wadsworth Township were 1,940.50 and 242.32 persons per square mile respectively. The combined population density for Wadsworth City and Wadsworth Township was 863 persons per square mile. There are areas within the study area that have high population densities. As shown in Figure 2, there are seven block groups clustered in the central part of Wadsworth City that have population densities exceeding 3,000 persons per square mile.

Employment density is another measurement used to identify areas of potential transit ridership. Areas with less than 3 jobs per acre are considered to have a low level of transit supportiveness and those with between 4 and 20 jobs per acre have a medium level of transit supportiveness.<sup>4</sup> In 2005, there were approximately 9,000 jobs in Wadsworth City and Wadsworth Township. Figure 3 shows the total employment in the area by traffic analysis zones (TAZ). TAZs 1014 and 1018 have 1,662 and 1,797 jobs respectively. While having the highest levels of employment for the area, their employment densities are only 1.45 (TAZ 1014) and 0.84 (TAZ 1018) jobs per acre. TAZs 1012, 1015, and 1017 have more than 1,000 jobs, but the employment density is between 0.43 and 1.13 jobs per acre.

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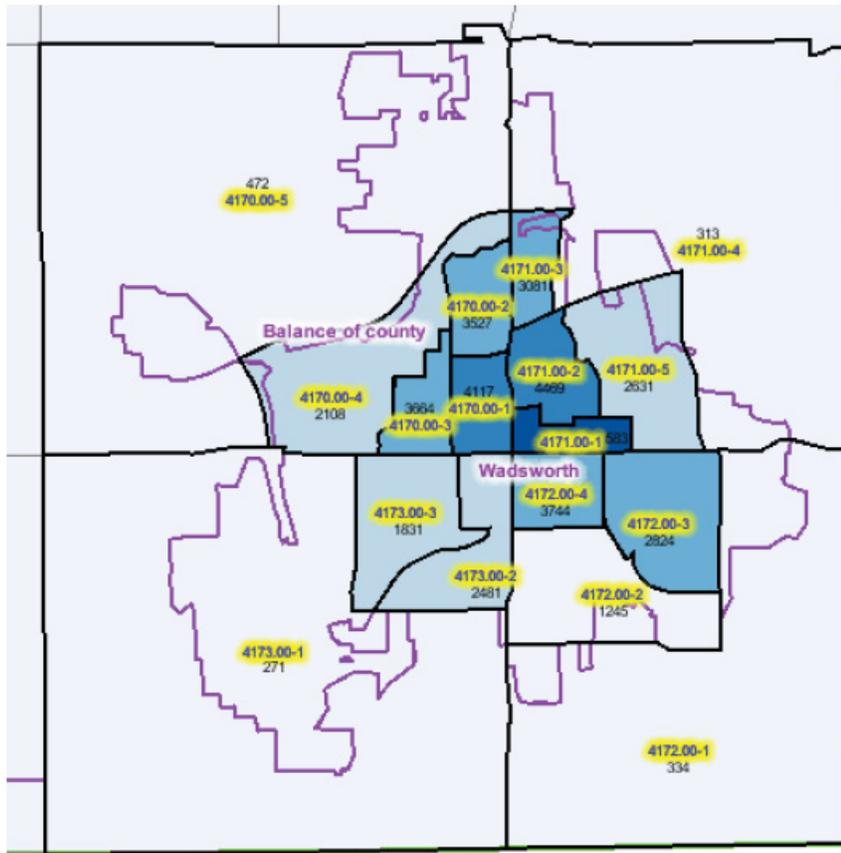
<sup>1</sup> Source: Northeast Ohio Areawide Coordinating Agency, Regional Transportation Model.

<sup>2</sup> Source: Northeast Ohio Areawide Coordinating Agency, Regional Transportation Model.

<sup>3</sup> Institute of Transportation Engineers, *A Toolbox for Alleviating Traffic Congestion* (Washington, D.C.: Institute of Transportation Engineers, 1989).

<sup>4</sup> Transit Cooperative Research Board, *Transit Capacity and Quality of Service Manual* (Washington, D.C.: Transit Cooperative Research Board, 1999).

Figure 2: Population Density in 2000



Population per Square Mile by Block Group;  
2000 NEOcando

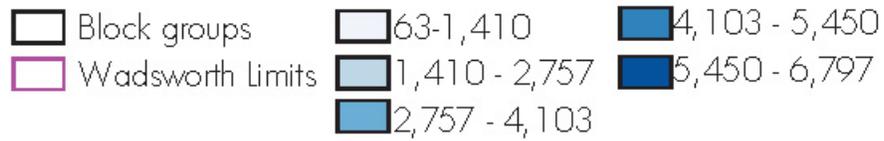
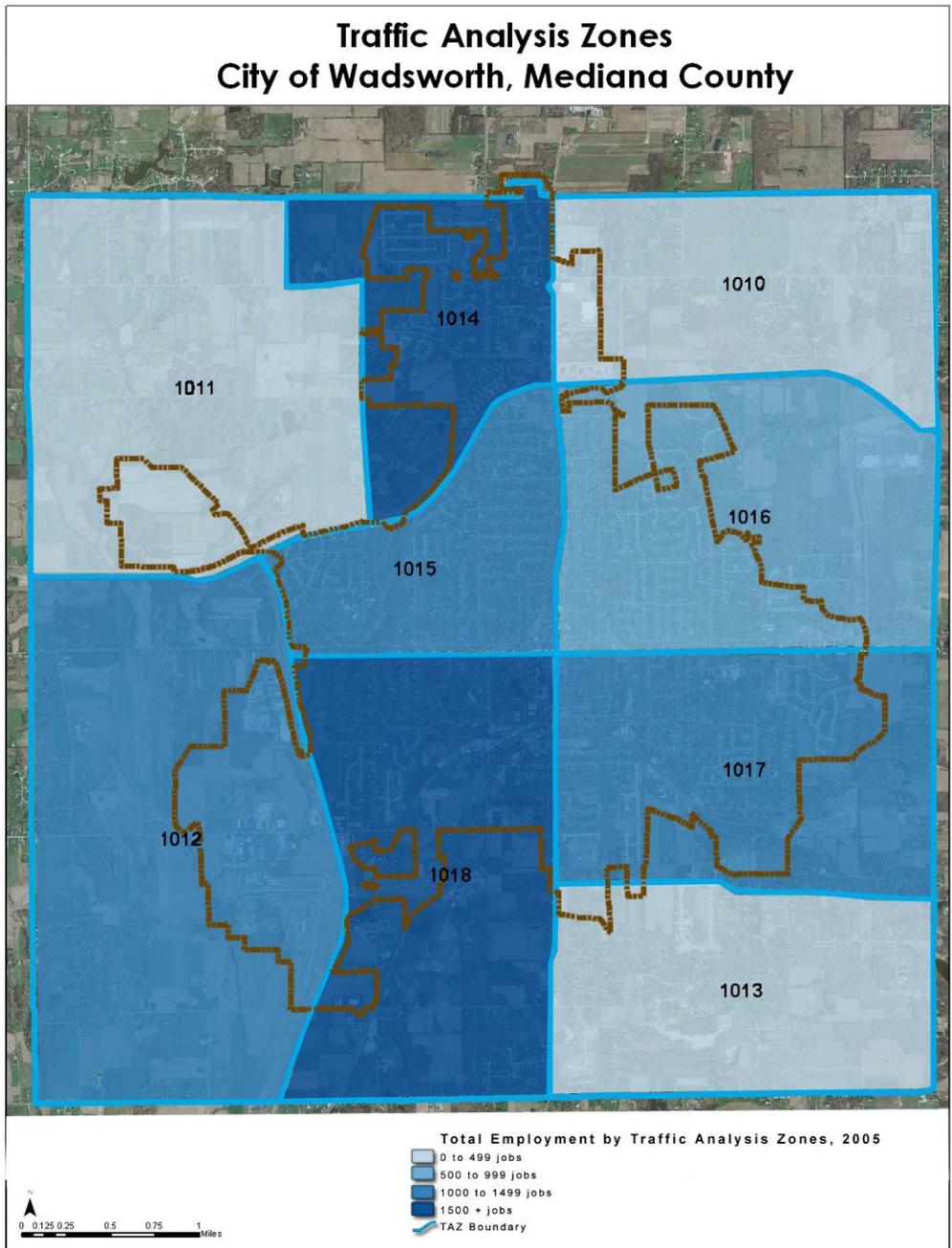


Figure 3: Total Number of Jobs by Traffic Analysis Zone, 2005



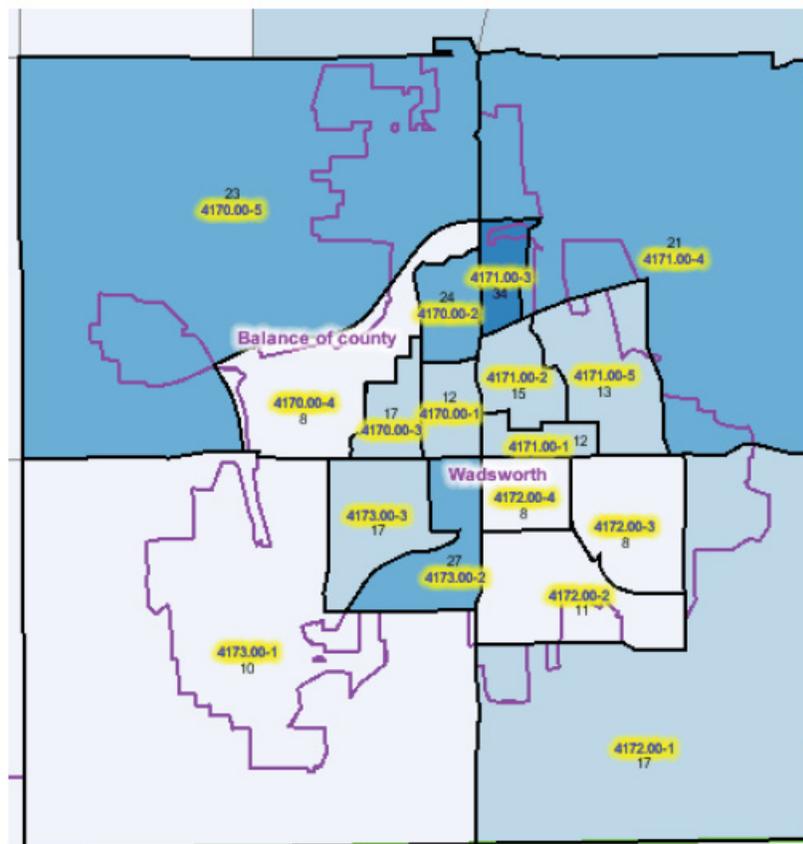
Source: Northeast Ohio Areawide Coordinating Council, 2009.

### Population Age 65 and Older

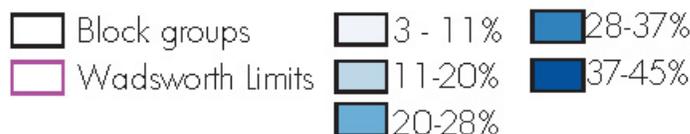
In 2000, the population of persons age 65 and older in the study area was 3,550, or 15.8 percent of the total population. The proportion of persons age 65 and older indicates the area has a relatively older population than is found in Medina County (10.5 percent), the state of Ohio (13.3 percent) and the United States (12.4 percent).

As shown in Figure 4, Block Group 4171.00-3 has the highest proportion of persons age 65 and older at 34 percent (or 223 persons age 65 and older). This block group includes Menwa Apartments, a community that features 70 one- and two-bedroom apartments for senior citizens. Another area with a high proportion of persons age 65 and older is Block Group 4173.00-2 (27 percent or 342 persons). This block group includes a nursing home and Wadsworth Towers, a 100-unit apartment building for senior citizens, persons with disabilities, and low-income individuals. Other areas that exceed more than 20 percent population age 65 and older are in the northeast and northwest portion of the study area. In these areas, the actual number of persons age 65 and older ranges from 239 in 4170.00-2 to 654 in 4170.00-5.

**Figure 4: Percent of Population Age 65 Years and Older, 2000**



Population aged 65+, Percent, by Block Group;  
2000 NEOcando

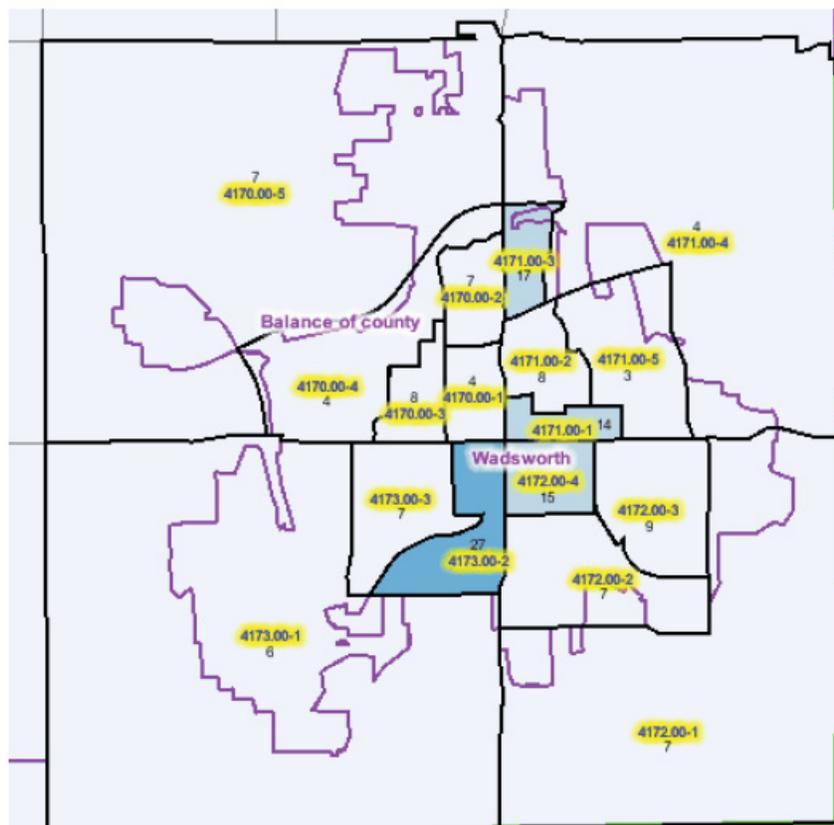


### Low-Income Population

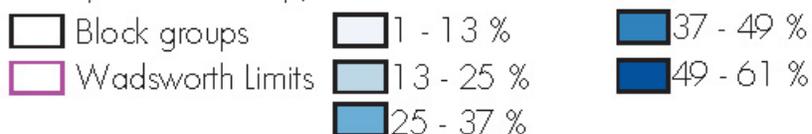
In 2000, 1,850 persons or 8.4 percent of the population of the study area were identified as low-income (defined as persons that have an income below 150 percent of the poverty line). This is significantly below the state and national proportions of 18 and 21 percent respectively. It is the same proportion as Medina County.

This demographic factor is less related to population levels and density. The majority of the block groups had a proportion of low-income individuals that is at or below the area average. However, there are a few areas with a high proportion of low-income households (one to three times the area average). As shown in Figure 5, the highest proportion of low-income individuals, 27 percent or 282 individuals, can be found in Block Group 4173.00-2. Wadsworth Towers, a 100-unit apartment building for low-income individuals, the elderly, and persons with disabilities is located in this block group. The high proportion of low-income individuals in Block Group 4171.00-3 corresponds with its high proportion of persons age 65 and older. Two block groups in the center of Wadsworth also have low-income population proportion of 14 and 15 percent respectively (approximately 300 persons total).

**Figure 5: Percent of Individuals with an Income Below 150 Percent of the Poverty Level, 2000**



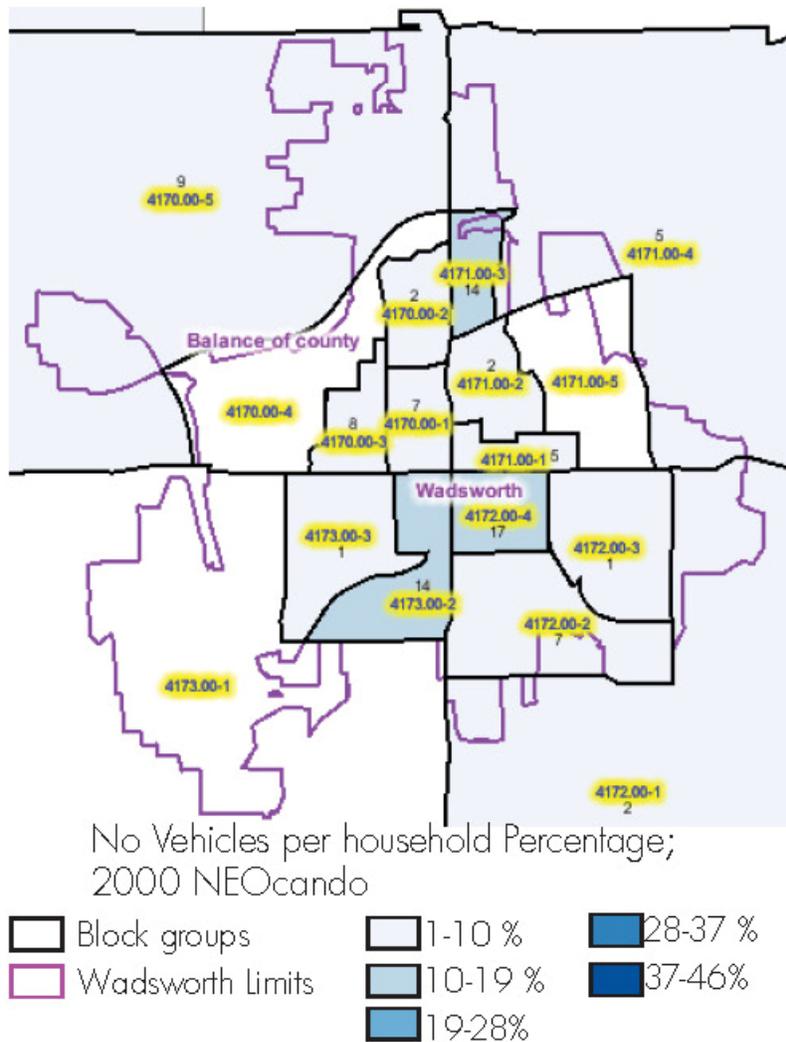
Persons with income below 150% poverty level, Percent by Block Group; 1999 NEOcando



The number of vehicles available to a housing unit is also used as an indicator of income and demand for transit service. In 2000, 457 occupied housing units in the study area did not have a vehicle (approximately 5.3 percent of all occupied housing units). For this factor, the study area's average is below both the state average (8.6 percent) and the national average (10 percent). The overall proportion of zero vehicle households in Medina County is four percent.

Several areas with a high proportion of low-income individuals also have a high proportion of zero-vehicle households (see Figure 6). The proportion of zero-vehicle households in Block Groups 4171.00-3, 4172.00-4, and 4173.00-2 is approximately three times the study area with between 14 and 17 percent of zero-vehicle households (or 146 total zero-vehicle households). Three of the area's block groups do not have any zero-vehicle households.

**Figure 6: Percent of Occupied Housing Units with Zero Vehicles, 2000**



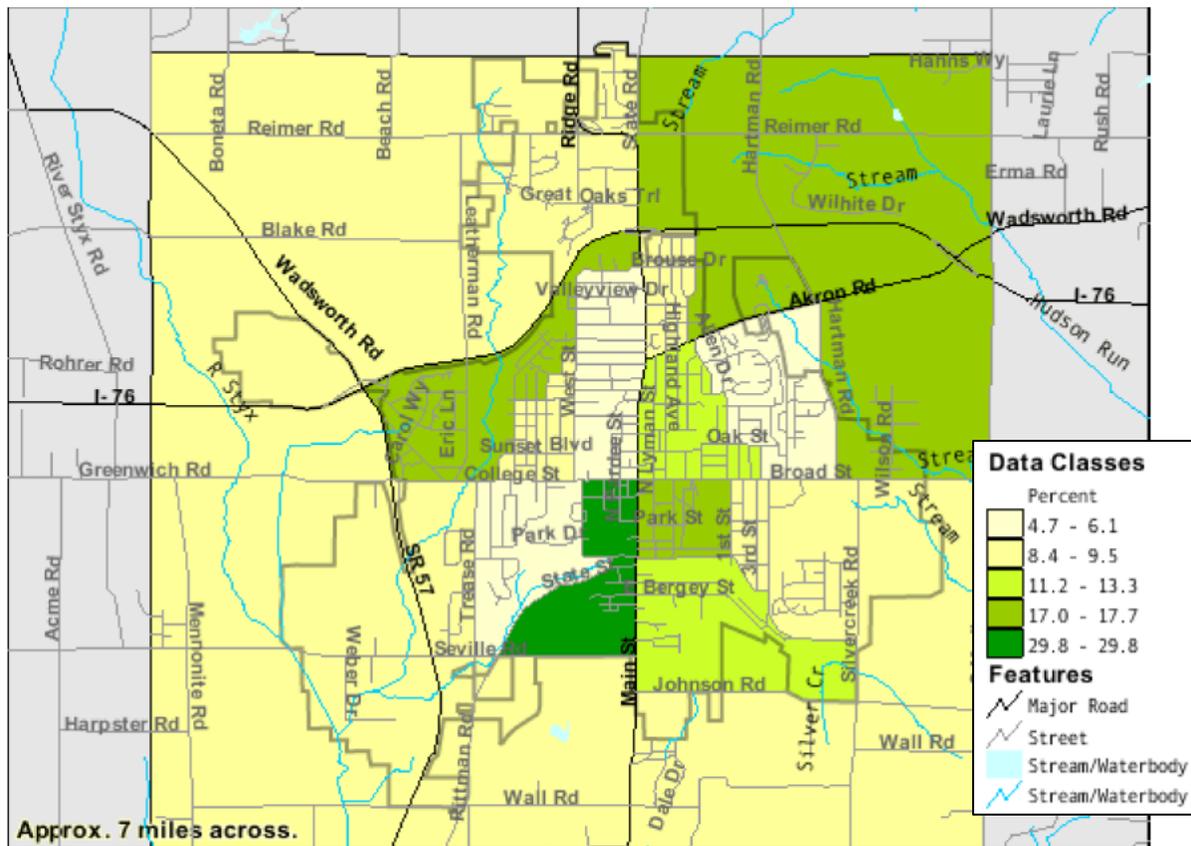
### Persons with Disabilities

For the 2000 Census, individuals were classified as having a disability if any of the following three conditions were true:

- They were age five years old and over and had a response of “yes” to a sensory, physical, mental, or self-care disability;
- They were 16 years old and over and had a response of “yes” to a going outside the home disability; or
- They were 16 years old and over and had a response “yes” to an employment disability.

Figure 7 illustrates the distribution of persons age 21 to 65 years that had a disability. In 2000, 11.3 percent of the study area’s population age 21 to 64 had a disability. This is lower than the state and national averages of 18 and 19 percent respectively. Within the study area, the block group with the highest proportion of persons age 21 to 64 with a disability (30 percent) is located south and west of downtown. Similar to the population age 65 and older, this block group is the location of Wadsworth Towers, a 100-unit apartment building for persons with disabilities, senior citizens, and low-income individuals.

**Figure 7: Percent of Persons 21 to 64 Years with a Disability: 2000**



Source: US Census, 2000

## Community Profile Summary

The purpose of the community demographic profile is to provide a greater understanding of the Wadsworth community and its population characteristics and to aid transportation stakeholders in developing appropriate transportation programs and services. As a whole, the Wadsworth study area:

- Is growing slowly, a trend which is expected to continue for the next 20 years or so.
- Has a moderately dense core in Wadsworth with low-density neighborhoods surrounding the community core. Has approximately 9,000 jobs; however, overall employment density is low and employment is dispersed throughout the area.
- Is slightly older than Medina County, the state of Ohio, and the country and higher proportions of the elderly population are found in central Wadsworth and the northwest and northeast portions of the study area.
- Has a proportion of families below the poverty level that is significantly below the state and national average. The proportion of low-income households is higher in central Wadsworth than the rest of the study area. A similar pattern is found with regards to zero-vehicle housing units. The proportion of zero-vehicle housing units is also quite low.
- Is below the state and national average for population with disabilities with little geographic clustering of this target population.

## DESCRIPTION OF EXISTING PROVIDERS

The general public is currently served by a countywide public transit system that provides service to, from, and within the city of Wadsworth. There are no taxi companies in the area.

### Medina County Public Transit

Medina County Public Transit (MCPT) provides public transit services to the residents of Medina County. The system is classified as a rural transit agency for federal and state funding purposes. The agency provides curb-to-curb passenger service that requires an advance reservation (known as demand response service) to residents throughout the county. It is a shared ride system where passengers are grouped according to their origin, destination, and travel time. MCPT also provides a deviated fixed-route circular loop in Medina City (i.e., the bus will deviate up to ¾-mile off the fixed route to pick up a passenger). The passenger fare for MCPT's demand response services is \$2.00 to board and \$0.10 for each additional mile. Half-price fares are available to qualified senior citizens and persons with disabilities. All of MCPT's vehicles are wheelchair accessible.

### *Services*

MCPT provides two primary services to the residents of Wadsworth.

- **Curb-to-Curb Demand Response:** MCPT provides curb-to-curb demand response service in Wadsworth Monday through Friday from approximately 6:00 a.m. to 6:00 p.m. MCPT generally dedicates one 16-passenger vehicle to provide Wadsworth trips each day. The vehicle can transport Wadsworth passengers to other towns in the county, with Medina being the primary out-of-town destination. Reservations are required by 2:00 p.m. the previous day.
- **Shopper Shuttle:** On Tuesday and Friday mornings, MCPT provides a shuttle to three shopping destinations in Wadsworth: Giant Eagle (new location on 261) and Wal-Mart and Buehler's located off Highway 94/High Street just north of the I-76 interchange. Using one 16-passenger transit vehicle, MCPT picks up passengers around 8:00 a.m. and drops them off at the stores (Wal-Mart and Buehler's then Giant Eagle) beginning at approximately 8:40 a.m. MCPT returns to the stores at approximately 10:15 a.m. and takes the passengers to their trip origins. Reservations are required by 2:00 p.m. the previous day; however,

customers may need to reserve up to a week in advance in order to get a seat due to capacity constraints.

For this project, MCPT provided vehicle manifests for two typical days of service in Wadsworth including a Thursday (no shopper shuttle) and a Friday (shopper shuttle operates).

#### Thursday (no shopper shuttle)

- Types of Fares (15 one-way passenger trips)
  - 13 trips paid for by human service agency contracts
  - 2 half-fare elderly and disabled trips
  - 0 general public fare trips
- Destinations
  - Wadsworth to Wadsworth – 6 trips
  - Wadsworth to Medina – 6 trips
  - Medina to Wadsworth – 5 trips

#### Friday (shopper shuttle day)

- Types of Fares (42 one-way passenger trips)
  - 29 trips paid for by human service agency contracts
  - 12 half-fare elderly and disabled trips
  - 1 general public fare trip
- Destinations
  - Wadsworth to Wadsworth – 29 trips
  - Medina to Wadsworth – 8 trips
  - Medina to Medina – 2 trips
  - Other – 2 trips

Just from a two-day sample of trips, it appears that most of the transit users in Wadsworth are consumers of a human service agency that provides transportation as one of its services. On shopper days, most trips begin and end in Wadsworth. Each day the system provides several passenger trips to and from Medina, primarily to access human service agencies there.

#### *Financial Information*

MCPT is funded by a combination of sources including the Federal Transit Administration (FTA), the Ohio Department of Transportation, contracts with human service agencies, advertising, passenger fares, and local contributions from the Medina County Commissioners and the City of Medina (to support the Medina loop service). In 2007, the agency's total operating expense for all services was \$1.75 million. Funding from the FTA was 42 percent of the system's operating revenue. The Ohio Department of Transportation and local assistance each contributed 10 percent of the operating revenue. Revenue from services provided to 10 agencies under contract was \$375,075, or 21 percent of total operating revenues. Passenger fare revenue for 121,841 trips was \$63,202, less than 4 percent of the system's revenues.

Based on the system's performance in 2007, the system's cost per passenger trip was \$14.39 and its cost per vehicle mile was \$2.76. Due to the rural nature of its large service area, the system provided 0.19 passenger trips per mile.

Medina County is currently undertaking an effort to evaluate the existing transit structure in the county. The effort will assess potential organizational structures with the purpose to improve the efficiency and effectiveness of transit services and maximize and stabilize financial resources for transit. Findings are expected in early 2010.

## Akron METRO

The Akron METRO Regional Transit Authority (METRO) provides fixed-route transit and complementary paratransit services (demand response service for qualified elderly persons and persons with disabilities) in Summit County. The transit system's Federal funding allocation is based on the population of the Akron urbanized area, which includes the population of the City of Wadsworth. At this time, METRO does not provide any service in the City of Wadsworth. It does provide service in the southwestern corner of Summit County including Norton and Barberton.

In 2008, the Akron Metropolitan Area Transportation Study (AMATS), the metropolitan planning organization for the Akron area, published *Public Transportation Needs – 2030 Outlook*. The purpose of the report was to identify and describe public transportation needs in the MPO area for the period between 2010 and 2030. While most of the report focused on system preservation, it did identify a few opportunities for public transportation expansion, including into the Wadsworth area. The following is an excerpt from the report:

To the west, express service from Wadsworth may capture commuters who travel to Akron for work, alleviating congestion in the I-76 corridor. AMATS recommends that this service only be implemented if a transit needs study be completed. Once this is completed the route should only be implemented on an experimental basis to gauge ridership demand. In addition, some form of financial support should be obtained from the City of Wadsworth, as their residents would be the primary beneficiaries of this service. METRO will also need to coordinate implementation of this service with NOACA, the MPO for Medina County. It is estimated that this service would require two additional commuter buses at a cost of \$1.3 million and \$5.3 million in operating expenses over the life of Transportation Outlook.<sup>5</sup> (Note: The project span is 2010 to 2030.)

## PEER GROUP ANALYSIS

In order to gain an understanding of the potential types of services (and their associated operational and financial characteristics) that may be appropriate for Wadsworth, the project team conducted a peer group analysis of three cities with existing transit systems. The intent of the peer group analysis was to select three peer systems that were similar to Wadsworth in population, urban form, and density. The Brunswick Transit Alternative, which serves the city of Brunswick in northern Medina County, was selected because it is a city physically located in a rural county but is part of a large urbanized area (Cleveland). Wadsworth is in a similar situation but is located in the Akron urbanized area. A second peer city is Medina. The transit services available in Medina are part of the MCPT countywide demand response system, but MCPT also operates two fixed routes that circulate through the city. The third peer city is Wilmington, Ohio, located in Clinton County. It demonstrates the potential for a strong demand response system serving a small city. While other cities in Ohio have small fixed route systems, most of them are not good peer city candidates due to having a college or university campus which generally impacts population density and population characteristics.

Information about the peer systems was collected from system websites, the National Transit Database, the Ohio Status of Public Transit, and telephone interviews as needed.

### Brunswick Transit Alternative

Brunswick Transit Alternative (BTA) operates a small circulator transit system within the city limits of the City of Brunswick in Medina County. In 2000, the population of BTA service area was 46,638. The service area is 37 square miles with a population density of approximately 1,260 persons per square mile.

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<sup>5</sup> Akron Metropolitan Area Transportation Study, *Public Transportation Needs – 2030 Outlook* (Akron: Akron Metropolitan Area Transportation Study, 2008), 26.

Because Brunswick is within the Cleveland urbanized area, BTA is classified as a federal urbanized transit system (Federal Transit Administration Section 5307).

BTA operates two deviated fixed-route loops Monday through Saturday. The routes have a set alignment, but will deviate up to a mile off the route in order to pick up a passenger. This deviation service satisfies the Americans with Disabilities Act regulation requiring complementary paratransit for fixed-route service. The route deviations must be pre-arranged with the service dispatcher/scheduler. The service operates a 60-minute frequency. On weekdays, the service span is 6:20 a.m. to 7:09 p.m. The service span on Saturday is 10:20 a.m. to 5:09 p.m. The routes overlap in some areas to that would allow passengers to transfer between routes, although the schedules are not coordinated to allow timed transfers. The one-way passenger fare for the BTA route is \$0.50 for adults and \$0.25 for children and persons with disabilities.

Brunswick residents also have access to two other public transit services. The Greater Cleveland Regional Transit Authority (GCRTA) operates Route #451 which provides weekday commuter bus service between Laurel Square Shopping Center in Brunswick and downtown Cleveland. The route provides three trips in the morning peak period and three trips in the afternoon/evening peak period. MCPT's demand response service is also available to transport Brunswick residents outside of the city limits to other locations in the county.

In 2007, BTA's deviated fixed-route system provided 27,999 one-way passenger trips. The system's average weekday and Saturday ridership was 99 and 54 respectively. The system provided 3.79 passenger trips per revenue hour.

The operating expense for BTA in 2007 was \$360,549. In terms of system cost efficiency, the cost per passenger trip was \$12.88 and the cost per revenue hour was \$48.82.

GCRTA is the urbanized area transit funding grantee for the Cleveland urbanized area. GCRTA uses a formula to determine Brunswick's portion of the urbanized transit funding allocation. Brunswick's allocation is placed in an administrative reserve by GCRTA and BTA draws down on the account as expenses are incurred. The annual amount in the administrative reserve is approximately \$250,000. Approximately 65 percent of the system's operating expenses are paid for from the administrative reserve while 90 percent of administrative expenses (e.g., technical assistance provided by NOACA) are paid for from the reserve. The system's local contribution, provided from local income tax revenue, represents roughly 35 percent of the system's operating revenue (less fare revenue). The City of Brunswick's annual local contribution is approximately \$115,000. Capital expenses require a 10 to 20 percent local match which may come from local taxes, the Ohio Department of Transportation, and/or the GCRTA administrative reserve.

#### Medina City Loop

As described previously, MCPT operates a county-wide demand response system. In addition, MCPT also provides two deviated fixed-route loops in the City of Medina. In 2000, the population of Medina was 25,139 and the population density was 2,224 persons per square mile.

The Medina route service operates Monday through Friday from 8:00 a.m. to 7:00 p.m. and Saturday from 8:00 a.m. to 5:00 p.m. Upon request, the system will deviate up to ¾-mile off the route to pick up or drop off a passenger. This deviation service satisfies the Americans with Disabilities Act regulation requiring complementary paratransit for fixed route service. The route deviations must be pre-arranged with the service dispatcher/scheduler. The fare for a one-way passenger trip is \$1.00. A day pass can be purchased for \$3.00. On weekdays, the routes provide approximately 60 one-way passenger trips. Saturday ridership is between 30 and 40 passenger trips. Based on ridership estimates, the Medina City Loop provides approximately 4.12 trips per hour.

The Medina City Loop service is included in MCPT's operating budget. The exact cost of the service is not available. Based on the system's 2007 cost per hour \$42.26 and the route's approximate number of

hours of service (4,368), the approximate operating cost of the route in 2007 was \$185,465. Based on these estimated figures, the route's cost per passenger trip was \$10.30 and the cost per revenue hour was \$42.46.

The City of Medina makes an annual financial contribution to support the service, the amount of which is determined annually. In 2009, the City of Medina contributed \$17,500, most of which came from the City's Community Development Block Group (CDBG) allocation.

#### Wilmington Transit Service

The City of Wilmington, located Clinton County, operates Wilmington Transit Service (WTS), a door-to-door, demand response public transportation system within its city limits. The City of Wilmington has a population of 11,999 (2000 census), an area of 7 square miles, and a population density of 1,714 persons per square mile.

The demand response system operates Monday through Friday from 6:30 a.m. to 9:00 p.m. and Saturday and Sunday from 8:00 a.m. to 5:00 p.m. The base one-way fare is \$2.00 and the reduced fare for eligible senior citizens and persons with disabilities is \$1.00.

In 2007, WTS provided 143,646 one-way passenger trips and operated 434,872 miles and 32,969 hours. In terms of system efficiency, the system's cost per trip and cost per hour were \$8.35 and \$36.37 respectively. In addition, the system provides approximately 4.36 trips per hour. The system's unit costs (trips and hours) are lower than BTA's expenses and it provides a higher number of trips per hour.

The system utilizes 16 vehicles, including sedans and wheelchair-accessible minivans. The system employs two administrative staff and 50 part-time operations staff.

In 2007, the system's total operating cost was \$1.2 million. The system's largest source of revenue was the Federal Transit Administration (FTA) which contributed \$498,227 or 41.5 percent of the system's revenues. Funding from ODOT was \$204,637 or 17 percent of the total revenues. Using the City's general revenue fund, the City of Wilmington contributed \$250,634 (21 percent). Passenger fares generated \$202,953 (16.9 percent). The system also generated revenue through contracts with human service agencies.

#### Peer Group Analysis Summary

The peer group analysis provides examples of two cities, both located in Medina County, that offer their residents a small deviated fixed-route system and one city, in southern Ohio, that offers a robust demand responsive system. Both types of services have advantages and disadvantages. In communities where density of population and transit generators can be linked by a route, deviated routes offer fixed-route service without having to operate a separate demand response system to comply with ADA regulations. As the Wilmington Transit Service demonstrates however, a demand response system can also meet a community's transit needs, sometimes at a lower cost and higher productivity than fixed route service.

**Table 1: Summary of Peer Group Systems' Characteristics**

Transit System	2000 Population	Service Area (sq. mi)	Population Density (persons /sq mile)	Type of Service	Operating Span	2007 Ridership	2007 Operating Expense	Approximate Annual Local Contribution	2007 Cost per trip	2007 Cost per Hour	2007 Trips per Hour
Brunswick Transit Alternative	46,638	37	1,260	Deviated fixed routes	M-F 6:20A to 7:09P Sat 10:20A to 5:09P	27,999	\$360,549	\$115,000	\$12.88	\$48.82	3.79
MCPT Medina City Loop	25,139	11.3	2,224	Deviated fixed routes	M-F 8A to 7P Sat 8A to 5P	18,000 <sup>1</sup>	\$185,465 <sup>2</sup>	\$17,000	\$10.30 <sup>2</sup>	\$42.46 <sup>2</sup>	4.12 <sup>3</sup>
Wadsworth City Wadsworth City/Twp	18,437 22,433	9.5 26	1,940 863	-	-	-	-	-	-	-	-
Wilmington City Cab	11,999	7	1,714	Demand response	M-F 6:30A to 9P S/S 8A to 5P	143,646	\$1,199,408	\$250,000	\$8.35	\$36.37	4.36

<sup>1</sup> Annual ridership is estimated based on weekday and Saturday ridership averages provided by MCPT.

<sup>2</sup> MCPT's expense for the Medina City Loop and its cost per trip are estimated on the service's annual hours of operation (4,368) and the system's overall cost per hour in 2007 (\$42.46).

<sup>3</sup> Trips per hour is estimated based on Medina City Loop hours of operation and estimated ridership.

## TRANSIT NEEDS ASSESSMENT

The primary tool utilized to understand the need and desire for enhanced public transportation in the Wadsworth community was a public survey conducted in August 2009. In addition, the project team considered documentation supporting the grant application for this project as well as a recent study conducted by NOACA to document needs for transportation-disadvantaged populations in the region. The three resources are summarized below.

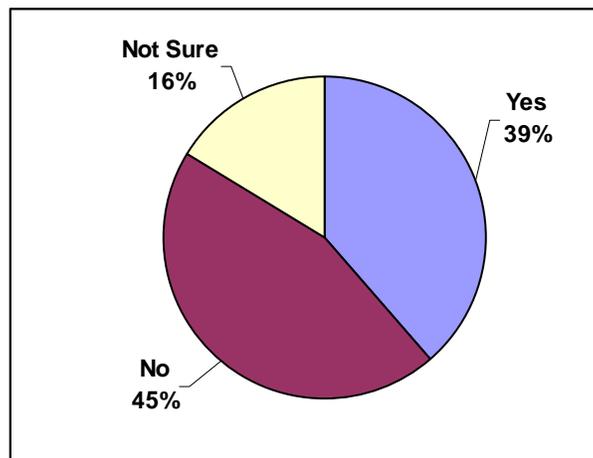
### Transit Survey

In August 2009, the City of Wadsworth conducted a survey, distributed as inserts in the community's electric bills, to gauge public support for, and potential usage of, enhanced public transportation services. Several thousand surveys were returned and more than 830 surveys were sampled, approximately a 40 percent return rate. The survey, included in the appendix, queried participants on their support for a wide variety of potential transit services. The following is a summary of the main components of the survey.

#### *Public Transportation within Wadsworth*

Question 1: If service was available, would you travel by bus to places within Wadsworth? (Note: As described earlier in this report, public transportation service is available Monday through Friday in Wadsworth using the Medina County Public Transit system).

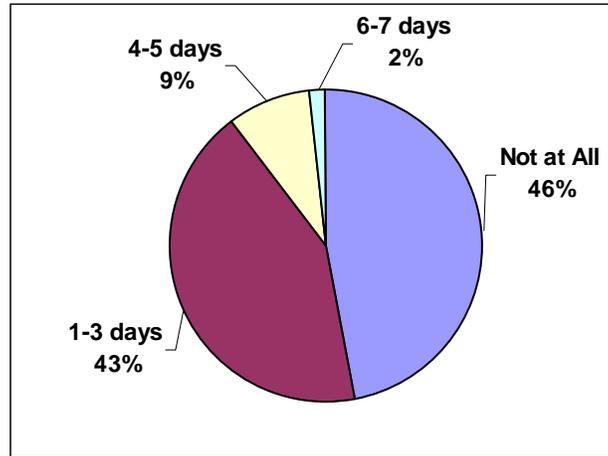
Thirty-nine percent of respondents indicated they would use public transportation within Wadsworth while 45 percent said they would not use it. Sixteen percent were not sure if they would use it.



*Number of responses: 838*

Question 2: How many days per week do you think you would use public transportation?

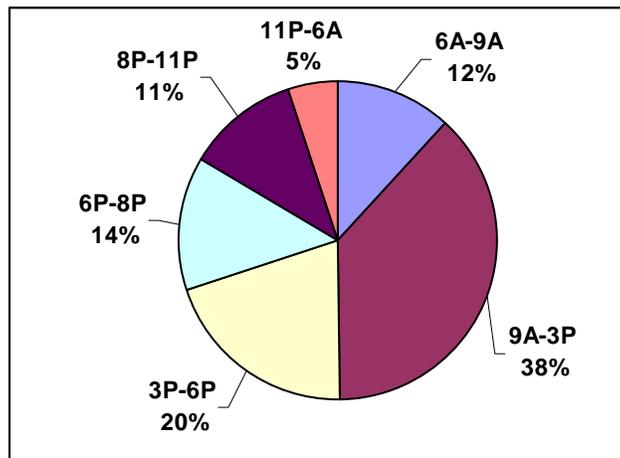
Forty-three percent responded that they would use a Wadsworth public transportation service between one and three days per week, possibly indicating the system's primary use would be for something other than employment transportation.



Number of Responses: 788

Question 3A: What times would you most likely use public transportation on weekdays (more than one answer allowed)?

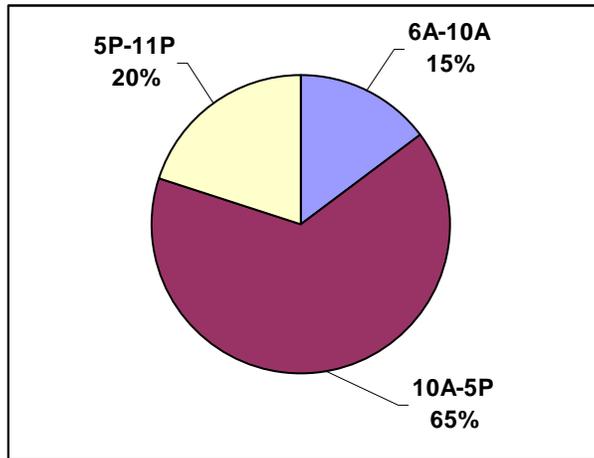
The largest proportion of responses, 38 percent, indicated a preferred travel time of the middle of the day. Between 12 percent and 20 percent would use transit during the morning and afternoon peak commuting hours. Twenty-five percent of responses indicated a potential to use transit during evening hours. Overnight hours only received five percent of the responses.



Number of Responses: 776

Question 3B: What times would you most likely use public transportation on weekends?

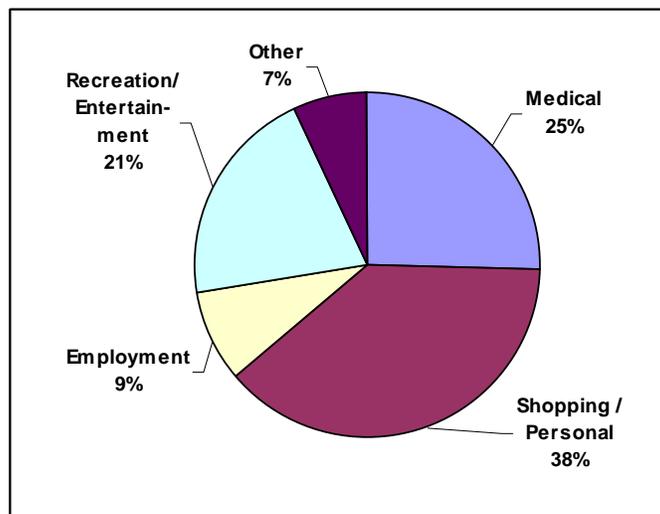
Among the 431 individuals that responded to this question, the most popular time for potential weekend use is from 10:00 a.m. to 5:00 p.m. (65 percent of responses).



Number of Responses: 431

Question 4: For what purposes would you use public transportation?

More than 60 percent of the responses to this question indicate that transportation for medical appointments and shopping and other personal business would be the most in demand. This corresponds with the previous questions where responses indicated a preference for one to three trips per week during the middle of the day. Only nine percent of the responses were for transportation to and from employment.

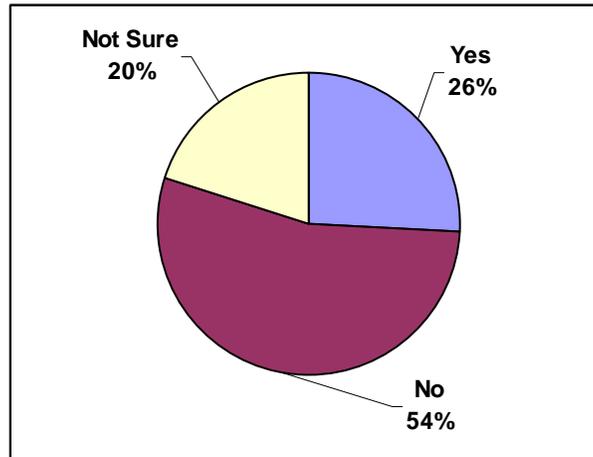


Number of Responses: 983

*Public Transportation to Akron*

Question 5: If service was available, would you travel by bus to Akron during the weekdays?

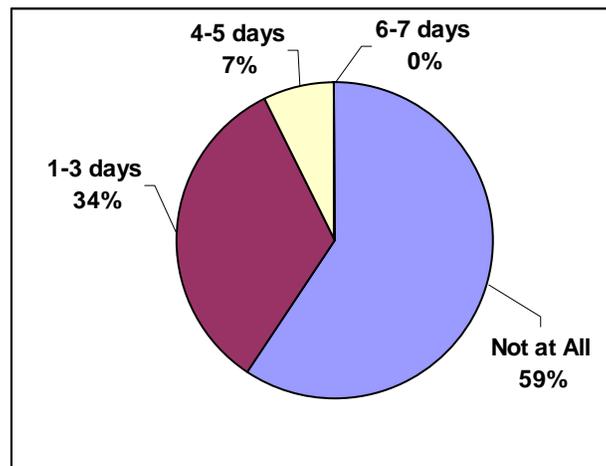
Twenty-six respondents indicated they might use a public transportation service to Akron. A smaller proportion of respondents indicated they would use an Akron bus service (26 percent) than a service in Wadsworth (39 percent, Question 1). More than 50 percent said they would not use such a service and 20 percent were not sure.



*Number of Responses: 790*

Question 6: How many days per week do you think you would use public transportation to travel to Akron?

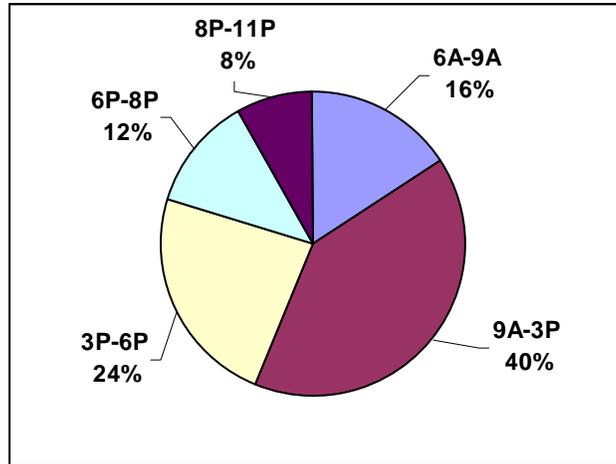
Of those that might use a public transportation service to Akron, the largest proportion, 34 percent, would use it 1 to 3 days per week. Seven percent would use it four to five days a week.



*Number of Responses: 712*

Question 7: What times would you most likely use this weekday service transportation? (check all that apply)

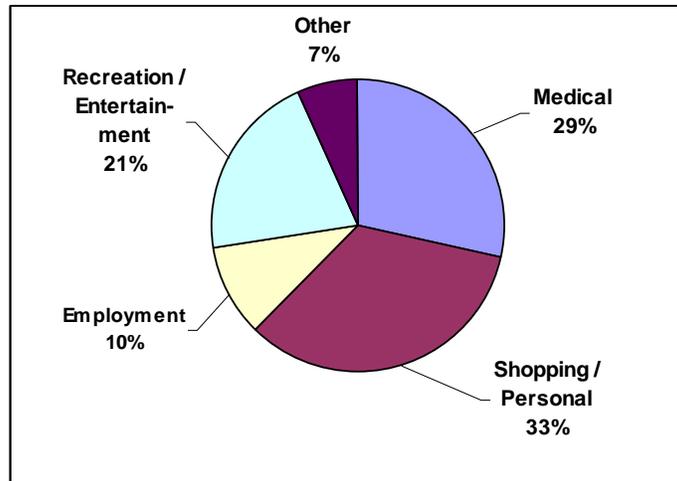
The largest proportion of respondents would use an Akron service during the middle of the day. Between 16 and 24 percent would use it during morning or afternoon commuting periods.



Number of Responses: 623

Question 8: For what purposes would you use public transportation to Akron?

The responses to this question were similar to Question 4. More than 60 percent of the responses indicate a preference for using an Akron service to attend medical appointments and do shopping and conduct personal business. Ten percent would use the service for employment trips.

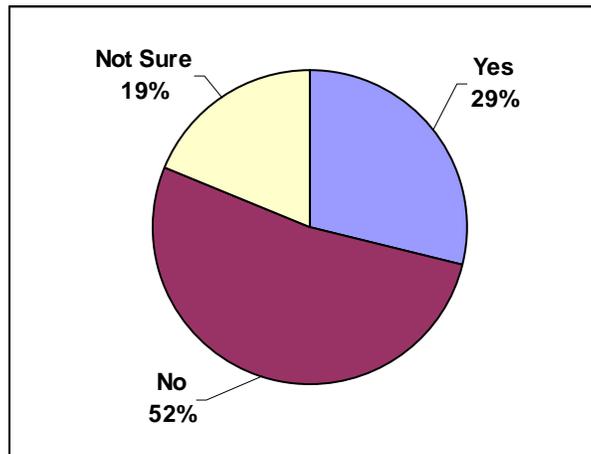


Number of Responses: 663

*Public Transportation to Medina*

Question 9: If service was available, would you travel by bus to Medina during the weekdays? (Note: As described earlier in the report, MCPT provides transportation from Wadsworth to Medina Monday through Friday).

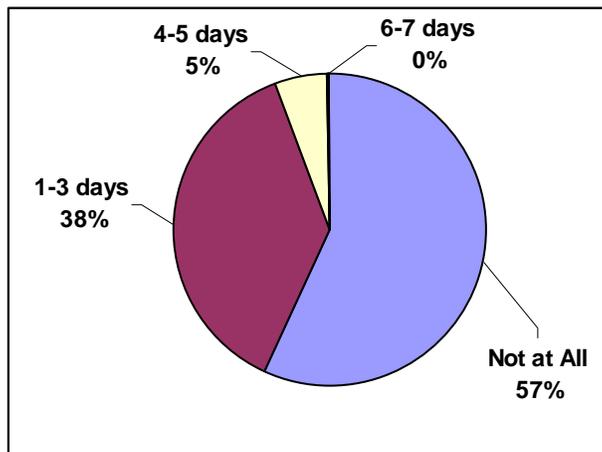
In addition to service within Wadsworth and to Akron, the survey asked whether a service to Medina would be used. The responses were similar. About half would not use a Medina service, about one-third would, and about 20 percent are not sure if they would use it.



Number of Responses: 773

Question 10: How many days per week do you think you would use public transportation to travel to Medina?

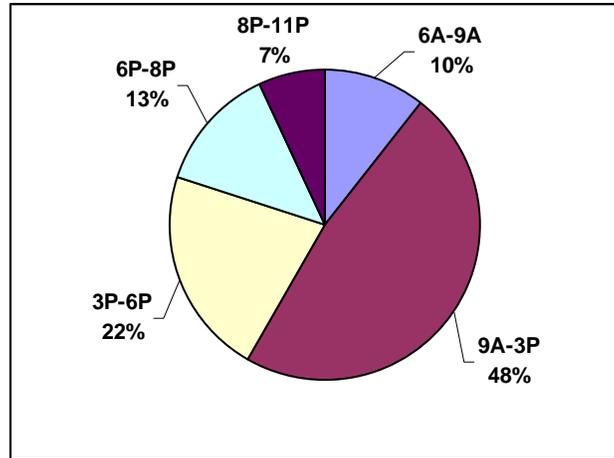
Nearly 40 percent of the respondents said they would use a service to Medina 1 to 3 times per week. Only five percent would use it four to five times per week.



Number of Responses: 677

Question 11: What times would you most likely use this weekday service transportation? (check all that apply)

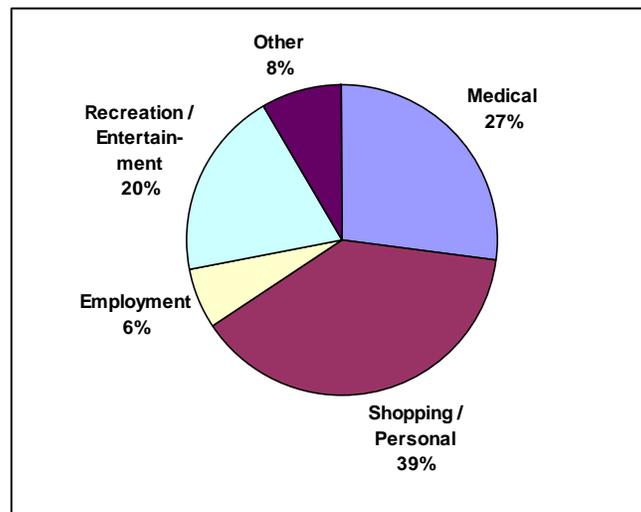
Nearly half of the responses to this question indicate the most preferred time of day to travel to Medina would be between 9:00 a.m. to 3:00 p.m.



Number of Responses: 555

Question 12: For what purposes would you use public transportation to Medina?

Similar to the questions regarding Wadsworth and Akron services, more than 60 percent of respondents would use a Medina service to access medical services and shop and conduct personal business. Another 20 percent would use the service to access recreation and entertainment activities. Only 6 percent would use the service for employment.



Number of Responses: 677

### Transportation for Livable Communities Initiative Grant Application

The groundwork for this study is documented in the City of Wadsworth's TLCI grant application. In recent years, Downtown Wadsworth, Inc. (DW), a community-based non-profit organization with a mission to support and enliven downtown Wadsworth, undertook strategic planning efforts to support its mission. Through the work of the organization's subcommittees, improved transportation was identified as a key to the community's quality of life. The group highlighted several deficiencies:

- No taxi companies operate in the area.
- MCPT only operates Monday through Friday from 6:00 a.m. to 6:00 p.m.
- MCPT service is available on a first-come, first-served basis. The system's level of service cannot meet the demand. To obtain a trip, customers must reserve a trip far in advance. Otherwise, trip requests are often turned down.
- The City of Wadsworth is located within the urbanized area for Akron and thus Akron Metro's federal funding allocation includes the Wadsworth area, however, Akron Metro does not provide any public transportation to or within the study area. Akron Metro receives approximately \$200,000 annually to serve the Wadsworth population.

Numerous community stakeholders submitted letters in support of the grant application. Several additional needs were identified in the support letters, including:

- There is a need for expanded out-of-county medical transportation.
- There is the need for transportation for cultural, social, and civic engagements.
- There is a spatial mismatch between some of the residences of the transportation-disadvantaged populations and the retail development on the north side of town, which provides both job opportunities and wider options for accessing grocery stores and retail destinations.
- Some populations in the community, such as the elderly and low-income, delay medical care due to lack of transportation, creating health-threatening situations.
- Improved access to the City's recreational amenities would improve the community's quality of life.

### Coordinated Public Transit – Human Services Transportation Plan for Northeast Ohio

In 2008, NOACA adopted the *Coordinated Public Transit – Human Services Transportation Plan for Northeast Ohio (CPTHSTP)*. This federally-required plan assessed the transportation needs of three transportation-disadvantaged populations: the elderly, persons with low-incomes, and persons with disabilities. Though needs were identified at the county level, input was obtained by individuals that live in the community and by human service agencies that serve clients in the area. The top needs identified for Medina County include<sup>6</sup>:

- Hospital / medical trips
- Weekend / evening service
- Service to address special trips / circumstances
- Access to employment outside of typical 9 to 5 hours
- Out-of-county medical transportation

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<sup>6</sup> NOACA, *Coordinated Public Transit – Human Services Transportation Plan for Northeast Ohio* (Cleveland: NOACA, 2008), 58.

The report identified potential strategies for addressing the needs:

- Need for more transportation funding to get additional vehicles, personnel, combat rising fuel costs.
- Need for political clout or a voice for the affected populations.
- Need for a truly regional transit system to: increase buying power by purchasing fuel as a group; make better transit connections to Akron and Summit County; and lower administrative costs.

Several human service agencies in Medina County participated in the planning process through surveys, stakeholder meetings, and focus group meetings.

### Needs Assessment Summary

The Wadsworth transit survey, distributed via electric utility bills, gives a good indication of the types of public transportation services that may be warranted in the community. It is important to remember that some people that indicate they will use a service do not do so when it becomes available. The following are some conclusions from the needs assessment.

- Nearly 50 percent of survey respondents indicated they would not use a Wadsworth public transportation service. Of those that indicated they would use a Wadsworth service (39 percent of respondents), they appear to need one to three trips per week during the middle of the day for medical appointments, shopping and personal business, and entertainment. Through MCPT, this type of service is already available. The survey seems to indicate that an enhanced level of service beyond what is currently provided may be warranted, possibly via a fixed route or additional vehicles dedicated to providing weekday service in Wadsworth.
- A quarter of survey respondents said they would use a public transportation service that connects Wadsworth and Akron, a lower level than indicated for the Wadsworth service. Again, midday service seemed to be the most preferred.
- Almost a third of the survey respondents indicated they would use a service to Medina. The survey shows that most of the demand is for midday, occasional trips for medical, personal business, and recreation/entertainment purposes. MCPT currently transports Wadsworth residents to and from Medina on a daily basis.
- Other stakeholder input indicates that those that need transportation in Wadsworth have difficulty reserving trips due to limited capacity. In addition, no public transportation is available during evenings and weekends.
- Many individuals in transportation-disadvantaged groups live in neighborhoods that are beyond walking distance to commercial and retail employment areas.
- The ability to address the community's transportation needs has been hampered by the inability to access federal urbanized area transit funding allocated to Akron METRO based on the Wadsworth population.

### CONCLUSION

As mentioned at the beginning of this section, transit planners must consider a wide range of information in the development of appropriate transit services for a community. The needs assessment takes into consideration demographic data, land uses, characteristics of peer systems and, most importantly, the community's input about what is needed. The community's characteristics can lead to some conclusions regarding the feasibility of transit, including the following:

- Due to the overall low-density of population and employment in the study area as well as the dispersed destinations, traditional fixed route transit services may be ineffective and inefficient from an operating perspective. Deviated fixed routes and enhanced demand response services are likely more appropriate.

- The community, as indicated by population below the poverty level and zero-vehicle households, is prosperous and therefore the level of choice riders (those that can drive to their destination but choose transit) is probably low.
- The “captive” riders for transit in Wadsworth (those that lack an alternative to transit) include senior citizens (given the high population proportion) and the smaller population proportions of persons with disabilities and low-income households.
- There is a need for enhancing weekday service within Wadsworth to meet midday demand for medical and personal business trips. Public transportation alternatives should also explore options for transporting low-income individuals and persons with disabilities to employment opportunities which may require early morning and evening hours.
- Though lesser demand was indicated, public transportation alternatives should explore options for travel to Medina and Akron.

## **ALTERNATIVES ANALYSIS**

After a description of some of the unique factors affecting transit options in Wadsworth, this section contains a short-term alternative and several long-term transit alternatives. The description of each alternative includes estimates of ridership, hours, total operating expense, and potential revenues.

## **FACTORS AFFECTING PUBLIC TRANSPORTATION OPTIONS**

There are several factors that affect the transit options available to Wadsworth residents that are important to understand prior to reviewing potential service alternatives. They include, among others, the current structure of transit operations in Medina County, the federal policy on coordination, and the requirement for local financial support.

### Organization Structure

As described in previously, Medina County Public Transportation (MCPT) is the public transportation provider in Medina County. The system is classified as a rural transit system. Under the authority of the Medina County Board of Commissioners, it applies for state and federal transit funding through the Ohio Department of Transportation. The system is also funded by contracts with 10 human service agencies, the City of Medina (to subsidize a route in the city), and the Medina County Board of Commissioners.

MCPT is currently undergoing a study to assess the system’s organizational structure. The goal of the study is to evaluate potential organizational structures and select one that 1) is efficient from a service standpoint, 2) responsive to transit needs in the county, 3) avoids duplication, 4) preserves and stabilizes existing funding and taps new funding sources, and 5) partners with the private sector. The outcome of the study will not affect funding in the near term but, depending on the option chosen, could expand the options for funding transit in the county and stabilize the level of funding from year to year. Preliminary recommendations will be reviewed in winter of 2010. The City of Wadsworth should continue to participate in the organizational assessment process.

Through this planning process, the City of Wadsworth has stated that it does not intend to create a new transit system to serve Wadsworth that is separate from MCPT. Rather, in order to make the most efficient use of transit funding and administrative, operational, and capital resources, the City would like to investigate means of utilizing MCPT (or Akron METRO) to enhance services in Wadsworth.

### Federal Policy on Transportation Coordination

A 2003 report issued by the U.S. General Accounting Office (GAO) found that there are more than 60 different federal programs, across nearly a dozen federal departments, that fund transportation services for transportation-disadvantaged persons. At the local level, there is often little or no coordination of services among those that operate the federal programs within the same community.

Following the release of the GAO report, President Bush issued Executive Order 13330 in February 2004. The Executive Order established the Interagency Coordinating Council on Access and Mobility (CCAM). The CCAM is charged with taking action to reduce duplication among federally-assisted grantees, increase the efficiency of service delivery, and expand the services available to transportation-disadvantaged populations.

The federal transportation reauthorization legislation, enacted in 2005 and known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), created a requirement that a locally-developed, coordinated public transit/human services planning process be undertaken as a condition of receiving funding for three Federal Transit Administration (FTA) programs directed at meeting the needs of older individuals, persons with disabilities, and low-income persons. The three FTA programs are:

- **Section 5310 Transportation for Elderly Persons and Persons with Disabilities:** Funding is provided to private, non-profit organizations or local governmental authorities to improve the mobility of elderly individuals and persons with disabilities. The funding is typically used to purchase vehicles to provide service but can also be used to purchase service from an existing transportation provider.
- **Section 5316 Job Access and Reverse Commute (JARC):** The goal of the JARC program is to improve transportation access to employment and employment-related activities for welfare recipients and low-income individuals and to transport residents of urbanized and nonurbanized areas to suburban employment opportunities. Eligible applicants include private non-profit organizations, governmental authorities, and operators of public transportation services.
- **Section 5317 New Freedom Program:** This program is aimed at providing new public transit and/or alternative transportation services to persons with disabilities that go beyond the requirements of the Americans with Disabilities Act. Eligible applicants include private non-profit organizations, governmental authorities, and operators of public transportation services.

These three programs could be used to address some of the transportation needs in Wadsworth; however, any effort would have to be part of a larger (e.g., countywide), coordinated initiative. Several agencies and stakeholders in Medina County participated in the *Coordinated Public Transit – Human Services Transportation Plan for Northeast Ohio (CPTHSTP)* completed by NOACA in 2008. The plan identified many of the same transportation needs as this planning process.

The Medina Transportation Consortium is a group of human service agencies that have been working together for nearly 20 years to increase service coordination and reduce service duplication. Their efforts have resulted in many agencies turning over their transportation services to MCPT. Their current effort is to oversee the assessment of organizational options for MCPT (as described above). The City of Wadsworth should participate in the consortium and help the group pursue possible funding options through these three programs.

In order to access any of the three above-described programs, applicants must submit an application to the ODOT Office of Transit by late January the year prior to the anticipated program start (e.g., apply in late January 2010 for a CY 2011 program start). Every application must demonstrate that the project is derived from the CPTHSTP and is part of a coordinated transportation effort or initiative. All three programs allow the use of non-FTA federal dollars as matching funds (20% capital, 50% operating). The City may be able to identify funds from a Department of Labor, Title III, and Educational grants to use as match (assuming the project meets both the FTA and other federal agency requirements).

#### 2010 US Census

Related to the public transit organizational structure issue, is the possible affect of the results of the 2010 US Census. As mentioned above, MCPT is considered a rural transit system based on its population. If, as a result of the 2010 census, the county's population exceeds 200,000, the county would be designated as an urbanized area. Changes resulting from the new designation would begin three to four years after

the census. Another possibility is that greater portions of the county may be included in the Cleveland or Akron urbanized areas.

It was noted previously that Wadsworth is currently part of the Akron urbanized area. Wadsworth does not receive any transit service or portion of transit funding from Akron METRO despite METRO's federal funding allocation including the Wadsworth population. Some discussions were held on the subject in the early 2000s; however, METRO budget difficulties in the past decade moved the discussion of service extension to Wadsworth to a lower priority.

Given the possibility that the census may result in a new or revised designation of urbanized areas in the region, the Wadsworth transit stakeholders may wish to hold off for the next year or two on pursuing service or funding through the Akron urbanized area. It may be more efficient to pursue some smaller service enhancements (described below) through MCPT in the short term until the results of the census are known and understood.

#### Accessing Akron Urbanized Area Formula Funding

If Wadsworth remains in the Akron urbanized area, the City of Wadsworth, MCPT, Akron METRO, the Akron Metropolitan Area Transportation Study (AMATS - the metropolitan planning organization for the Akron area) and the Northeast Ohio Area Coordinating Agency (NOACA) should begin discussions about accessing some of the Akron urbanized area formula funding (Federal Transit Administration Section 5307) to address the City's transportation needs as outlined in this report.

The initial discussion would center on developing a fair distribution of Section 5307 funds. Typically the distribution is based on population levels. The parties would also need to evaluate whether Wadsworth would become a direct recipient of funds (with responsibility for collecting data and complying with the regulations) or if METRO would pass the funds through to Wadsworth (with METRO being responsible for data and compliance). It is likely that MCPT could receive the Section 5307 funds and operate the service on behalf of Wadsworth. However, the Section 5311 rural transit funds and service would need to be kept separate from the Section 5307 funds and services (e.g., Similar to the situation in Brunswick, MCPT could pick up Wadsworth residents and take them to destinations in the county using rural transit funds and urban transit funds would be used for trips within Wadsworth). A third option would include the expansion of Akron METRO's service area to include Wadsworth with an extension of their services to the community.

Whether the Wadsworth service is a direct or pass-through recipient can affect the potential use of FTA funds. Many in the area are familiar with the arrangement between the Greater Cleveland Regional Transit Authority (GCRTA) and the Brunswick Transit Alternative (BTA). The City of Brunswick is in the Cleveland Urbanized area and BTA is a pass-through recipient of funds. In their arrangement, GCRTA keeps the Federal Section 5307 funds and passes through local funds to BTA. This allows BTA to use the funds for operating expenses. The funds cover approximately 65 percent of the total operating expenses and the City of Brunswick contributes approximately \$115,000 annually to cover the remaining operating expenses (35 percent of the total operating expenses).

If Wadsworth was to become a direct recipient of Akron urbanized area Section 5307 funds, it would generally be restricted from using the funds for operating expenses because the urbanized area has a population greater than 200,000. Section 5307 funds can be used for capital expenses such as purchasing vehicles. The local match for capital expenses is 20 percent (or 10 percent for bicycle-related enhancements such as bike racks on buses and vehicle-related costs attributable to compliance with Americans with Disabilities Act regulations).

Wadsworth can receive the amount of funding attributable to its population and population density for two years. Full funding (population and population density plus incentive amount attributable to operating

statistics) would require two years of National Transit Database (NTD).<sup>7</sup> The new service associated with the Section 5307 funding would be in service for approximately two years before the full federal funding would begin to flow. The local sponsor would need to be prepared to support the system during the start up period.

In addition to generating sufficient funds to support an urbanized transit system, the project sponsor would probably need to hire a part-time or full-time staff person to manage the myriad of grant-related requirements, regulations, and certifications.

#### *Example of Service Option using Section 5307 Funds*

To illustrate the ramifications of providing transit within Wadsworth using the FTA Section 5307 funds, the following example is provided.

The example assumes that two vehicles provide demand response service 12 hours a day within Wadsworth (24 hours total per day for two vehicles), five days a week (255 days per year). Assuming the vehicles operate 20 miles per hour and 6,120 hours annually, the vehicles will operate 122,400 miles per year and provide approximately 15,300 passenger trips. If MCPT provides the service and its cost per hour is \$25, the service will cost approximately \$153,000.<sup>8</sup>

If Wadsworth is a direct recipient of Section 5307 funds, none of the operating expenses will be funded by Section 5307 (although preventive maintenance is an allowable expense). Assuming an average fare of \$1.50 and 15,300 annual trips, farebox revenue would generate \$22,950. Deducting farebox revenue from the total expense, the City of Wadsworth would need to identify funding sources of approximately \$130,050 to operate the service.

Based on Akron METRO estimates, Wadsworth could receive approximately \$250,000 each year of operation. Still, this funding is not eligible for operating expenses and each annual amount would likely only afford the purchase one or two small transit vehicles (similar to MCPT's fleet) for providing service. The match requirement is 20 percent of capital expenses.

To summarize, receiving Section 5307 funding does not yield funds for operating service.<sup>9</sup> The local government would be responsible for generating more than \$100,000 annually to operate the service.

To obtain some service from Akron METRO and access to the METRO transit system, the local decision-makers may want to discuss the cost of extending a METRO routes and services into the Wadsworth area.

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<sup>7</sup> Note: Federal regulations only require that the region develop an "equitable" method for distribution of funds sub-regionally. A logical choice is to re-apply the federal formula although it is not specifically required.

<sup>8</sup> Note: METRO is also a potential provider of the service. In 2008, their cost per hour for their demand response system was \$32. Based on 6,210 annual hours of service, the cost of METRO providing the service would be approximately \$195,840.

<sup>9</sup> As described on page 3, if Wadsworth becomes a pass-through recipient from Akron METRO, METRO could pass through non-Section 5307 funds to Wadsworth that would allow the City to use the pass-through dollars for operations.

### Local Funding

As an urbanized or rural transit system, the local sponsor will be responsible for contributing a share of the expense to operate the system. Contracts with local human service agencies often make a significant contribution to a transit system's revenues. Project stakeholders and decision makers will need to evaluate the availability and sources of local contributions and as well as their potential to provide a fairly consistent level of revenue in the long term. Common sources of local contributions include:

- Local government general funds;
- Grants/donations from local agencies;
- Proceeds from dedicated tax levies (e.g., sales tax, property tax, income tax, etc.);
- Advertising;
- Community Development Block Grant (CDBG); and
- Sponsorship opportunities, such as stores and retail areas sponsoring shopper shuttle services where they directly benefit from the services.

### MCPT Planning and Evaluation Enhancement

MCPT is currently in the process of upgrading its scheduling and dispatching system to a computerized software program known as Trapeze. The new system will enhance MCPT's ability to group trips and find the shortest and quickest trip routings and thus increase service efficiency. In addition, the system will be able to track instances where individuals have not been able to schedule a trip due to capacity limits. Trapeze will allow MCPT to understand where there are time-of-day or locational needs for additional transit service.

### Transit Marketing

Given its current budget, MCPT is limited in its ability to market its services. From information gathered during this planning process, many Wadsworth residents are not aware that public transit is available in the community. Or, in some cases, residents may be familiar with the transit vehicles from seeing them in the area, but do not know that the service is open to the general public.

When this process is completed, the City of Wadsworth should work with MCPT and the Medina Transportation Consortium to improve its marketing efforts to increase the level of awareness and understanding about the service. This should include an improved transit website, transit links on the City of Wadsworth website, creation and distribution of brochures, and requests of time on community groups' agendas to describe the system among others.

### Low-Density Population and Employment

As noted in the description of local conditions, the Wadsworth area has low population and employment densities and dispersed destinations. Thus, traditional fixed route transit services may be inefficient and ineffective from an operating standpoint. This report does not recommend the creation of any fixed route services in the near term. However, using MCPT's new scheduling software, the system will be able to evaluate the origins and destinations and travel times of trips to determine if there is a recurring pattern that may lend itself to the establishment of a formal route. If MCPT enhances its marketing efforts and more people from the public begin using the services in Wadsworth, patterns may present themselves that are not apparent today.

## DESCRIPTION OF ALTERNATIVES

Given the many factors described above, Wadsworth can immediately pursue an enhancement of existing weekday transit services by seeking an increase in vehicle capacity serving Wadsworth. This enhancement will meet the city's primary need for additional trip-making opportunities during the existing hours of operation. Upon identifying the source for a local contribution, the short-term option can be implemented within one year.

This report also offers several longer-term options for improving transit for Wadsworth residents. These options can build upon the short-term enhancement and can be implemented incrementally in the order preferred by the community or at the same time. These longer-term options for evening, weekend, and out-of-county transportation address identified needs that cannot be met within MCPT's current service span (i.e. Monday through Friday between 6 a.m. and 6 p.m. within Medina County only). Implementing these alternatives would require a longer time frame to identify local resources to pay for the services and should be pursued through a partnership with transportation stakeholders at the county level (e.g., such as through the Medina Transportation Consortium). The governing board of MCPT would need to approve the new services if MCPT was to provide them (because they are outside of MCPT's operating parameters) or a different provider would need to be identified. The alternatives are presented as services specific to Wadsworth. However, in order to be successful at accessing most federal and state funding programs, the services should be proposed as part of a larger coordinated effort.

### Short-Term Alternative: Five-Day Dedicated Wadsworth Service

The recommended near term alternative is to increase the level of transit service within Wadsworth. As described in the overview of existing providers, MCPT uses one vehicle daily to provide trips within Wadsworth and to and from Wadsworth and other towns in the county. In addition, on Tuesdays and Fridays MCPT provides demand response and its shopper shuttle service using a second vehicle. This alternative proposes that MCPT provide trips on the second vehicle on Monday, Wednesday, and Thursday as well, making two-vehicle service available five days a week in Wadsworth. Similar to existing services, the extra vehicle would operate in Wadsworth from approximately 7:00 a.m. to 5:00 p.m.

The priority for the second vehicle would be to provide trips within Wadsworth and the immediate vicinity. The second vehicle could be used to provide a third day of the shopper shuttle, possibly an afternoon shuttle to provide a different travel time option for shopping excursions. When the second vehicle is not operating the shopper shuttle, it would be open for trips for any purpose including medical appointments, employment, and shopping among others.

### *Ridership Implications*

In order to estimate ridership, several conservative assumptions were made based on MCPT operating characteristics. The service will provide an additional 10 hours of service daily (three days per week) and 1,560 additional hours annually. Service costs will be based on 1,560 hours inflated by a factor of 1.14 to account for daily non-productive hours (e.g., time spent conducting pre-trip inspections, etc). At a minimum, assuming that MCPT can provide 2.5 passenger trips per hour, the system could provide an additional 25 one-way trips per day or 3,900 one-way trips annually. Efficiencies gained through MCPT's use of computerized scheduling system should allow the system to provide a higher level of trips than this estimate.

### *Expense and Revenue Implications*

In order to estimate the additional service's cost, an hourly rate of \$25 was used. This is slightly higher than MCPT's current cost but will allow for some inflation of costs in the near term. Based on 1,778 annual hours of service (1,560 hours multiplied by 1.14), the cost of the additional service is \$44,460. Revenues to support the enhanced service are estimated based on the assumptions described below.

The additional service will be used by members of the general public paying a fare as well as customers of human service agencies whose trips are paid for through a contract. For revenue estimation purposes, it is assumed that 50 percent of the new trips will be general public (1,950 trips) and 50 percent are human service agency customers (1,950 trips). Based on a sample of MCPT trips within Wadsworth, the average trip length is 2.5 miles. Assuming that half of the general public trips (975 trips) would pay a half fare for being elderly or a person with a disability and the average elderly and disabled (E&D) fare is \$1.00, the E&D fares will generate \$975. The remaining half of general public trips (975 trips) would pay the average general public fare of \$2.00, generating \$1,950. The total general public fare revenue is estimated to be \$2,925.

MCPT's current contract rate for human service agencies is \$0.80 per mile. If contract trips are 50 percent of the total number of new trips (1,950 trips), the majority of contract trips are within Wadsworth, and the average trip length is 2.5 miles, human service agency contracts would generate \$3,900 during the additional hours of service.

Due to state program budget limitations, it is unlikely that MCPT will receive any additional funding through the state rural transit program to support this increased service option. The federal transit program, Section 5311, funds up to 50 percent of operating expenses (less fare revenue). The alternative's net project expense is \$41,535 (\$44,460 total expense minus \$2,925 in fare revenue). Section 5311 would provide approximately \$20,768. The transit system would also receive approximately \$975 from ODOT's Elderly and Disabled Transit Fare Assistance Program to reimburse the system for the half-fare price for the trips made by elderly persons and persons with disabilities.

The remaining project cost is \$19,793. Subtracting \$3,900 in estimated contract revenue, the local contribution is approximately \$15,893.

**Table 1: Five-Day Dedicated Service - Summary of Revenue Implications**

Project Cost	
Total Project Cost	\$44,460
Less Farebox Revenue	\$2,925
Net Project Cost	\$41,535
Project Revenue	
Section 5311 (50% of Net Cost)	\$20,768
Elderly and Disabled Reimbursement	\$975
Local Sources	
Human Service Agency Contracts	\$3,900
Other Local Sources	\$15,893

*Capital Requirements*

This alternative would require the daily usage of two vehicles for Wadsworth. In the future, MCPT expects to have the vehicle capacity to provide this proposed level of service. Using federal stimulus funding, MCPT will receive four new vehicles in 2010 and possibly four additional vehicles in 2011. Rather than sell all of the vehicles that will be replaced, MCPT can keep one or two of the vehicles to ensure sufficient vehicle fleet size to provide the Wadsworth service. No local match is required for the stimulus-funded vehicles. When stimulus funding is no longer available, the local match is either 10 or 20 percent of the vehicle cost, approximately \$16,000 to \$32,000 for a \$160,000 16-passenger transit vehicle.

### *Funding Deadlines*

MCPT is allowed to apply for additional federal rural transit funding to support expanded services as a part of its annual grant application to ODOT. The rural transit grant application process begins in the fall of each year for the upcoming calendar year. As a part of its annual application, MCPT must describe the new and/or expanded services it wishes to provide, demonstrate the need for such services (e.g., can use this project's report to support the need), and certify the availability of the required local match.

### Long-Term Alternative No. 1: Early Morning/Evening Service

MCPT's current hours of operation limit the ability of individuals working non-traditional shifts from using public transportation to get to and from work. In addition, the limited hours preclude residents from using transit to attend evening activities. This alternative proposes extending weekday public transit services to offer early morning and evening transit service. In the morning, the transit service pick-ups would begin at 5:00 a.m. (versus 7:00 a.m.) and the evening service would extend from 5:00 p.m. to 12:00 a.m. This service would operate using one transit vehicle. It would be dedicated to providing trips within the Wadsworth vicinity.

An alternative to MCPT providing this service would be to enter into an arrangement with a private transportation entity, such as a taxi company to provide the trips. The trips would be subsidized by the transit system to make the trips comparable in cost to public transit. Currently no taxis operate in Wadsworth.

### *Ridership Implications*

The additional service would add nine hours of service daily (five days per week/255 days per year) and 2,295 additional hours annually. Costs will be based on 2,295 multiplied by a factor of 1.14 to account for daily non-productive hours (2,616 total hours). This alternative estimates that the system will provide two trips per hour, slightly lower than the regular service because demand is expected to be less during early morning and evening hours. At two trips per hour, the system could provide an additional 18 one-way trips per day or 4,590 one-way trips annually.

### *Expense and Revenue Implications*

Using an hourly rate of \$25, the cost of 2,616 hours of service is \$65,400. Revenues to support the enhanced service are estimated based on the assumptions described below.

Similar to the short-term alternative, it is assumed that 50 percent of the trips (2,295) will be general public trips and 50 percent of the trips (2,295) will be paid for by human service agency contracts. Assuming that half of the general public trips (1,148 trips) would pay a half fare for being elderly or a person with a disability and the average elderly and disabled (E&D) fare is \$1.00, the E&D fares would generate \$1,148. The remaining half of general public trips (1,148 trips) would pay the average general public fare of \$2.00, generating \$2,296. The total general public fare revenue is estimated to be \$3,444.

If 50 percent of the new trips are contract trips billed at \$0.80 per mile and the average trip length was 2.5 miles, human service agency contracts would generate approximately \$4,590.

For demonstration purposes only, this alternative will show the revenue scenario as if it is funded through the federal rural transit program administered by ODOT. Because it is more expensive than the short-term alternative, project sponsors should discuss with ODOT in advance whether this level of an additional federal funding request (\$30,978) would be possible. If so, the approximate contribution from local sources, excluding contracts, is \$25,240.

**Table 2: Early Morning/Evening Service - Summary of Revenue Implications**

Project Cost	
Total Project Cost	\$65,400
Less Farebox Revenue	\$3,444
Net Project Cost	\$61,956
Project Revenue	
Section 5311 (50% of Net Cost)	\$30,978
Elderly and Disabled Reimbursement	\$1,148
Local Sources	
Human Service Agency Contracts	\$4,590
Other Local Sources	\$25,240

As an alternative to seeking federal rural transit funding, the project sponsor could consider applying for funding through FTA Section 5316 Job Access and Reverse Commute (JARC). The program funds a wide variety of operating and capital projects that aim to improve access to employment and employment-related activities for welfare recipients and eligible low-income individuals. Similar to the rural transit program, the JARC program funds 50 percent of net operating expenses. The rural JARC program is administered by ODOT and applications are due each January for the following calendar year. As mentioned previously, successful candidates must show that the project derived from a coordinated transportation plan, that is part of a coordinated initiative or effort, and that a local match is secured.

*Capital Requirements*

One vehicle would be needed to provide the service. MCPT has sufficient vehicle capacity to provide service during these hours since it is not their peak service period.

*Ridesharing Option*

NOACA helps administer Ohio Rideshare, a regional carpool assistance program. Using a computer database, the program assists commuters with finding other commuters that share similar commutes and may be willing to carpool. In addition, staff from Ohio Rideshare can conduct programs at employers to help their employees find ridesharing arrangements. Carpooling offers opportunities for those without vehicles to secure a ride to their place of employment. Ohio Rideshare staff is willing to conduct presentations with community groups and outreach with employers to share information about their services and the benefits of ridesharing.

Long-Term Alternative No. 2: Weekend Service

This alternative proposes to provide public transit service in Wadsworth on Saturday and Sunday from 10 a.m. to 5:00 p.m. Among those that indicated they would use transportation in Wadsworth, 65 percent indicated they would use it during this timeframe on weekends. This service would allow residents to use the service for some weekend employment trips and cultural and social events, though not evening events. Weekend public transit service could be implemented in conjunction with the recommended short term alternative and does not require that the early morning/evening service alternative be implemented at the same time. Similar to the previous alternative, MCPT would have to receive permission from its governing body to provide service outside of its current hours of operation. Or, the service could be provided through an arrangement with a taxi company.

### *Ridership Implications*

The additional service would add 14 hours of service each weekend and 728 additional hours annually. On the conservative side, this alternative estimates that the system will provide two trips per hour, slightly lower than the regular service because demand is expected to be slightly less on the weekends. At two trips per hour, the system could provide an additional 28 one-way trips each weekend or 1,456 one-way trips annually.

### *Expense and Revenue Implications*

Using an hourly rate of \$25, the cost of 830 hours (728 multiplied by the non-productive factor of 1.14) of service is \$20,750. Revenues to support the enhanced service are estimated based on the assumptions described below.

Similar to the short-term alternative, it is assumed that 50 percent of the trips (728) will be general public trips and 50 percent of the trips (728) will be paid for by human service agency contracts. Assuming that half of the general public trips (364 trips) would pay a half fare for being elderly or a person with a disability and the average elderly and disabled (E&D) fare is \$1.00, the E&D fares will generate \$364. The remaining half of general public trips (364 trips) would pay the average general public fare of \$2.00, generating \$728. The total general public fare revenue is estimated to be \$1,092.

If 50 percent of the new trips are contract trips billed at \$0.80 per mile and the average trip length was 2.5 miles, human service agency contracts would generate approximately \$1,456.

For demonstration purposes only, this alternative will show the revenue scenario as if it is funded through the federal rural transit program administered by ODOT. Similar to the previous alternative, the project sponsors would need to discuss with ODOT whether this additional request would likely be funded through the federal rural transit program. If so, the approximate contribution from local sources, excluding contracts, is approximately \$8,000. This alternative could also potentially be funded through FTA's Section 5316 JARC program if it is properly designed to transport individuals to employment.

**Table 3: Weekend Service - Summary of Revenue Implications**

<b>Project Cost</b>	
Total Project Cost	\$20,750
Less Farebox Revenue	\$1,092
Net Project Cost	\$19,658
<b>Project Revenue</b>	
Section 5311 (50% of Net Cost)	\$9,829
Elderly and Disabled Reimbursement	\$364
Local Sources	
Human Service Agency Contracts	\$1,456
Other Local Sources	\$8,000

### *Capital Requirements*

Because demand is expected to be lower on the weekends, one vehicle would be needed to provide the service. MCPT has sufficient vehicle capacity to provide this service since it is not their peak service period.

### Long-Term Alternative No. 3: Service to Akron

Through the needs assessment process, the need for out-of-county transportation was identified, primarily for medical appointments and shopping/personal business needs. This alternative proposes the dedication of one transit vehicle two days of the week to provide transportation into the Akron area. Those survey respondents that indicated they would use a service to Akron also indicated they would use it one to three times per week. It is recommended that the service start with two days per week. The service could be expanded to additional days of the week or additional out-of-county destinations if ridership warrants an expansion.

On the days it operates, it is recommended that the service offer three trips to the Akron area - a morning, midday, and late afternoon trip. This allows those traveling to the area to have options for their return trip. The service will operate approximately 10 hours per day. The vehicle would travel to downtown Akron, possibly through Norton and / or Barberton on the west side of Akron to provide access to medical offices there. If the vehicle has downtime between trips to Akron, it would be available to provide additional trips in Wadsworth and Medina County.

While ODOT allows transit systems to provide out-of-county transportation, a transit system should not duplicate another system's service. Whenever possible, MCPT or the transit provider will need to coordinate its service with Akron METRO. The coordination can involve dropping passengers off at the new Intermodal Transit Center in downtown Akron in order for Wadsworth passengers to have access to the entire METRO routing system.

MCPT would need permission from its governing board to provide out-of-county service since it is not currently one of their services.

### *Ridership Implications*

The out-of-county service would add 20 hours of service each week and 1,040 additional hours annually. On the conservative side, this alternative estimates that the system will provide one trip per hour; however, the system should strive for higher productivity. At one trip per hour, the system could provide an additional 20 one-way trips each week or 1,040 one-way trips annually. Because the vehicle will operate over higher speed roadways, it is estimated that the average vehicle speed will be 20 miles per hour. Thus, the out-of-county service can operate approximately 20,800 vehicle miles annually.

### *Expense and Revenue Implications*

Using an hourly rate of \$25, the cost of 1,185 hours (1,040 multiplied by the non-productive factor of 1.14) of service is \$29,625.

For estimation purposes, it is assumed that the trip from Wadsworth to downtown is 20 miles each way. Because of the longer distance trip, local decision makers should consider charging a one-way fare that recovers a greater portion of the cost of the trip than the typical fare of \$2.00 plus \$0.10 per mile. On in-county trips, MCPT recovers approximately 25 percent of the cost of a trip through fares and contract revenue. Using the current system, the fare for a trip to Akron would be \$4.00 (\$2.00 plus \$0.10 per mile for 20 miles) which is approximately 13 percent of the cost of the trip. Using a cost per mile of \$1.50 (slightly above MCPT's current cost per mile), a 20-mile one-way trip to Akron costs approximately \$30.00. A one-way general public fare of \$8.00 would recover slightly greater than 25 percent of the cost of the trip.

Because out-of-county transportation is not currently available, it is difficult to estimate what level of trips will be taken by human service agency customers. For this alternative, it is assumed that 100 percent of

the trips are taken by members of the general public, with 50 percent of those trips being taken by individuals paying the elderly and disabled half-fare. If half of the trips pay the full \$8.00 one-way fare, the system will generate \$4,160. Registered elderly and disabled individuals would pay \$4.00 per trip, generating \$2,080 in fare revenue. Total farebox revenue would be approximately \$6,240.

For demonstration purposes only, this alternative will show the revenue scenario as if it is funded through the federal rural transit program administered by ODOT. Similar to the previous alternative, the project sponsors would need to discuss with ODOT whether this additional request would likely be funded through the federal rural transit program. If so, the approximate contribution from local sources, excluding contracts, is approximately \$9,600.

**Table 4: Akron Service - Summary of Revenue Implications**

Project Cost	
Total Project Cost	\$29,625
Less Farebox Revenue	\$6,240
Net Project Cost	\$23,385
Project Revenue	
Section 5311 (50% of Net Cost)	\$11,693
Elderly and Disabled Reimbursement	\$2,080
Local Contribution	\$9,613

*Capital Requirements*

This service would require one dedicated vehicle two days per week. If planning for this service begins immediately, MCPT can keep one of the vehicles it was planning to dispose of once the stimulus-funded vehicles arrive.

**SUMMARY**

The following table summarizes the estimated hours, ridership, and expense for each of the proposed alternatives. As mentioned previously, the community may wish to start by implementing a short-term option to increase the capacity of weekday service in the area. The long-term alternatives present opportunities for adding on to the existing service. All of the alternatives offer options for future expansions by increasing the number of vehicles dedicated to the service or increasing the service span.

**Table 5: Summary of Alternatives**

Alternative	Additional Annual Hours	Estimated Annual Ridership	Estimated Annual Expense	Estimated Annual Local Contribution
Short Term: 5-Day Dedicated Service	1,778	3,900	\$44,460	\$16,000
Long-Term: Early Morning/Evening	2,616	4,590	\$65,400	\$25,240
Long-Term: Weekend Service	830	1,456	\$20,750	\$8,000
Long-Term: Service to Akron	1,185	1,040	\$29,625	\$9,600

## **NEXT STEPS**

The following is a tentative schedule for implementation with major activities and their approximate timeline.

To summarize, if local stakeholders and decision-makers decide they would like to pursue implementing the short-term alternative, they would need to begin discussions in spring 2010 to identify the sources of funding to match the federal operating assistance. In the fall, the City should assist MCPT with preparing their annual grant application since it would contain the request for additional hours of service. Also, over the course of the year, the City of Wadsworth should work with the Medina Transportation Consortium and MCPT to undertake efforts to increase marketing of the county's public transit services.

If the service hours expansion request is funded, it could begin service in January 2011. Throughout the first year of the service expansion, MCPT should use its new service evaluation capabilities (through the Trapeze software) to document the usage and productivity of the additional service as well as any continuing capacity constraints. This information should be shared with the City of Wadsworth.

Rather than waiting for the results of the 2010 US Census, the Steering Committee recommended that the City of Wadsworth, in partnership with Medina County and MCPT, should begin discussions with Akron METRO and the Akron Metropolitan Area Transportation Study about gaining access to a portion of the Section 5307 allocation to increase services in Wadsworth. These Section 5307 funds could support transit within Wadsworth while the rural transit funds would support for Wadsworth residents' trips to locations in the county. The service discussions should include the possibility of Akron METRO expanding their service area to include Wadsworth and thus expanding their fixed route and demand response service to serve the community.

**Table 6: Suggested Implementation Timeline**

Implementation Activity	2010				2011				2012				2013			
	Qtr. 1	Qtr. 2	Qtr. 3	Qtr. 4	Qtr. 1	Qtr. 2	Qtr. 3	Qtr. 4	Qtr. 1	Qtr. 2	Qtr. 3	Qtr. 4	Qtr. 1	Qtr. 2	Qtr. 3	Qtr. 4
Approve Public Transportation Feasibility Study																
Identify local \$ for short-term alternative																
Assist MCPT prepare CY 2011 grant																
Participate in MCPT organizational assessment																
Participate in Medina Transportation Consortium	On-going															
Begin effort to improve transit marketing																
Implement short-term alternative																
Evaluate performance of short-term alternative																
Begin discussion with Akron Metro about accessing funding and services through the urbanized area program																
Review results of the 2010 US Census																
Begin planning for changes due to US Census (if necessary)																
Begin planning for implementation of long-term alternatives or urbanized are services																
Implement one or more long-term alternatives																



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# ***Bicycle and Trail Master Plan***

The City of Wadsworth currently has few designated bike and walking trails for accessible use by its residents. The few existing routes established in the City are poorly marked, not bicycle-friendly, and provide few resting places for cyclists.

This Bicycle Master Plan provides a broad vision, strategies, and actions for the improvements of bicycling in Wadsworth. Adoption of this plan will:

- 1) **Maximize funding sources for implementation.** A key reason for preparing the Bicycle Master Plan is to satisfy requirements of the NOACA TLCI Grant, and other state and federal funding programs. In order to qualify for these funding opportunities, applicants are required to adopt a master plan that includes specific elements related to multi-modal connections.
- 2) **Improve bicycle safety.** Reduce bicycle safety issues through design standards and guidelines.
- 3) **Provide needed facilities and services.** Incorporating alternative and residential routes into an intermediate user network with bicycle facilities such as bicycle parking and resting stops that will encourage bicycle ridership and enhance the comfort level for all user types.
- 4) **Enhance the quality of life in Wadsworth.** The development of bicycle facilities provides for people friendly streets, paths, trails, and supports sustainable community development. By encouraging healthier and more active forms of travel, traffic congestion and energy consumption can be reduced in Wadsworth.

The goals of this Bicycle Master Plan include:

- 1) Reviewing bicycle routes previously proposed by the city, county, and NOACA;
- 2) Developing a plan of for improving and extending bicycle trail destinations in the downtown corridor;
- 3) Reviewing the feasibility of a trail along the Ohio Edison Right-of-Way (old interurban line) from the Central Business District to the eastern corporation limit;
- 4) Designating clearly marked bicycle routes by incorporating signage and pavement markings;
- 5) Developing a plan of implementation with potential funding sources and partnerships;
- 6) Updating Wadsworth's two year study to determine if still feasible and rough estimate of \$375,000 is still applicable.

# Inventory

## EXISTING AND PLANNED TRAILS

Currently the City of Wadsworth has very few designated bike or walking trails, but several planning studies have been conducted. In these planning studies; the City of Wadsworth, Medina County, and other agencies/organizations have developed several existing and proposed bicycle routes throughout the City of Wadsworth.

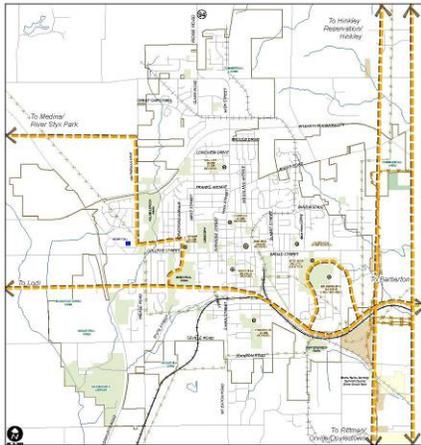


Figure 1:  
--- 2001 Medina County Park District Trail Plan

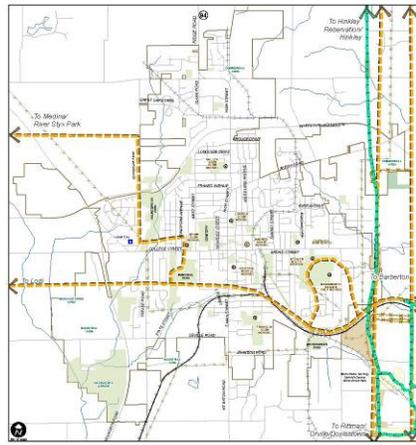


Figure 2:  
--- 2004 Summit County Planned Trails SCTGP Plan



Figure 3:  
--- 2006 City of Wadsworth Proposed Trail Plan

A Medina County Bike/Hike Plan was completed in 2001 by the Medina County Park District and the cities of Medina, Brunswick, Wadsworth, and Seville. The plan presents a coordinated approach to the development of a multi-purpose trail system for Medina County with opportunity to provide several links to trail systems and places of interest in adjoining counties (Figure 1). This plan advocates incorporating the Ohio Edison property has a multi-purpose trail. Bicycle connections were also proposed to link regional parks such as River Styx Park to the northwest and Summit County Metroparks Silver Creek Park to the southeast.

In 2004, Summit County Department of Development, through their Summit County Greenway Master Plan, created a regional trail plan that included connections to Wadsworth (Figure 2). This plan proposed trail access on the eastside of the City limits, making connections to the cities of Hinkley and Rittman via high tension electrical line easements.

The City of Wadsworth in 2006 focused on a number of proposed trails that created an inner city bicycle route connecting parks, schools, and neighborhoods of the community (Figure 3). The city realized the importance of providing safe access for basic users to these city amenities.



Figure 4:  
 2008 NOACA Preferred Bicycle Facilities Priority Plan

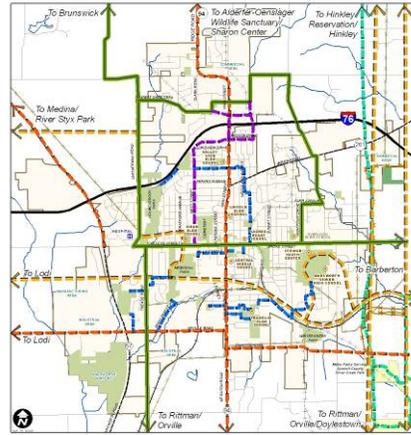


Figure 5:  
 2008 Medina County Engineers Bicycle Transportation Plan

**WADSWORTH**

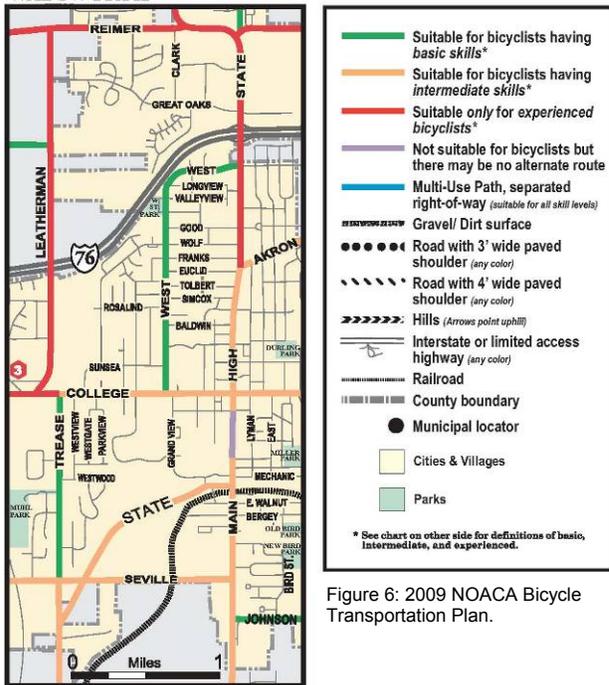


Figure 6: 2009 NOACA Bicycle Transportation Plan.

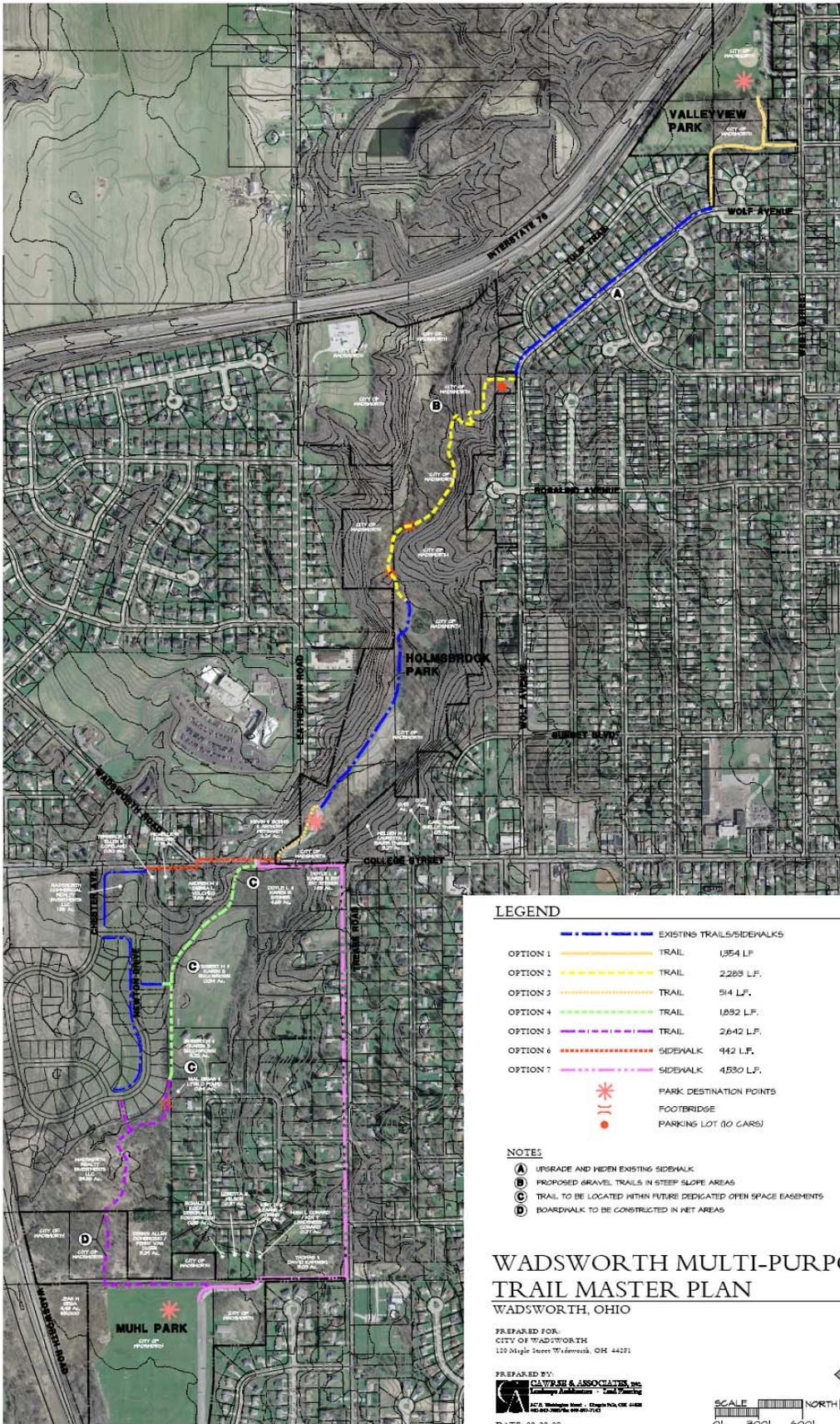
In 2008, NOACA developed the Preferred Bicycle Facilities Priority Plan to make connections between the NOACA five county service areas (Figure 4).

A Bicycle Transportation Plan was also developed in 2008 by the Medina County Engineers to provide direct and safe routes for bicyclists to major Medina County destinations. Part of this plan established a number of shared road bike routes within the City of Wadsworth (shown in green on Figure 5). These bike transportation routes are currently not marked and require cyclists to ride in existing traffic lanes. Existing routes function to connect citizens with alternate transportation routes within the city and regionally.

NOACA also produced A Bicycle Transportation Map in 2009 (Figure 6). The purpose of this map is to provide guidance to bicyclists who want to travel by bicycle in Medina County using the existing road system. The map was designed to help bicyclists choose routes that are suited to their skill level.

**BICYCLING SKILL LEVELS**

	Children & novice adults	Basic	Intermediate	Experienced
Limited bicycling handling skills - must devote considerable attention to keeping upright				
Comfortable on off-road bikeways				
Comfortable on roads with light traffic				
Comfortable on roads with moderate traffic				
Comfortable on roads with trucks and/or heavy traffic				
No knowledge of nor compliance with traffic laws				
Some knowledge of and compliance with traffic laws				
Fully knowledgeable of and compliant with traffic laws				
Some skill at executing defensive maneuvers				
Skilled at executing defensive maneuvers				
Comfortable "taking the lane" where necessary				
Possesses night riding skills				
Possesses wet road riding skills				



In February 2010, Wadsworth City Council approved the adjoining plan as an addition to the Parks & Recreation Plan part of the Comprehensive Plan. The proposed trail connects Valley View Park, through Holmsbrook Park to Muhl Park with a series of trail options.

## OHIO EDISON RIGHT-OF- WAY (R.O.W.) HISTORY

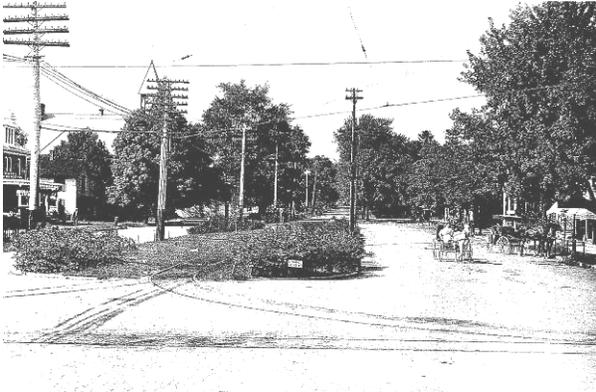


Figure 7: Northern Ohio Traction and Light Corridor Inner Urban Line

Originally this Ohio Edison Property was used as a Northern Ohio Traction and Light interurban line that ran from Barberton to Wadsworth. The historic photo (Figure 7) shows the tracks running through downtown near the current gazebo.

Medina County Park District (MCPD) at one time was using this R.O.W. as a regional trail. The MCPD had cleared the existing tracks from the former Northern Ohio Traction and Light Company streetcar, however the county found the trail difficult to maintain and closed it. At the time, the MCPD operated the parks without a tax levy and had minimal staff.



Figure 8: Ohio Edison existing conditions at 1st Street and South Blvd Intersection.

The proposed trail follows the First Energy electric lines from the city's Central Business District to the eastern county limit. The electric company maintains a vegetated maintenance width of approximately 80 – 90 feet, but decreases to 50 – 60 feet in some areas (Figure 8 – 9). There are some obstructions on the property and encroachments such as the gravel parking lot on South Boulevard which may reduce proposed trail access (Figure 10).

As the majority of the property is owned by First Energy, easements or long-term use agreements will have to be acquired. First Energy would also have to approve any design improvements.



Figure 9: Ohio Edison existing conditions at Durling Drive and East Bergey St. Intersection, showcases the vegetation management width of the R.O.W.



Figure 10: Ohio Edison parking lot encroachment on South Blvd.

# Bicycle & Trail Master Plan

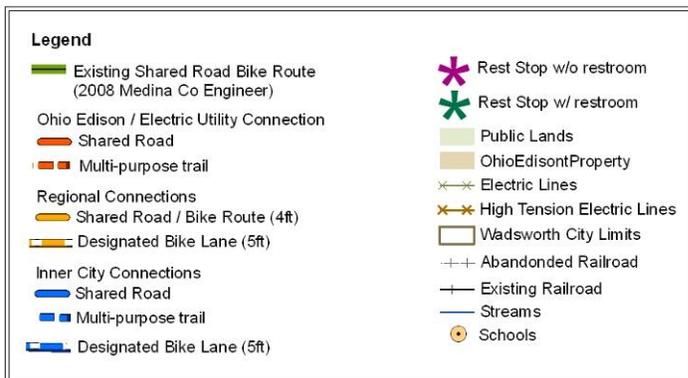
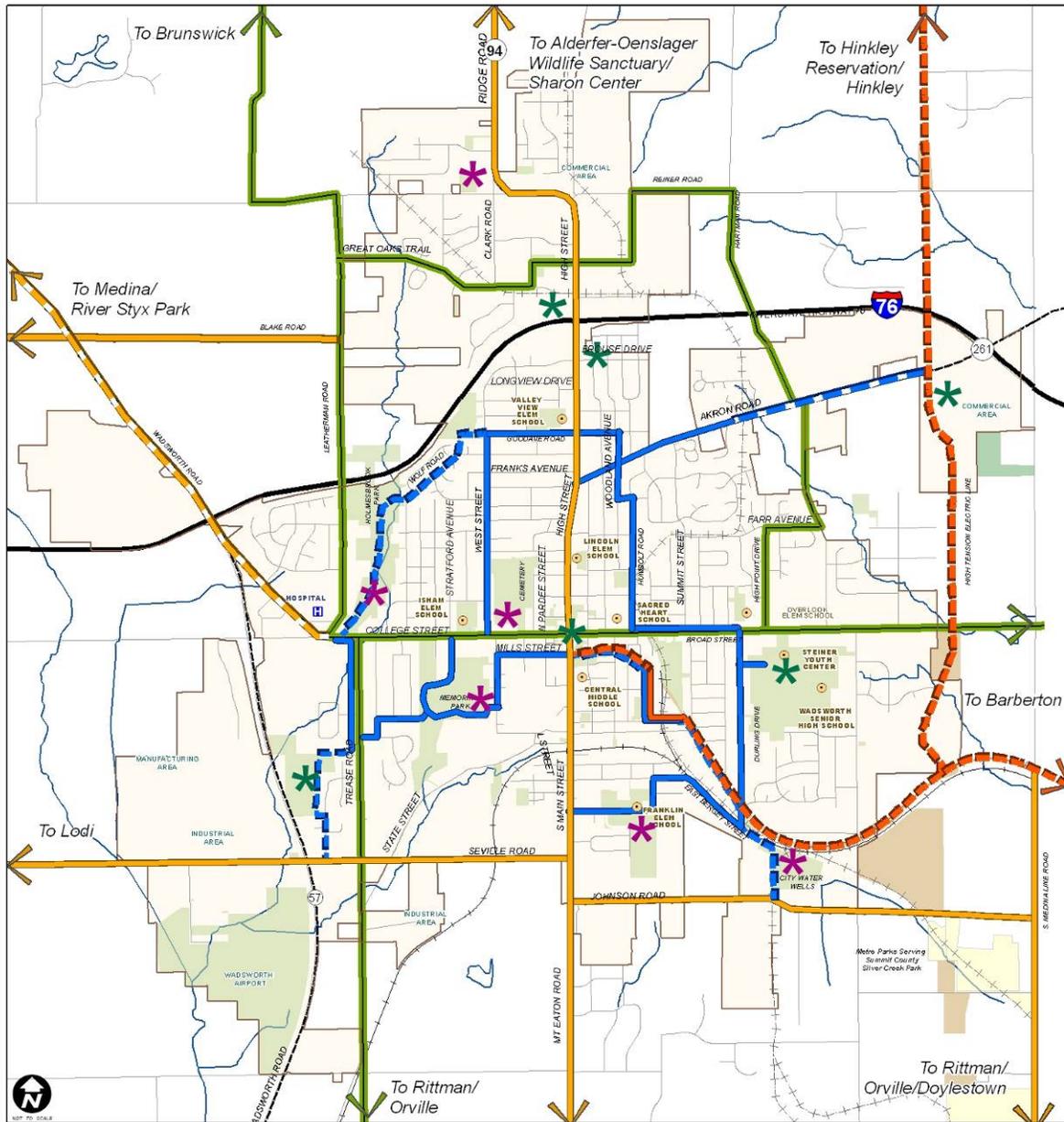


Figure 11: Bicycle and Trail Master Plan

## **BICYCLE & TRAIL MASTER PLAN DESCRIPTION**

The Wadsworth Bicycle and Trail Master Plan provides a blueprint for making bicycling an integral part of daily life in Wadsworth. This Plan provides for a citywide system of bike lanes, bike routes, multi-purpose bike trails, bicycle parking, and support facilities for safe, efficient, and convenient bicycle travel within Wadsworth.

The Plan builds upon previous proposed bicycle plans, inventoried data, and existing routes and seeks to enhance and expand the limited bikeway network, connect gaps, address constrained areas, provide for greater local and regional connectivity, and review the feasibility of a trail along the Ohio Edison Right-of-Way (old interurban line). The plan is consistent with Wadsworth's goal of providing safe alternatives to the automobile and a variety of transportation choices. Implementation of this plan will help educate motorists and bicyclists on the rules of the road, while encouraging more residents to bicycle.

### **GENERAL RECOMMENDATIONS**

All proposed bicycle routes and trails should be clearly marked with route signage and pavement markings. For shared roadways, pavement markings should be placed every 500 feet. According to the Ohio Manual on Uniform Traffic Control Devices (OMUTCD) route signage should be placed at intervals frequent enough to keep bicyclists informed of changes in route direction and remind motorists of the presence of bicyclists. Signs should be placed approximately every 1/4 mile and at key intersections. Signs location on multi-purpose trails should be placed at points where bicyclists have adequate view of conflicting traffic as they approach an intersection.

Reststops are intended to compliment existing facilities and bicycling destinations. At a minimum, these stops should include a bicycle route map which includes Bicycle rules and regulations, seating to provide resting, bicycle parking, and where existing or easily modifiable, restrooms and a drinking fountain. Conceptual locations are indentified on Figure 11.

The Wadsworth Bicycle and Trail Master Plan is divided into four key routes:

#### **INNER CITY LOOP**

The creation of an Inner City Loop (blue route) will provide safe connections for basic and intermediate level bicyclists to City parks, neighborhoods, and schools. This loop uses residential and park streets as shared roadways due to low and slower traffic. An Akron Road route extension is incorporated into this loop to provide access to the commercial area to the east. Parts of Akron Road should incorporate a five foot designated bike lane due to the existing large shoulder width. Multi-purpose trails are proposed within city parks or along large utility corridors.

#### **OUTER CITY LOOP**

The creation of an Outer City Loop (green route) that incorporates existing shared roadway bicycle route will provide connections to outer community destinations such as the commercial area north of Route 76. This loop will be suitable for intermediate to experienced bicycle users. Due to high traffic volumes and road conditions on parts of this bicycle route, some roads should expand shoulder to incorporate designated five foot bike lanes or four foot bike routes. Roadways that could incorporate five foot bike lanes include Great Oaks Trail Road. Roadways that should incorporate a four foot bike route include Leatherman Road and Trease Road. The Downtown corridor on College Street and Broad Street should incorporate a commercial bike lane by expanding existing streetscape, but may be limited because of existing utilities, parking areas, and Rights-of-Way.

## **REGIONAL BICYCLE CONNECTORS**

The creation of Regional Connectors (yellow route) will establish connections from the City to regional destinations such as Medina, River Styx Park, Summit County Metroparks Silver Creek Park, Rittman, and Lodi. Main and High Street (Route 94) should become a “complete street” that expands the existing R.O.W. to incorporate bike lanes. By providing designated bike lanes within the downtown corridor, the City will bring safe access to and utilization of the commercial business areas. Obstacles to a complete street design on Main and High Street include existing Right-of-Way widths, existing utility poles and building setbacks. This may require designating the streets as a shared roadway for bicycle travel or switching from head in to parallel parking. Most of the proposed regional routes call for shared roadway bike routes, but some roadways such as Wadsworth Road (Route 57) can incorporate a designated five foot bike lane by expanding the existing two foot shoulder. Bikeway bridges that are separate from the existing road bridge should be created on Wadsworth Road and High Street to provide safe access across Route 76. Seville Road and Johnson Road can incorporate a four foot bike route with minimal shoulder expansion. These regional bicycle routes would be suitable for intermediate to experienced bicycle users.

## **REGIONAL MULTI-PURPOSE TRAIL CONNECTORS**

Utilizing the existing Ohio Edison Property / interurban rail line (red dashed route) as a multi-purpose trail will make connections from Wadsworth’s downtown commercial corridor to regional destinations such as Barberton and the Summit County Metroparks-Silver Creek Park. The existing high tension electrical line R.O.W. (red dashed route) on the eastern corporation limits of City could also be used as a multi-purpose trail to make regional connections to Hinckley Reservation/Hinckley and the Summit County Metroparks-Silver Creek Park. This route would be suitable for basic to experienced bicyclist users.

# Ohio Edison Trail

One way for the City of Wadsworth to improve the connections between its parks, neighborhoods, and commercial downtown is to create a multi-purpose trail along the Ohio Edison R.O.W., also known as the old interurban line. The following detailed proposed plans review the potential position of the trail within the general location of the old interurban line and around obstructions or encroachments. There are some areas where the route does not incorporate the Ohio Edison Property due to obstructions and encroachments, such as the Water Treatment Facility and residential properties. Trail and vehicular warning signs should be placed at crosswalk locations and every 1/4 of a mile. The plan is broken into four main sections at natural trail termini.

## TRAIL SEGEMENT 1- DOWNTOWN TO MILLER PARK

A. Utilize existing downtown public parking as trailhead such as the lot located at the Mills and Watrusa Street intersection.

B. Utilize existing 6' wide sidewalk, ADA ramp, and striped crosswalk along Mills Street and Main Street. Utilize existing school's concrete street at as Shared Roadway (Wright Street).

C. Crosswalk stripping at Lyman Street. Eight foot wide sidepath along east side of Lyman Street to multi-purpose trail.

D. Multi-purpose trail through publicly owned Wadsworth School District property (easement necessary) and City of Wadsworth property to East Street (Enlargement E).

E. Crosswalk stripping at East Street. Multi-purpose trail with buffer (sidepath) on City of Wadsworth property along north side of South Boulevard to Ohio Avenue. See Enlargement E for detail plan of trail crossing. Crosswalk stripping at Fairview Avenue.

F. Shared roadway bicycle route along Ohio Avenue with route signage at intersections and road markings every 500 feet.

G. Multi-purpose trail through Miller Park along backside of baseball fields. Rest stop and trailhead at northern and southern parking lots.

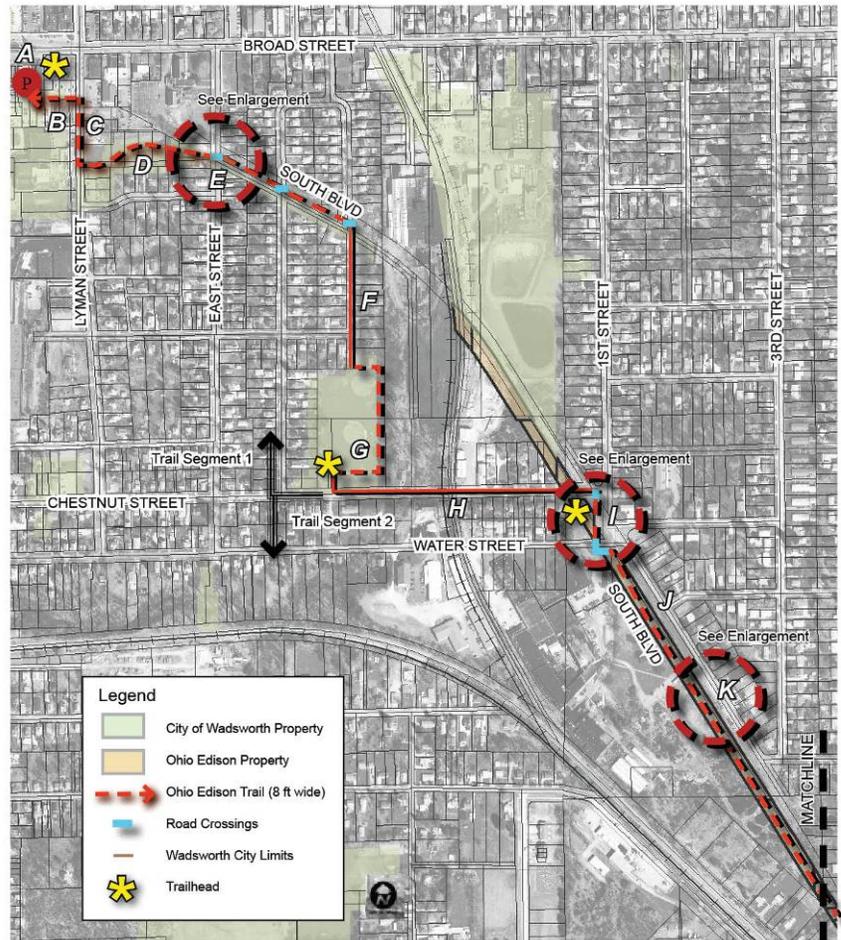


Figure 12: Downtown and residential northern spine of proposed bicycle trail for Ohio Edison Right-of-Way / old interurban rail line.

## TRAIL SEGEMENT 2- MILLER PARK TO DURLING DRIVE

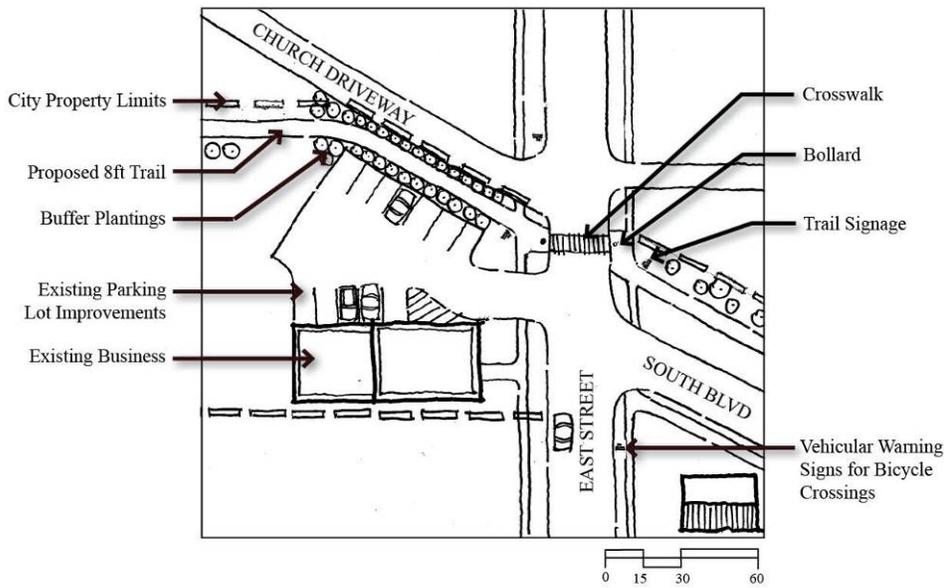
H. Shared roadway (or bicycle route) along Chestnut Street with route signage every 1/4 mile and road markings every 500 feet.

I. Multi-purpose trail on Ohio Edison R.O.W. along 1st Street with trailhead/ rest stop amenities. Crosswalk

stripping at Water Street and Goldsmith & Eggleton Inc. entrance drive. See Enlargement I for detailed plan.

J. Multi-purpose trail on Ohio Edison Property that runs parallel to South Boulevard.

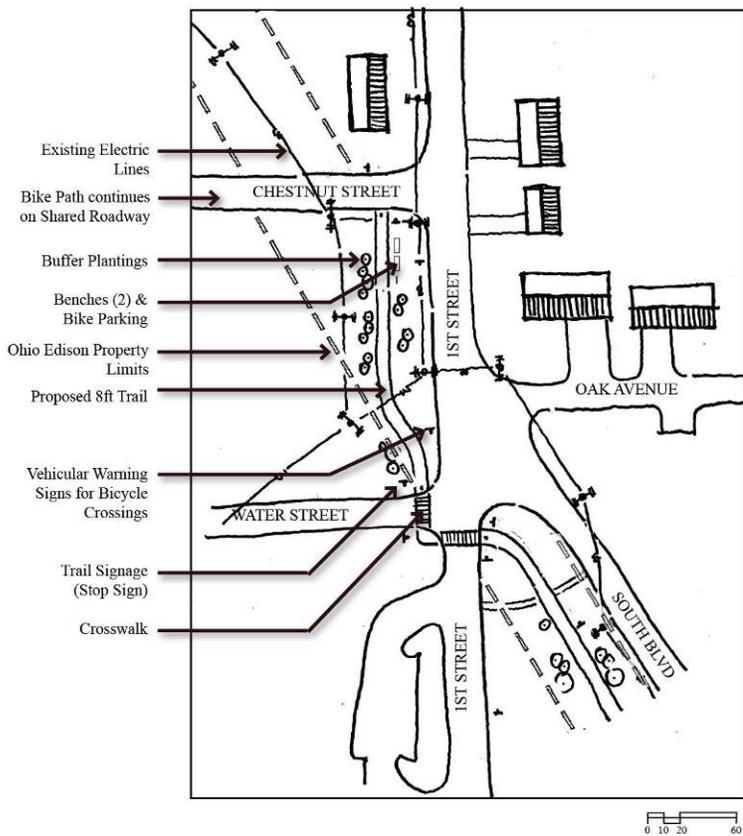
K. Luke Engineering parking lot on Ohio Edison property. See Enlargement K for detailed plan of trail relationship.



Enlargement E: Trail relationship to adjacent uses on City Property.

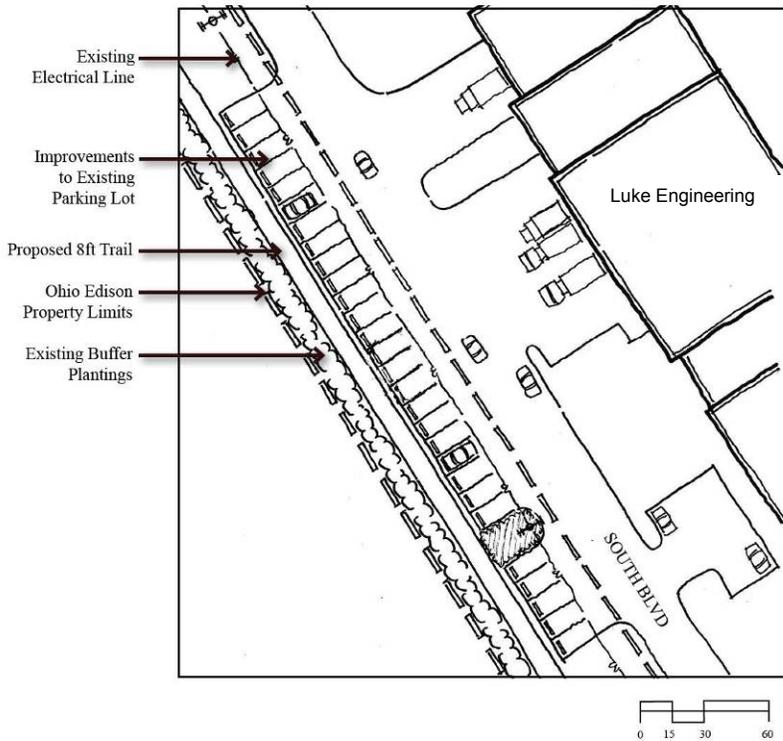
Enlargement E shows trail crossing on East Street and trail relationship to adjacent business on City property. Improvements to existing gravel parking lot will be made to allow for safe trail access.

Buffer plantings should be planted along route to hide views of adjacent uses and enhance trail experience. Any buffer plantings should be lower than 15 feet under electric lines. Pavement markings and bicycle warning signs will be used at trail crossings to warn vehicular traffic. Bollards will also be placed on trail at crossings to prevent motorized vehicle access. Trail signage will direct users of route location and direction, while also warning users of crossing conditions



Enlargement I: Trail crossing at 1st Street, Water Street, and South Boulevard intersection

Enlargement I shows trail crossing at 1st Street, Water Street and South Boulevard Intersection. Proposed shared roadway bicycle route along Chestnut Street returns to Ohio Edison Right-of-Way where amenities create a rest stop with benches, bike racks, and buffer plantings for improved trail experience. Any buffer plantings should be lower than 15 feet under electric lines. Pavement markings and bicycle warning signs will be used at trail crossings to warn vehicular traffic. Bollards will also be placed on trail at crossings to prevent motorized vehicle access. Trail signage will direct users of route location and direction, while also warning users of crossing conditions.



Enlargement K: Trail relationship to parking lot on Right-of-Way.

Enlargement K shows trail relationship to Luke Engineering parking lot on Right-of-Way along South Boulevard. Existing gravel parking lot should be improved to allow ample space and sight lines for backing up onto roadway. Existing buffer plantings should remain to screen views of adjacent uses and enhance trail experience.

### TRAIL SEGEMENT 3- DURLING DRIVE TO SILVERCREEK ROAD

Due to obstructions and residential proximity on this section of the Ohio Edison Right-of-Way, two trail options were provided.

L. Option 1 – Trail crosses Durling Drive and continues south on Ohio Edison property. Crosswalk stripping at Durling Drive.

L. Option 2 – Trail becomes a sidepath along east side of Durling Drive, crosswalk stripping at Silvercrest Road, crosses Railroad at existing road grade, and runs along railroad access drive. See Enlargement L for detailed plan of trail option access.

M. Option 1 – Four foot bike route along each side of residential Silvercrest Road with signage and pavement markings.

N. Option 2 – Utilize existing access entry point on East Bergey Street R.O.W. along back of Grout Systems, Inc. parking area. Multi-purpose trail runs parallel to existing railroad and through private property (SIMJO LLC-easement required). Trail then runs along northern boundary of City of Wadsworth water well property and returns to private property (David S. Niedzeiecki and Grizzly Mini-storage – easement required). This option will require easements or agreements between existing property owners to use land.

O. Option 1 and 2 – Sidepath within Silvercreek Road R.O.W. with signage and crosswalk markings.

P. Returns to multi-purpose trail on Ohio Edison Right-of-Way.

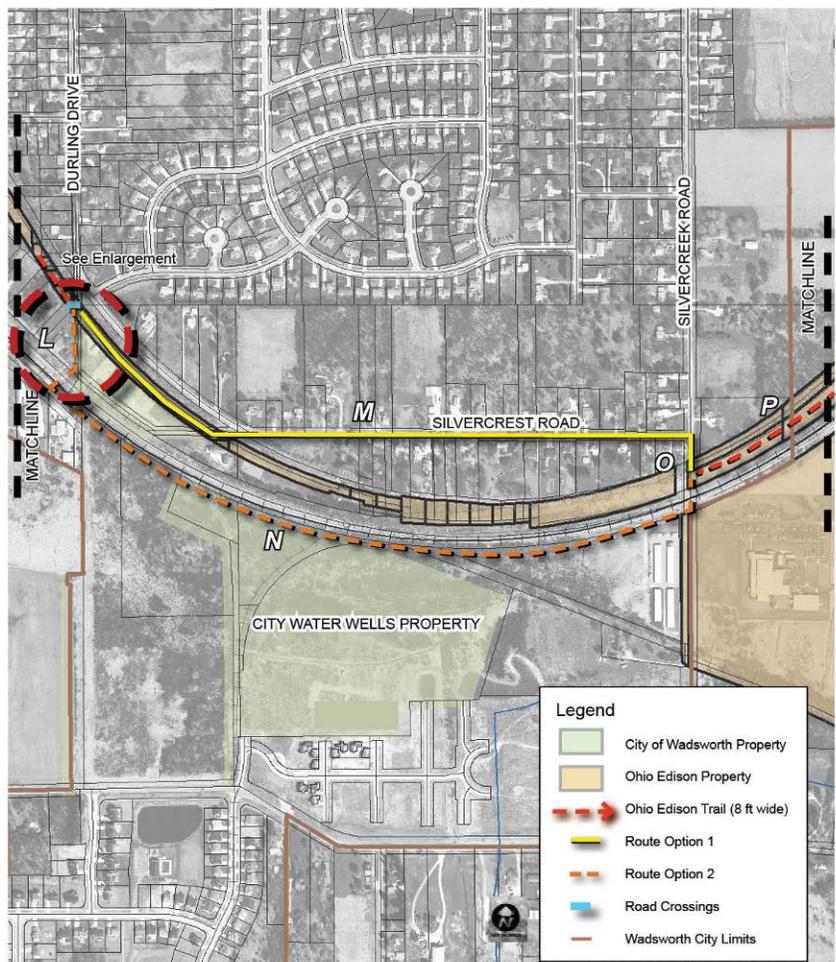
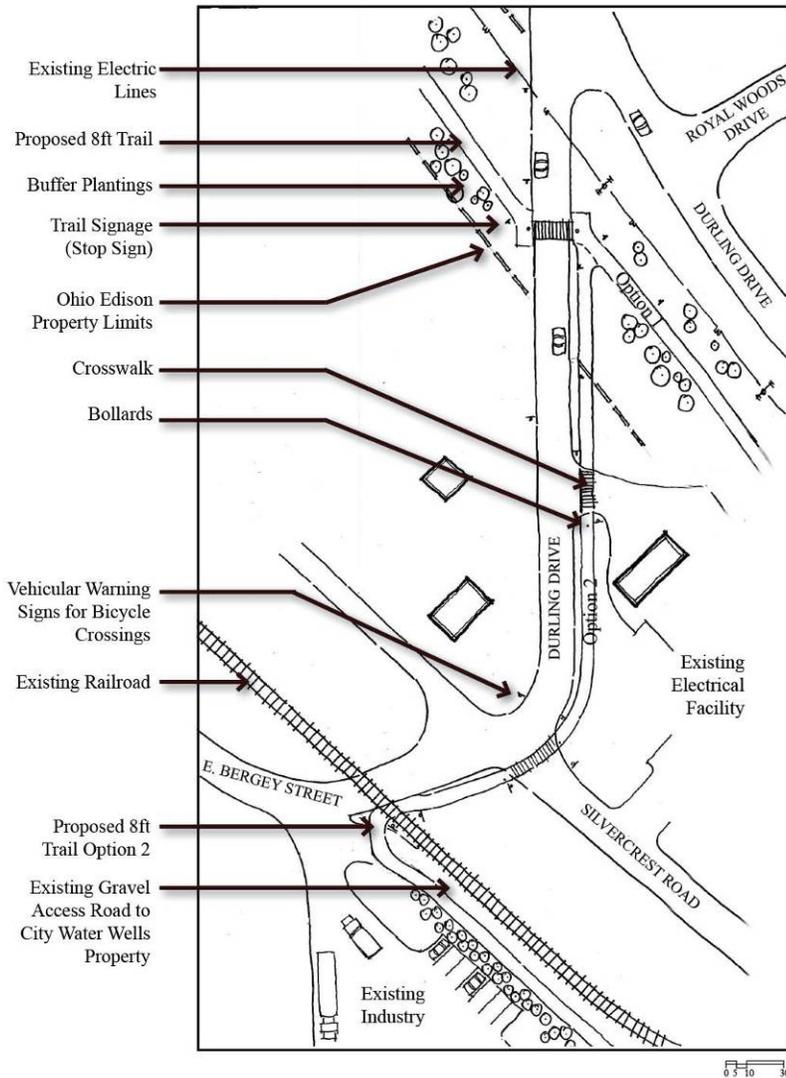


Figure 13: Residential southern spine of proposed bicycle route for Ohio Edison Right-of-Way. Trail options are shown due to obstructions and residential proximity.



Enlargement K: Trail alternatives to Ohio Edison Right-of-Way / old inner urban rail line.

Enlargement L shows trail options 1 and 2 for Ohio Edison Right-of-Way from main route.

Option 1 – Trail crosses at Durling Drive and continues along Right-of-Way to Silvercrest Road where it becomes a four foot bike route (each side).

Option 2 – Trail crosses at Durling Drive and continues south along Durling Drive as a multi-purpose trail with buffer, also known as a sidepath. Trail crosses railroad at existing Bergey Street crossing and continues southeast parallel to railroad within East Bergey Street R.O.W. and nearby Groute Systems Inc. parking.

Buffer plantings should be planted along route to hide views of adjacent uses and enhance trail experience. Any buffer plantings should be lower than 15 feet under electric lines. Pavement markings and bicycle warning signs will be used at trail crossings to warn vehicular traffic. Bollards will also be placed on trail at crossings to prevent motorized vehicle access. Trail signage will direct users of route location and direction, while also warning users of crossing conditions.

**PHOTO INVENTORY OF OHIO EDISON TRAIL OPTIONS 1 & 2**



**TRAIL SEGMENT 4 – SILVERCREEK ROAD TO SOUTH MEDINA LINE ROAD**

Q. Multi-purpose trail continues within Ohio Edison Right-of-Way.

R. Multi-purpose trail continues within Ohio Edison Right-of-Way outside of Wadsworth city limits connecting city regionally. Trailhead amenities are provided at South Medina Line Road. See Enlargement R for detailed plan of trailhead and parking lot.

Trailhead could also be placed at the east side of Silvercreek Road within City limits.

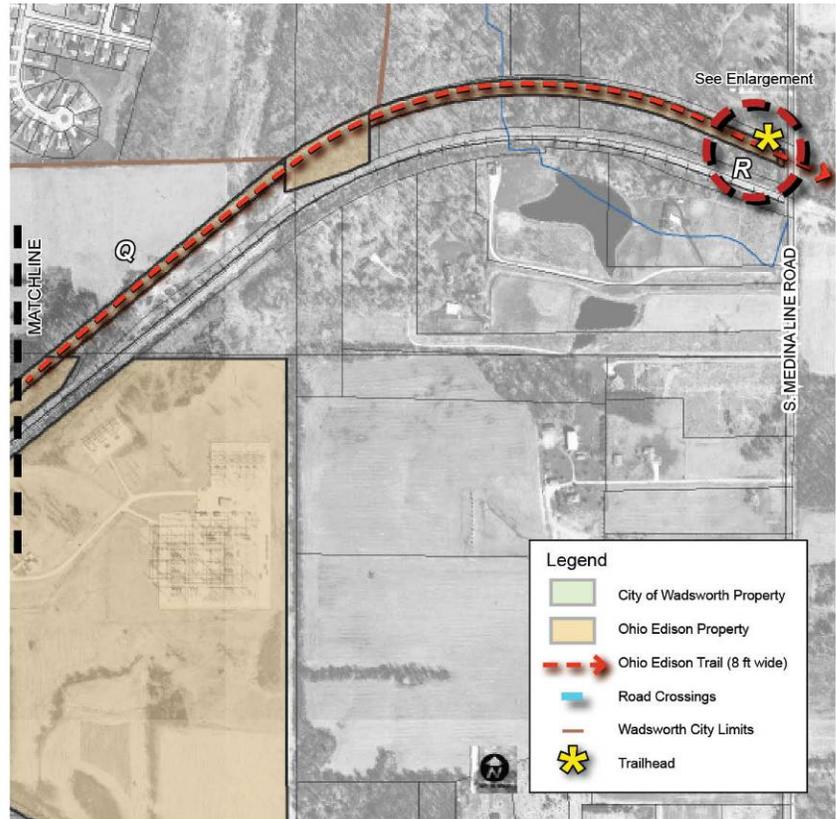
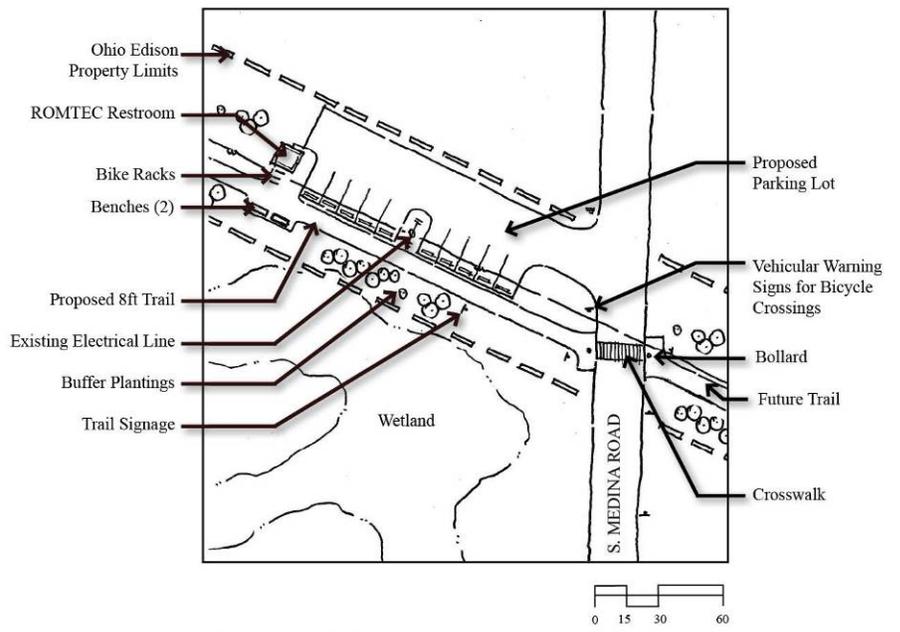


Figure 14: City periphery spine of proposed bicycle route for Ohio Edison Right-of-Way / old inner urban rail line.

Enlargement R shows Ohio Edison trailhead and parking lot proposed at South Medina Line Road to provide trail access to regional and periphery users. Trailhead provides amenities such as benches, bike racks, and ROMTEC restroom.

Buffer plantings should be planted along route to hide views of adjacent uses and enhance trail experience. Any buffer plantings should be lower than 15 feet under electric lines. Pavement markings and bicycle warning signs will be used at trail crossings to warn vehicular traffic. Bollards will also be placed on trail at crossings to prevent motorized vehicle access.



Enlargement R: Proposed Trailhead and Parking Lot

# Trail Tool Box

## SURFACING ALTERNATIVES

Of all the elements of a trail, the surface has the most profound impact on the ultimate use of the trail. Throughout this planning process, there was a desire to create a trail system that could accommodate bicyclists of all ages and skill levels – a multi-purpose trail. Final surface type for each trail section will be decided upon based on trail type and available construction dollars at the time of installation; however, the following is a summary of surfacing alternatives that will generally meet the desired uses.

### Asphalt

Supported Uses:



Key Points:

- About 2-1/2" to 3" of asphalt is placed in two lifts over a 6" to 8" aggregate base;
- Moderate initial cost- somewhat difficult to repair satisfactorily;
- Moderately long life- can be expanded with surface and crack sealants;
- Excellent surface for bicyclists and in-line skaters;
- Faster speeds for bikers can be problematic for other users;
- Dark color leads to pavement heat retention;
- Asphalt can be plowed in the winter;
- Familiar construction techniques;
- Issues with run-off pollution especially when first applied;

### Concrete (Alternate)

Supported Uses:



Key Points:

- About 4" to 6" of concrete is placed over a 6" to 8" aggregate base;
- High initial cost- but lasts a very long time;
- High maintenance during winter months to control snow (where winter use is desired);
- Works well with bikers, walkers, and in-line skaters;
- Faster speeds for bikers can be problematic for other users;
- Concrete can be plowed in the winter;
- Familiar construction techniques;
- Run-off pollution is somewhat of a problem.

### Pervious Pavements: Pervious Concrete

Supported Uses:



Key Points:

- About 4"-6" of pervious concrete material over 12"-24" of washed 57 aggregate (sometimes with drain pipes);
- Construction uses non standard material and is more expensive (least expensive of pervious materials);
- Has rough texture which can be a deterrent to skaters and skate boarders (surface resembles gravel texture);
- No surface run-off to collect;
- Require less salt for snow melt;

### Pervious Pavements: Pervious Pavers

Supported Uses:



Key Points:

- About 2"-3" of pervious pavers over 2"-4" of pea gravel and 12"-24" of washed 57 aggregate (sometimes with drain pipes);
- Construction uses non standard material and is more expensive;
- Pavers can be clay or formed concrete (clay can be slick in rain);
- Surface undulation can be a deterrent to skaters and skate boarders;
- No surface run-off to collect;
- Require less salt for snow melt;

### Pervious Pavements: Pervious Recycled Tires (Alternate)

Supported Uses:



Key Points:

- About 3"-4" of pervious recycled tires in binder material over 12"-24" of washed 57 aggregate (sometimes with drain pipes);
- Construction uses non standard material and is more expensive;
- Material can be colored;
- Surface texture is smoother than other pervious materials;
- No surface run-off to collect;
- Require less salt for snow melt;

## 1 MULTI-PURPOSE TRAIL

INTENT: Off road Multi-Purpose Trail.



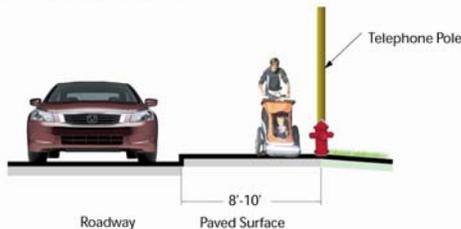
## 2 MULTI-PURPOSE TRAIL + BUFFER (SIDEPATH)

INTENT: For streets where ROW is larger, there are existing trees, and building setbacks and utilities are greater than 25'.



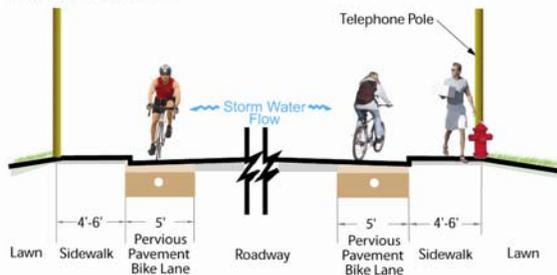
## 3 MULTI-PURPOSE TRAIL NEXT TO ROAD (NO BUFFER SIDEPATH)

INTENT: Intended for streets where ROW is narrower, no street trees exist, and/or building setbacks and/or utilities are less than 25'.



## 4 DEDICATED PERVIOUS BIKE LANE + SIDEWALK

INTENT: Intended for streets in areas where street and sidewalk need repair with ROW or large utilities less than 6' from curb.



## TYPICAL TRAIL SECTIONS

### Multipurpose Trail away from Roadways (1)

#### Pros:

- Separated from roadway.
- Potential for unique scenery.
- Ability to include greenways.

#### Cons:

- More space required – difficult in an urban area.

### Multipurpose Trail adjoining Roadways, Sidepath (2-3)

#### Pros:

- Safe alternative for inexperienced and beginner users
- Fit into an urban condition.

#### Cons:

- Reduced scenery.
- Require more front yard space.
- Driveway crossings become a safety hazard.

### Bike Lanes & Sidewalk Combination (4)

#### Pros:

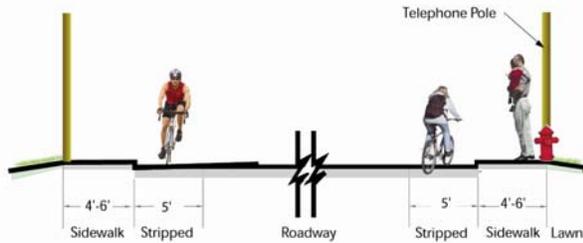
- More funding sources.
- Fits into an urban condition.
- Utilizing existing roadway & sidewalk.
- Clearly defined with signage and pavement markings

#### Cons:

- Sharing roadway with cars.
- Can reduce on street parking.

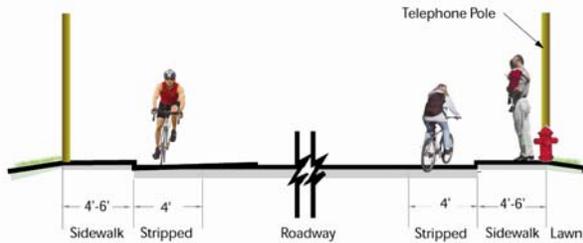
## 5 DEDICATED BIKE LANE + SIDEWALK

INTENT: For streets where street and sidewalk is in great condition with ROW or large utilities less than 6' from curb.



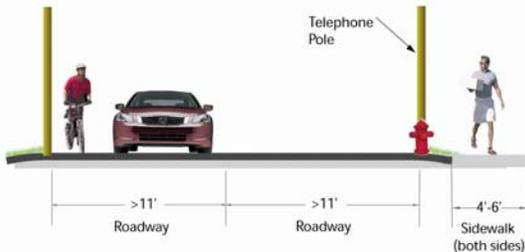
## 6 DEDICATED BIKE ROUTE

INTENT: For streets where street is in great condition with ROW or large utilities less than 6' from curb and only 4' is available in R.O.W..



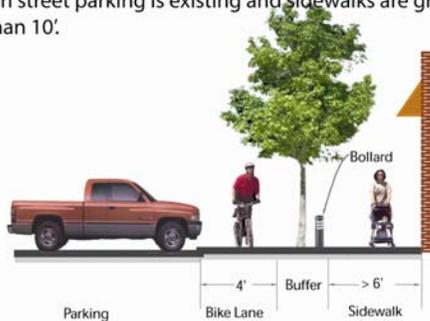
## 7 SHARED ON ROAD

INTENT: Residential Street with low traffic, 25 mph or less speed limit and with no ROW outside of roadway.



## 8 COMMERCIAL BIKE LANE AND SIDEWALK

INTENT: Intended for streets in commercial areas, where on street parking is existing and sidewalks are greater than 10'.



## TYPICAL TRAIL SECTIONS

### Bike Lanes & Sidewalk Combination (5-6)

#### Pros:

- More funding sources.
- Fits into an urban condition.
- Utilizing existing roadway & sidewalk.
- Clearly defined with signage and pavement markings

#### Cons:

- Can reduce on street parking.
- Not as comfortable for basic and intermediate bicyclists

### Shared Roadway (7)

#### Pros:

- Less expensive.
- Utilize existing infrastructure.
- Only need signage – use only on low traffic streets.

#### Cons:

- Sharing roadway with cars.
- No clearly marked lanes.

### Commercial Bike Lane & Sidewalk (8)

#### Pros:

- Separated from roadway.
- Utilize existing infrastructure.

#### Cons:

- Can require reworking of on-street parking
- Needs to be clearly marked with paint and/or curbing bollards

# Design Standards

**Bike Lanes**



*Standard Stripping*



*Brick (Permeable or Standard)*



*Permeable Concrete*

**Off Road Trails**



*Asphalt*

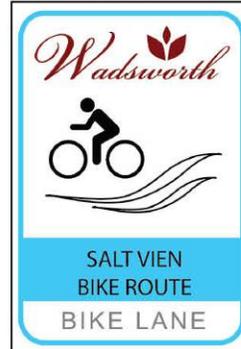
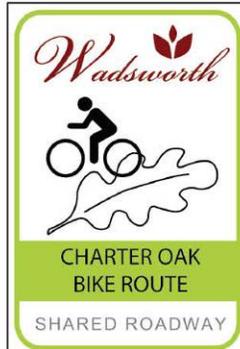
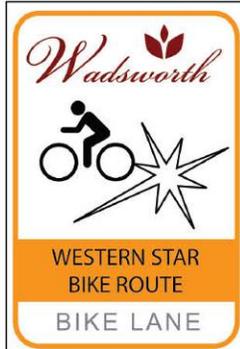


*Crushed Gravel*

**Signage**



*Standard DOT*



*Decorative*

**Bike Loops**



*Standard Loops*



*Modern Custom*

# Conceptual Costs

Construction costs will vary over time and should be revisited when the trails are implemented. Costs included in this planning document are conceptual in nature and based upon ODOT 2009 costs and 2009 RS Means Cost Data (2009 costs were used to reflect reduction of current conditions due to the recession). Engineering, survey, permitting, restoration, acquisition, and utility relocation costs are not included.

Asphalt 8' Wide Trail.....	\$25 per Linear Foot
Concrete 4' Wide Trail Expansion.....	\$35 per Linear Foot
Pervious Concrete 8' Wide Trail.....	\$75 per Linear Foot
Pervious Pavers 8' Wide Trail.....	\$85 to \$100 per Linear Foot
Pervious Recycled Tires Trail.....	\$85 to \$100 per Linear Foot
Trail bridge.....	\$1,000 to \$1,500 per Linear Foot
Boardwalk.....	\$100 per Linear Foot
Crosswalk (8' Wide Striping).....	\$500 Each
Vehicular Warning signage.....	\$50 each
Vehicular Warning pavement markings.....	\$150 each
Bike Lanes:	
4' Striping (both sides).....	\$25 per Linear Foot
4' wide pervious pavement (both sides).....	\$85 to \$110 per Linear Foot
4' wide replacement sidewalk (both sides).....	\$40 per Linear Foot
Site Amenities:	
Benches.....	\$1,500 to \$2,000 each
Bike loops.....	\$250 to \$500 each
Trash Receptacles.....	\$800 to \$1,000 each
Bollard.....	\$800 each
Signage.....	\$100 each
Interpretive signage.....	\$1,500 each

**Segment 1: Downtown Parking lot to Miller Park Southern Parking Lot**

0.75 Miles

**1a Downtown Parking Lot to S. Lyman St. (mainly stripping on existing widened sidewalks and existing streets)**

Item Description	#	Unit	Unit Cost	Cost
 Downtown Parking lot - bike parking and car parking at southwest corner lot costs will be associated with parking lot improvements				\$0
Trail signage at key intersections (at street crossing on Mills/Main St., Main/School and two at both ends of Wright St.)	4	EA	\$100	\$400
Vehicular Warning signage and markings at key intersections (at street crossing on Mills/Main St.)				\$250
 Traveling East: Existing 6' wide sidewalk along Mills St. to corner of Mills and Main St. (along East of Chicago Pizza) with existing ADA ramp				\$0
 Traveling East: Existing striped crosswalk across Main St. with pedestrian signalization				\$0
 Traveling North: Existing 8' wide sidewalk with ADA ramps in front of parking & Central Intermediate School along Main St.				\$0
 Traveling East: Existing concrete street used for school busses (Wright St.). Mark concrete with shared roadway paint markings.	420	LF	\$3	\$1,260

**Segment 1a \$1,910**

**1b S. Lyman St. to East St. (asphalt all purpose trail)**

Item Description	#	Unit	Unit Cost	Cost
Trail signage at key intersections (at trail entrance on S. Lyman St. and East St.)	2	EA	\$100	\$200
Vehicular Warning signage and markings at key intersections (at trail entrance on S. Lyman St. and East St.)				\$500
 Traveling East: Painted crosswalk (8' wide cross stripping) across S. Lyman St.	1	LS	\$500	\$500
 Traveling South: 8' wide sidepath (4' additional concrete added to existing 4' wide concrete sidewalk) along S. Lyman St.	175	LF	\$35	\$6,125
 Traveling East: 8' wide asphalt multipurpose trail within Wadsworth School District property (easement necessary)	415	LF	\$25	\$10,375
Trail bollard to block vehicular traffic from trail. One at trail entrance at S. Lyman St. on Wadsworth School property	1	EA	\$800	\$800
Tree Removal/pruning and excavation/embankment within edge of Wadsworth School District property for trail	1	LS	\$800	\$800
 Traveling East: 8' wide asphalt multipurpose trail within City of Wadsworth property (currently a gravel parking lot for Geigs Maytag Home Appliance Center). Redesign parking lot to create a safe vehicular entrance to parking lot and accommodate trail.	185	LF	\$25	\$4,625
Trail bollard to block vehicular traffic from trail. One at trail entrance at East St. on city of Wadsworth property	1	EA	\$800	\$800
 Traveling East: Painted crosswalk (8' wide cross stripping) across East St.	1	LS	\$500	\$500

**Segment 1b \$25,225**

**1c East St. to Ohio Ave. (asphalt all purpose trail)**

Item Description	#	Unit	Unit Cost	Cost
Trail signage at key intersections (at trail entrance on East St., Fairview Ave., and Ohio Ave.)	4	EA	\$100	\$400
Vehicular Warning signage and markings at key intersections (at trail entrance on East St., Fairview Ave., and Ohio Ave.)				\$750
 Traveling East: 8' wide asphalt multipurpose trail within City of Wadsworth property along north side of South Blvd from East St. to Fairview Ave.	330	LF	\$25	\$8,250
Trail bollards to block vehicular traffic from trail. One at trail entrance at East St., one at either side of Fairview Ave and one at Ohio St. on City of Wadsworth property	4	EA	\$800	\$3,200
 Traveling East: Painted crosswalk (8' wide cross stripping) across Fairview Ave	1	LS	\$500	\$500
 Traveling East: 8' wide asphalt multipurpose trail within City of Wadsworth property along north side of South Blvd from Fairview Ave. to Ohio Ave.	330	LF	\$25	\$8,250

**Segment 1c \$21,350**

**1d Ohio Ave. to Miller Park (mainly shared roadway with asphalt all purpose trail through park)**

Item Description	#	Unit	Unit Cost	Cost
Trail signage at key intersections (Ohio/South Blvd, Ohio and Park St. and at Miller Park north & south entrances)	4	EA	\$100	\$400
Vehicular Warning signage and markings at key intersections(Ohio/South Blvd)				\$250
 Traveling South: Shared roadway paint on Ohio Ave. from South Blvd to Miller Park northern parking lot	1	LS	\$300	\$300
 Traveling South: 8' wide asphalt multipurpose trail within Miller Park along back side of ball diamonds	950	LF	\$25	\$23,750
 Miller Park Trailhead Improvements:				
Create bike parking at Miller Park's northern parking lot with 3 new bike loops	3	EA	\$250	\$750
Bike parking at Miller Park's Southern parking lot - 3 bike loops	3	EA	\$250	\$750
2 benches at Miller Park's Southern Parking lot	2	EA	\$1,500	\$3,000

**Segment 1c \$29,200**

**Segment 1: Downtown Parking lot to Miller Park Southern Parking Lot Total \$77,685**

**Segment 2: Miller Park Southern Parking Lot to Durling Dr. (electric station)**

0.71 Miles

**2a Miller Park southern parking lot to Ohio Edison property on 1st St. (shared roadway)**

Item Description	#	Unit	Unit Cost	Cost
Traveling East: Shared roadway on Chestnut St. (existing chip & seal, 20' wide, non stripped) from Miller Park to Ohio Edison property on 1st St. Includes center stripping, share roadway paint marking every 500 feet, at park entrance and 1st St.. (1175 LF) (future option of upgrading to 4' bike route on both sides of road)	1	LS	\$7,700	\$7,700
Trail signage at key intersections (two at park entrance, two along Chestnut St., and two at end of Chesnut St.)	6	EA	\$100	\$600

**Segment 2a \$8,300**

**2b Ohio Edison property on 1st St. (asphalt all purpose trail)**

Item Description	#	Unit	Unit Cost	Cost
Traveling South: 8' side asphalt multipurpose trail within Ohio Edison property (easement necessary)	300	LF	\$25	\$7,500
Trail signage at key intersections (one in Ohio Edison property on 1st St. )	1	EA	\$100	\$100
Trail bollards to block vehicular traffic from trail. One at each north and south entrance of trail on Ohio Edison property on 1st St.	2	EA	\$800	\$1,600
Ohio Edison property on 1st St. Trailhead Improvements:				
Create bike parking with 3 new bike loops	3	EA	\$250	\$750
Landscape beautification includes 25 shrubs & 40 perennials	1	LS	\$1,250	\$1,250
2 benches	2	EA	\$1,500	\$3,000

**Segment \$14,200**

**2c Ohio Edison property on 1st St. to Durling Dr./E. Bergey St. (asphalt all purpose trail)**

Item Description	#	Unit	Unit Cost	Cost
Traveling South: Painted crosswalk (8' wide cross stripping) across Water St.	1	LS	\$500	\$500
Traveling East: Painted crosswalk (8' wide cross stripping) across Goldsmith & Eggleton Inc entrance drive.	1	LS	\$500	\$500
Vehicular Warning signage and markings at key intersections(Water St.,Goldsmith & Eggleton Inc entrance drive )				\$500
Sidewalk improvements at intersection of Water St. and Goldsmith & Eggleton entrance	1	LS	\$250	\$250
Traveling Southeast: 8' wide asphalt multipurpose trail within Ohio Edison property (easement necessary) along South Blvd from 1st St. to Durling Dr./E. Bergey St.	2,200	LF	\$25	\$55,000
Trail bollards to block vehicular traffic from trail. One at trail entrance at 1st/Water St. and one at Durling/E. Bergey St.	2	EA	\$800	\$1,600
Buffer allowance (fencing/shrubs) along homes between Ardale Ave. and Durling Dr.	1	LS	\$300	\$300
Re-configure parking lot on South Blvd in front of Luke Engineering. 28 asphalt spaces, with bumper blocks and stripping.*** should partner with Luke Engineering for funding	1	LS	\$15,000	\$15,000
Trail signage at key intersections (one at trail entrance at Goldsmith & Eggleton Inc, one at Luke Engineering parking lot and one at Durling/E. Bergey St. trail entrance )	3	EA	\$100	\$300

**Total \$73,950**

**Segment 2: Miller Park Southern Parking Lot to Durling Dr. (electric station) Total \$96,450**

**Option 1 - Northern Option (mostly bike route with small asphalt all purpose trail)**

Item Description	#	Unit	Unit Cost	Cost
Traveling East: Painted crosswalk (8' wide cross stripping) across Durling Dr.	1	LS	\$500	\$500
Traveling Southeast: 8' wide asphalt multipurpose trail within Ohio Edison property (easement necessary) along Durling Dr. from Durling Dr/E. Bergey St. to Silvercrest Rd. Vehicular Warning signage and markings at key intersections(Durling Drive, Silvercrest Rd., and Bergey St. )	950	LF	\$25	\$23,750
Improve street paint at existing stop at Silvercrest Rd. and Durling Dr. Clearly mark stop bar, mark crosswalk for proposed bike lane on Silvercrest Rd.	1	LS	\$500	\$500
Add bike route (4' wide asphalt each side plus paint stripping and marking) to Silvercrest Rd. In some areas, a gravel shoulder exists.	2,120	LF	\$25	\$53,000
Move mail boxes along Silvercrest Rd. Approximately 25 mailboxes	1	LS	\$1,250	\$1,250
Painted crosswalk (8' wide cross stripping) across Silvercrest Rd.	1	LS	\$500	\$500
Traveling south: 8' wide asphalt sidepath within existing ROW along Silvercreek Rd, traveling south to Ohio Edison property	200	LF	\$25	\$5,000
Trail bollard to block vehicular traffic from trail. One at Durling Dr. and one at Silvercrest/Durling Dr. intersection.	2	EA	\$800	\$1,600
Trail signage at key intersections (one at trail entrance at Durling/E. Bergey St, one at Silvercrest/Durling Dr. and one each direction on Silvercrest St. and one each direction at intersection of Silvercrest/Silvercreek Rd.)	6	EA	\$100	\$600

**Segment 3: Option 1 - Northern Option (mostly bike route with small asphalt all purpose trail) Total \$87,450**

**Option 2 - Southern Option (asphalt all purpose trail)**

Item Description	#	Unit	Unit Cost	Cost
Traveling East: Painted crosswalk (8' wide cross stripping) across Durling Dr.	1	LS	\$500	\$500
Traveling South: 8' wide asphalt sidepath within existing ROW along east side of E. Bergey St. from Durling Dr. to Silvercrest Rd.	350	LF	\$25	\$8,750
Trail signage at key intersections (one sign at beginning of sidepath at Durling Dr. and one sign at sidepath at Silvercrest Rd.)	2	EA	\$100	\$200
Vehicular Warning signage and markings at key intersections(Durling Drive, Silvercrest Rd., and Bergey St. )				\$750
Traveling South: Painted crosswalk (8' wide cross stripping) across Silvercrest Rd.	1	LS	\$500	\$500
Traveling South: 8' wide asphalt sidepath within existing ROW along east side of E. Bergey St. from Silvercrest Rd. to Railroad	350	LF	\$25	\$8,750
Trail signage at key intersections (one sign at beginning of sidepath at Silvercrest Rd. and one sign at sidepath at Railroad)	2	EA	\$100	\$200
Existing railroad crossing - work with rail company to improve existing crossing with new sidewalk (walk bike only)				\$0
Traveling East: Utilize existing access entry point within E. Bergey Rd. ROW in back of Grout Systems Inc. parking area. Upgrade access road (3" deep by 8' wide asphalt overlaid on existing gravel), install buffer vegetation and install 7 bumper blocks for parking. (170 linear feet)	1	LS	\$2,550	\$2,550
Trail signage at key intersections (one sign at beginning of trail at E. Bergey Rd.) Trail sign should also include restriction on vehicular traffic.	1	EA	\$100	\$100
Traveling East: 8' wide asphalt multipurpose trail along northern edge of private property (easement required - SIMJO LLC) travel east to City of Wadsworth property (water wells land). Trail should travel along edge of existing access road within railroad property.	575	LF	\$25	\$14,375
Traveling East: 8' wide asphalt multipurpose trail within City of Wadsworth property (water wells land) east to private property. Trail should travel within the vegetative clearing limits of high tension lines.	1,340	LF	\$25	\$33,500
Traveling East: 8' wide boardwalk within City of Wadsworth property (water wells land) to cross existing creek. Boardwalk is halfway along asphalt trail listed above.	160	LF	\$100	\$16,000
Interpretive signage could be placed along boardwalk to interpret interurban line, current rail road system and water wells.	1	LS	\$1,500	\$1,500
Traveling East: 8' wide asphalt multipurpose trail through private property (David S. Niedzeiecki) east to Grizzly Mini-storage (private property). Easement required. Trail should travel within the clearing limits of high tension lines.	70	LF	\$25	\$1,750
Traveling East: 8' Wide Asphalt Multipurpose Trail through private property (Grizzly Mini-storage) to Silvercreek Rd. Easement required. Trail should travel within the clearing limits of high tension lines and access road north of storage facility.	1,000	LF	\$25	\$25,000
Creek/Drainage culvert crossing required for trail within Grizzly Mini-storage property.	40	LF	\$25	\$1,000
Trail bollard to block vehicular traffic from trail. One at Silvercreek Rd. and trail intersection.	1	EA	\$800	\$800
Traveling East: Painted crosswalk (8' wide cross stripping) across Silvercreek Rd.	1	LS	\$500	\$500
Traveling North: 8' wide asphalt sidepath within existing ROW along east side of Silvercreek Rd. north to railroad	65	LF	\$25	\$1,625
Traveling North: Existing railroad crossing - work with rail company to improve existing crossing with new sidewalk (walk bike only)				\$0
Traveling North: 8' wide asphalt sidepath within existing ROW along east side of Silvercreek Rd. north from railroad to Ohio Edison property	100	LF	\$25	\$2,500
Trail signage at key intersections (one sign at trail at Silvercreek Rd., one at sidepath on east side of Silvercreek Rd.)	2	EA	\$100	\$200
Trail bollard to block vehicular traffic from trail (one at Silvercreek Road, one at Durling Drive/Grout Systems Inc, and two at trail crossing with water well access road).	4	EA	\$800	\$3,200

**Segment 3: Option 2 - Southern Option (asphalt all purpose trail) Total \$124,250**

**Segment 4: Silvercreek Rd. to Medina Line Dr. (asphalt all purpose trail)** 0.96 Miles

Item Description	#	Unit	Unit Cost	Cost
→ Traveling East: 8' wide asphalt multi-purpose trail within existing Ohio Edison property (easement required). Trail should utilize existing maintenance roads which is mainly old interurban line.	5,150	LF	\$25	\$128,750
☀ Trailhead at Medina Line Rd. 10 parking spaces, 10 bumper blocks, 1 restroom (no water), 3 bike loops, 2 benches, and 35 shrubs for buffer.	1	LS	\$88,350	\$88,350
Vehicular Warning signage and markings at key intersections(South Medina Line Rd)				\$250
Trail bollard to block vehicular traffic from trail (one at Silvercreek Rd. and one at Medina Line Rd.)	2	EA	\$800	\$1,600

**Segment 4: Silvercreek Rd. to Medina Line Dr. (asphalt all purpose trail) Total** **\$218,950**

<b>All Segments with Option 1 in Segment 3</b>	<b>\$480,535</b>
<b>All Segments with Option 2 in Segment 3</b>	<b>\$517,335</b>

# Funding & Partnerships

## **TRAIL/BIKEWAY FUNDING:**

Grant Opportunities, public/private partnerships as well as phasing projects to coincide with other agencies work (Ohio Department of Transportation, Medina County, etc) are possible funding opportunities for the trail portion of the Wadsworth's Multi-Modal Transportation Plan.

## **PARTNERSHIPS:**

**FirstEnergy:** Arrangements will need to be made with FirstEnergy, the property owner of the Ohio Edison Right-of-Way to establish an easement or long term lease agreement for the proposed trail on the property that runs from the Central Business District to the eastern corporation limit of the City. At one time Medina County Park District had cleared the tracks from the Akron-Barberton Railroad and was using the property as a trail. However, the MCPD found it difficult and costly to maintain (this was prior to the park district levy), so the trail was closed. A partnership with First Energy would be beneficial to both parties in maintaining FirstEnergy's utility maintenance access and creating a trail for Wadsworth residents.

**Medina County Park District (MCPD):** Founded in 1965 to "enhance the quality of all life through education, conservation and the protection of natural resources." The district manages 5,100 acres of land and operates on a ½ mill levy. The MCPD currently maintains miles of off-road trails in Medina County, with the most prominent being Lester Rail Trail (3.2 miles), Chippewa Inlet Trail (1.75 miles) and Chippewa Rail Trail (2.4 miles).

**Medina County Engineering:** The Medina County Engineer maintains bicycle transportation plan along with the Northeast Ohio Areawide Coordinating Agency (NOACA) for the county. They maintain the Medina County Bicycle Advisory Council which promotes bicycle transportation through various events and programs including, Bike-to-Work day and installing bicycle parking at county buildings.

**Northeast Ohio Areawide Coordinating Agency (NOACA):** NOACA is the Metropolitan Planning Organization for Cuyahoga, Geauga, Lake, Lorain and Medina Counties in Ohio. NOACA is responsible for, among other things, the region's Long Range Transportation Plan, the Transportation Improvement Program (TIP), the region's water quality plan and an Overall Work Program (OWP) which carries out national planning guidance, air quality conformity, watershed planning, and special studies. Partnering with this organization will enable the utilization of federal transportation dollars for bicycle routes and improvements.

**Metroparks Serving Summit County:** Established in 1921, the Metro Parks currently manages 10,000 acres, including 13 developed parks, six conservation areas and more than 120 miles of trails, with 18 miles of the Ohio & Erie Canal Towpath Trail. One of these facilities is located just south of Wadsworth – Silver Creek Reservation.

**Wadsworth City School District:** Many of these trails travel either to or close to schools. The city and school district could partner to continue this study into a Safe Route to School plan that will allow for safe travel for school children walking within a 2 mile radius of a K-8 school. A portion of the proposed Ohio Edison/old Interurban trail would travel through their property.

**Medina County Department of Health, Medina County Library, Wadsworth-Rittman Hospital, Wadsworth Center for Older Adults, Medina Metropolitan Housing Authority, and others:** Not only do trails and bikeways provide alternative transportation opportunities and lessen fuel emission, but they also can provide multiple health benefits. Riding to work, school, or taking your bike on short neighborhood trips is a convenient and practical way to incorporate regular exercise into your busy day.

## **TRAIL GRANT OPPORTUNITIES:**

### **1) Grants administered by the Ohio Department of Health:**

**Community Obesity Prevention Program – Environmental Change Grant:** Grant program to support infrastructure investments and comprehensive community-based strategies to control and prevent obesity in Ohio communities.

Eligible applicants must be local public health departments or non-profit groups partnering with the local public health department as the lead applicant.

An applicant may apply for only one of the following grant options:

- **Environmental Change:** A minimum of five grants may be awarded for a total amount not to exceed \$300,000. Grant range - minimum of \$30,000 to a maximum of \$75,000.
- **Capacity Building:** A minimum of three grants may be awarded for a total amount not to exceed \$250,000. Grant range - minimum of \$30,000 to a maximum of \$85,000.
- **Community-Based Expansion:** A minimum of three grants may be awarded for a total amount not to exceed \$350,000. Grant range - minimum of \$30,000 to a maximum of \$150,000.

<http://www.odh.ohio.gov/>

### **2) Grants administered by the Ohio Department of Transportation (ODOT):**

**Safe Routes to School:** Their goal is to improve safety, encourage and enable children, including those with disabilities, to walk or ride their bikes to school. Project must address an actual or perceived safety issue; infrastructure project must be within 2 miles of K-8 school; applicants can be the individual school, school district, municipality, health district or other public or private entity including nonprofit organizations; and applicant must have an ODOT approved School Travel Plan (STP) in place unless funding is to develop a STP.

Thirty-five (35) - \$1,000 mini-grants will be awarded on May 29, 2010 and applications are due April 7, 2010. A total of approximately \$7,000 was awarded to the state of Ohio in 2009. A percentage of the funding must be used for non infrastructure projects such as: Bike Rodeo - Educational Program - Encouragement Program and for infrastructure projects such as: Crossing Improvements - Planning - Engineering Studies.

Large grants are applicable for cities that have approved Safe Routes to School Plan (Wadsworth does not currently have an approved plan). Large grants can be used to build multi-use paths, bike racks, and sidewalks near schools, as well as improve lighting and signage near school zones (K-8 schools). Grants are also available to develop a Safe Routes to School Plan.

<http://www.dot.state.oh.us/Divisions/Local/Projects/SafeRoutes/Pages/default.aspx>

**Transportation Enhancement:** As part of the NOACA MPO, Wadsworth must apply for any transportation enhancement projects through NOACA's priority Transportation Improvement Program (TIP). This program contains projects that are scheduled to be implemented over the next four years. The TIP programs millions in federal-aid funds for projects sponsored by the Ohio Department of Transportation, County Engineers, transit operators and communities. Wadsworth, through the council approval of this plan will become available to apply for funding through this program.

Additionally, NOACA will be reviewing 2 additional funding programs in 2010 – 2012. One program will provide preliminary engineering for transportation enhancement projects. Currently this program does not

apply to Wadsworth, but it is still in its preliminary stages. The second program being studied is a fund to provide for bicycle signage, parking and paint stripping to improve bicycle safety on approved routes.

<http://www.noaca.org/transportationproj.html>

### 3) Grants administered by the local Ohio Public Works Commission (OPWC):

**Issue 2 Ohio Public Works Commission (SCIP) State Capital Improvement Program:** Bridges and culverts, roads, solid waste disposal facilities, storm sewer and sanitary collection, storage and treatment facilities, water supply systems, and wastewater treatment systems are all eligible projects. Acquisition of property and facilities, engineering and design, construction, equipment, and related financing costs are all applicable costs.

Grants – During each program year, 80 percent of the district’s SCIP allocation can be awarded in the form of grants. A minimum 10 percent matching funds is required for a repair or replacement project and 50 percent of a project’s total cost if it is a new or expansion project.

Loans and Local Debt Support – During each program a minimum of 20 percent of the district’s SCIP allocation must be awarded in the form of interest-free or low-interest loans or in the form of local debt support. Applicants can request up to 100 percent funding in the form of a loan.

Wadsworth is located in OPWC District nine which normally receives five point two (5.2) million dollars in SCIP funding each year.

<http://www.pwc.state.oh.us/DPWIC.MEETINGS.HTM>

**Clean Ohio Open Space Conservation Grant:** This grant could be used to purchase open space, create easements, restore streams or wetlands, and public access construction including parking lots and trails. This project would be in NRAC district #9 (Lorain, Medina and Huron Counties). Past projects have received from \$75,000- \$1 million. Funding requires a minimum of 25% local or federal match. The application period for this funding source has not been listed yet.

<http://www.pwc.state.oh.us/DPWIC.MEETINGS.HTM>

### 4) Grants administered by the Ohio Department of Natural Resources (ODNR):

**Recreational Trails Program (ODNR Trails):** Funded by the U.S. Federal Highway Administration, ODNR reviews local applications and recommends grant recipients for final federal approval. The federal government provides up to 80 percent reimbursement for trail projects that can include construction, acquisition, maintenance, and equipment. Typical trail projects are shorter trails or loop trails.

<http://www.dnr.state.oh.us/tabid/10762/Default.aspx>

**Clean Ohio Trails:** The Clean Ohio Trails Fund works to improve outdoor recreational opportunities for Ohioans by funding trails for outdoor pursuits of all kinds. Special emphasis was given to projects that:

- Are consistent with the statewide trail plan
- Complete regional trail systems and links to the statewide trail plan
- Link population centers with outdoor recreation area and facilities
- Involve the purchase of rail lines linked to the statewide trail plan
- Preserve natural corridors
- Provide links in urban areas to support commuter access and provide economic benefit

There is a local match of 25% non-federal money. Planning, engineering, construction and acquisition are funded through this program. The application date for this funding has not been announced. Trails as part of a larger statewide system are given priority.

<http://www.odod.state.oh.us/cleanohio/>

**Land and Water Conservation Grant:** This statewide federal grant typically funds open space acquisition and small recreation based projects. Typical award amount is \$50,000. Funding requires a minimum of 50% local match. This grant application is due February 1st every year. The 2011 federal budget for this grant is scheduled to be increased.

<http://www.dnr.state.oh.us/tabid/10762/Default.aspx>

**Natureworks Grant:** This statewide grant typically funds playgrounds, parking improvements, landscaping and other small projects. Typical award amount is less than \$30,000. Funding requires a minimum of 25% local match. This grant application is due February 1st every year.

<http://www.dnr.state.oh.us/tabid/10762/Default.aspx>



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# ***Parking Lot Improvement Plan***

The existing city owned parking lot at the intersection of Mills Street and Watrusa Avenue is not the amenity it could be for economic development in Wadsworth's downtown. Few residents and visitors currently park in this lot causing congested downtown on-street parking. The lot is poorly lit, has uneven and unpaved surfaces, and has poor stormwater drainage. Another deterrent to parking in this lot is that it faces the rear side of commercial buildings, some of which have been permitted to deteriorate.

This Parking Lot Master Plan provides strategies and design guidelines for improvements to this parking lot which can maximize the economic development potential.

The goals of this improvement plan include:

- 1) Developing a plan that will maximize economic development and use through multi-modal transportation (pedestrians, bikes, buses, as well as automobiles);
- 2) Maximizing economic development by creating new storefronts in the rear of the buildings;
- 3) Identifying the location of a turnaround/bus stop area for small buses;
- 4) Providing seating and planting to increase the area's attractiveness to pedestrians and visitors;
- 5) Providing accessible walkways to storefronts and increasing pedestrian circulation;
- 6) Incorporating green stormwater management practices to reduce drainage issues on site;
- 7) Addressing the issues of lighting, and uneven/unpaved surfaces.

# Inventory & Analysis

## EXISTING TRAFFIC PATTERNS

The existing southwest quadrant parking lot located at the intersection of Mills Street and Watrusa Avenue has confusing traffic patterns for vehicular and pedestrian access. This map shows existing ingress and egress locations for both vehicular and pedestrian traffic. These locations are not clearly marked in this sea of pavement, making parking cumbersome and frustrating for users. Currently, pedestrian access is limited to existing sidewalks along the major streets and unmarked areas along rear building entrances. Parking stalls are not clearly delineated and often block back business entrances. An existing alley allows pedestrian access to Main Street and the main commercial corridor, however this is also used for vehicular access.

This map also shows the locations of existing rear entrances to stores and loading areas. Many of the building entrances are on basement levels allowing for separate business uses. Additionally, trash containers and utility poles exist within this parking area.

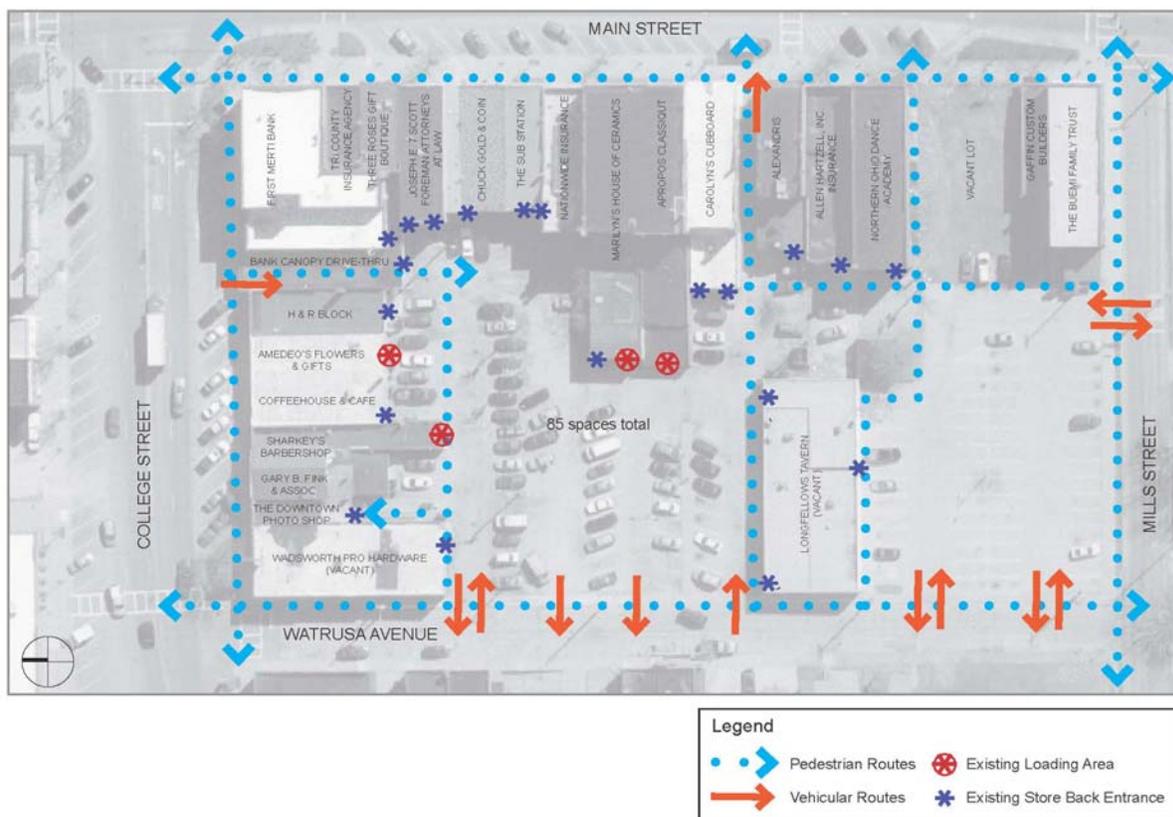


Figure 15: Parking lot existing traffic patterns.

## EXISTING SOIL SURVEY

This map illustrates soil saturated conductivity (Ksat) of existing soils in the south quadrant parking lot area. Along with other soil data, Ksat is used to determine existing soil permeability for green infrastructure components. Based upon this area's Ksat, green infrastructure (GI) methods should have good existing permeability; however there is the opportunity for a high water table. Proposed GI will help stormwater quality and decrease downstream flooding. It is recommended that all GI methods installed should have underdrains connected to the existing stormwater system to avoid over saturation.

### CeC—Canfield-Urban land complex, rolling

Parent material: Till  
 Slope: 6 to 12 percent  
 Depth to restrictive feature: 18 to 28 inches to fragipan  
 Drainage class: Moderately well drained  
 Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)  
 Depth to water table: About 18 to 36 inches  
 Frequency of flooding: None  
 Frequency of ponding: None  
 Calcium carbonate, maximum content: 6 percent  
 Available water capacity: Low (about 3.6 inches)  
 Typical profile:  
     0 to 9 inches: Silt loam  
     9 to 22 inches: Silt loam  
     22 to 50 inches: Loam  
     50 to 70 inches: Loam  
 Minor Components: Cut and fill land: Percent of map unit: 25 percent

### RnA—Ravenna-Urban land complex, nearly level

Parent material: Till  
 Slope: 0 to 2 percent  
 Depth to restrictive feature: 26 to 32 inches to fragipan  
 Drainage class: Somewhat poorly drained  
 Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)  
 Depth to water table: About 6 to 18 inches  
 Frequency of flooding: None  
 Frequency of ponding: None  
 Calcium carbonate, maximum content: 6 percent  
 Available water capacity: Low (about 4.7 inches)  
 Typical profile  
     0 to 12 inches: Silt loam  
     12 to 30 inches: Loam  
     30 to 57 inches: Loam  
     57 to 68 inches: Loam  
 Minor Components: Cut and fill land: Percent of map unit: 25 percent

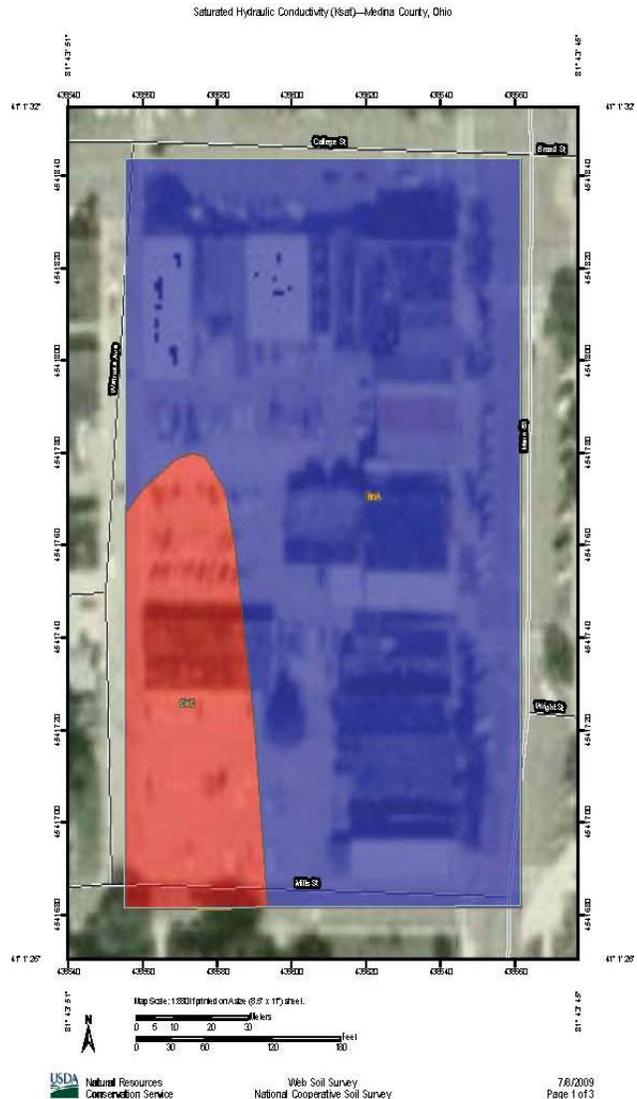


Figure 16: Parking lot existing soil conditions.

## EXISTING UTILITIES

There are a significant amount of transformers that service the backs of the existing commercial buildings. These transformers are costly to move or bury underground. Maximum height requirement for vegetation is twenty feet under these transformers. Existing fire hydrants and water lines require ten foot setbacks. Water lines and hydrants are found along Watrusa Avenue. The below map illustrates a visual analysis of the existing utilities on site. A survey would need to be performed to determine the exact locations of the utilities.

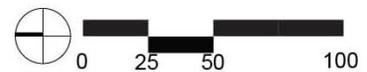
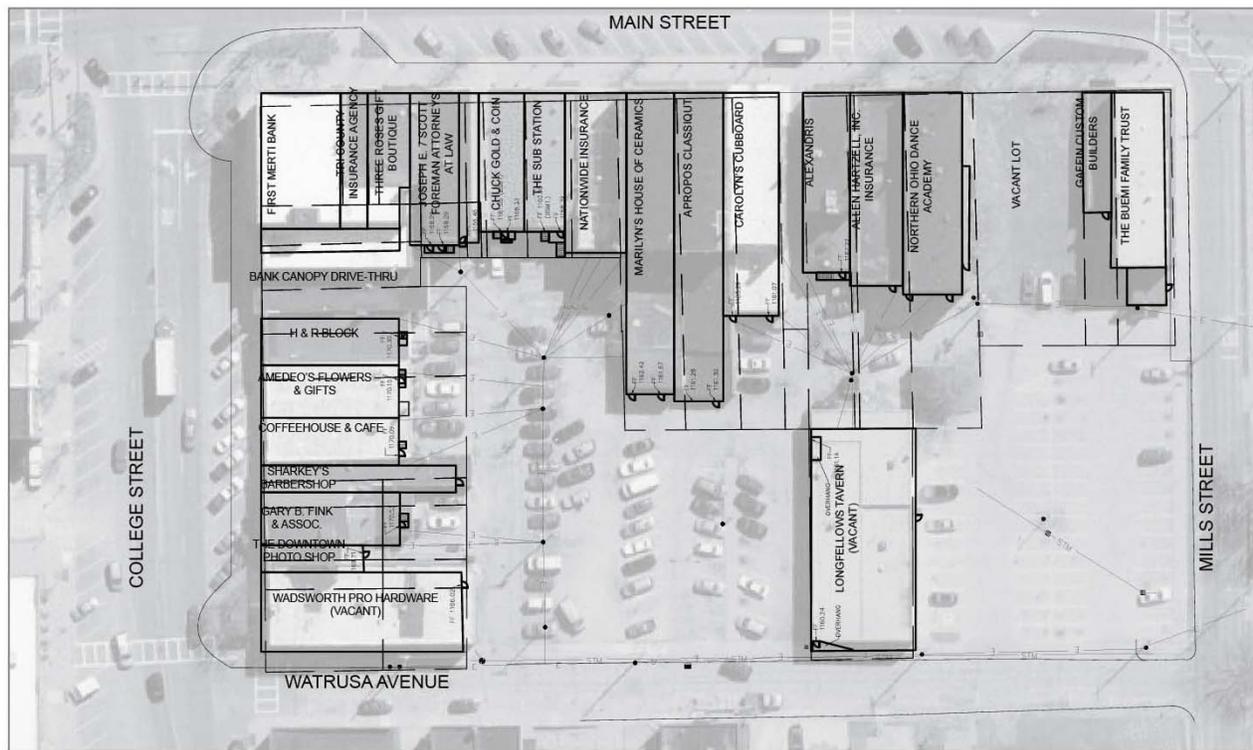


Figure 17: Existing parking lot utilities.



## **PARKING LOT MASTER PLAN DESCRIPTION**

### GENERAL

Pedestrian-oriented design was considered critical to the overall function of the parking lot. The master plan establishes a series of plaza-like spaces for utilization by business owners and customers, such as outdoor dining areas, random benches, and gathering areas. A centrally located transit stop was created for easy pedestrian access to the downtown commercial core. This bus stop incorporates a gazebo structure to mimic the existing traditional character of Wadsworth's downtown, bike parking, bike rental spaces, and benches. Improvements to the existing alleyway allow for a unique pedestrian experience and connection to the Main Street corridor, while also allowing access for the occasional service vehicle.

The master plan recommends businesses clearly identify rear entrances and the city clearly identify vehicular pedestrian points of entry. Rear entrances should be clean, clearly identified, and well-lit and maintained to insure convenience, safety, and repeat customer business. These design options utilize architectural detailing, signage, awnings, and a consistent color scheme to improve the aesthetic appeal of the existing rear business entrances.

Both plans incorporate the use of green infrastructure measures such as bioswales and permeable paving to improve stormwater drainage on site and flooding off site. The plans also provide two spaces for electric car charging near existing electric transformers and establish an area for bicycle rental. Landscaping the parking lot and pedestrian routes can soften the built environment, reduce heat island effect, and provide urban habitat. Landscaping is also used to screen views of service areas, utilities, and trash enclosures.

### MASTER PLAN OPTION 1

Parking Lot Master Plan Option 1 utilizes existing space restrictions established by the location of Longfellow's Bar and Grill. The plan establishes 2 parking lots with one-way traffic and diagonal parking. The northern parking lot provides 43 parking spaces and 4 handicap spaces and the southern parking lot provides 45 parking spaces and 2 handicap spaces.

### MASTER PLAN OPTION 2

During City Steering Committee meetings, there was discussion of acquiring the Longfellow's Bar and Grill for increased parking and improved vehicular plan. The Parking Lot Master Plan Option 2 removes the existing commercial structure to create a clearly defined circulation pattern with two ingress and egress access points. This plan optimizes space allowing for two way traffic and providing 97 parking spaces and 5 handicap spaces. Overall, the plan establishes a simplistic vehicular, transit, and pedestrian flow.

# Master Plan Option 1

# Conceptual Costs



- Storm catch basin
- Light Poles
- ▨ Pervious Pavers (Red)
- 20' or shorter Ornamental Trees



Construction costs will vary over time and should be revisited when the parking lot is implemented. Costs included in this planning document are conceptual in nature and based upon ODOT 2009 costs and 2009 RS Means Cost Data (2009 costs were used to reflect reduction of current conditions due to the recession).

Preliminary Cost of Construction				Date
PROJECT: Wadsworth Multi-Modal Transportation Plan				Page
Wadsworth, Ohio				1-Apr-10
ESTIMATOR KGH				1
<b>Parking Lot - Option 1</b>				BASIS FOR ESTIMATE X Code A (No design completed) Code B (Preliminary design) Code C (Final design) Other (Specify)
QUANTITY NO. UNIT UNITS MEAS.				LABOR & MATERIAL PER UNIT
				TOTAL COST
Demolition (asphalt, cobra light removal, removal of storm catch basins, retaining wall) and disposal off site				1 LS \$15,000 \$15,000
Layout, Const Staking				1 LS \$1,000 \$1,000
Excavation & grading				1131 CY \$16 \$18,098
SWPP				1 LS \$1,500 \$1,500
<b>Hardscape</b>				
8" Concrete Curbing				1500 LF \$12 \$18,000
Flush Curb				800 LF \$10 \$8,000
Curb Repair				50 LF \$12 \$600
Curb Ramp				18 EA \$150 \$2,400
<b>Asphalt Parking</b>				
1.5" ODOT item 448 asphalt intermediate course				141 CY \$120 \$16,958
1.5" ODOT item 448 asphalt surface course				141 CY \$120 \$16,958
ODOT item 407 tack coat				509 GAL \$2 \$1,017
6" ODOT 304 & subgrade proof rolling				565 CY \$35 \$19,784
Striping				2200 LF \$2 \$4,400
Concrete Walk				10395 SF \$4 \$41,680
Permeable Pavers including setting bed stone and 4" underdrain				3110 SF \$18 \$55,980
Stop/Yield signs				4 EA \$200 \$800
Handicap signage & markings				8 EA \$200 \$1,200
Retaining wall				200 SFF \$30 \$6,000
<b>Utilities</b>				
Light Poles				9 EA \$1,000 \$9,000
relocate utility pole				2 EA \$1,000 \$2,000
Architectural lighting in alley				1 LS \$5,000 \$5,000
Storm catch basin				17 EA \$1,200 \$20,400
12" stormwater concrete pipe				100 LF \$35 \$3,500
Bioswale inlet				24 EA \$100 \$2,400
Bioswale soil, compost, 4" under drains and clean outs				700 SY \$15 \$10,500
<b>Landscaping</b>				
Shade Tree				13 EA \$200 \$2,600
Ornamental Tree				91 EA \$250 \$22,750
Shrub				80 EA \$25 \$2,000
Perennials				1150 EA \$12 \$13,800
Seeding & mulching, class 1				2000 SY \$0.75 \$1,500
Interpretive sign				2 EA \$300 \$600
<b>Construction Subtotal</b>				\$325,315
10% Contingency				\$32,531
<b>Construction Total</b>				\$357,846
<b>Engineering</b>				
Survey				\$15,000
Plans and Specifications				\$40,000
<b>Engineering Subtotal</b>				\$55,000
<b>Project Total</b>				\$412,846

URS CORPORATION  
Prepared by Katherine Gluntz Holmok, ASLA, Ohio Reg. Land. Arch #1045



# Master Plan Option 2

# Conceptual Costs



Construction costs will vary over time and should be revisited when the parking lot is implemented. Costs included in this planning document are conceptual in nature and based upon ODOT 2009 costs and 2009 RS Means Cost Data (2009 costs were used to reflect reduction of current conditions due to the recession).

Preliminary Cost of Construction				Date
PROJECT: Wadsworth Multi-Modal Transportation Plan				1-Apr-10
Parking Lot - Option 2				Page
Wadsworth, Ohio				1
ESTIMATOR KGH				
BASIC FOR ESTIMATE				
X Code A (No design completed)				
Code B ( Preliminary design)				
Code C (Final design)				
Other (Specify)				
PROJECT NO.				
QUANTITY	LABOR & MATERIAL	PER	TOTAL	
NO. UNIT	UNIT	UNIT	COST	
Demolition (asphalt, cobra light removal, removal of storm catch basins, retaining wall) and disposal off site	1 LS	\$15,000	\$15,000	
Layout, Const Staking	1 LS	\$1,000	\$1,000	
Excavation & grading	1680 CY	\$16	\$26,880	
SWPP	1 LS	\$1,500	\$1,500	
<b>Hardscape</b>				
6" Concrete Curbing	2000 LF	\$12	\$24,000	
Flush Curb	850 LF	\$10	\$8,500	
Curb Repair	50 LF	\$12	\$600	
Curb Ramp	12 EA	\$150	\$1,800	
<b>Asphalt Parking</b>				
1.5" ODOT item 448 asphalt intermediate course	210 CY	\$120	\$25,200	
1.5" ODOT item 448 asphalt	210 CY	\$120	\$25,200	
ODOT item 407 tack coat	756 GAL	\$2	\$1,512	
6" ODOT 304 & subgrade	840 CY	\$35	\$29,400	
Striping	2300 LF	\$2	\$4,600	
Concrete Walk	8400 SF	\$4	\$33,600	
Permeable Pavers including setting bed stone and 4" underdrain	4400 SF	\$18	\$79,200	
Stop/Yield signs	2 EA	\$200	\$400	
Handicap signage & markings	5 EA	\$200	\$1,000	
Retaining wall	150 SFF	\$30	\$4,500	
<b>Utilities</b>				
Light Poles	8 EA	\$1,000	\$8,000	
relocate utility pole	2 EA	\$1,000	\$2,000	
Architectural lighting in alley	1 LS	\$5,000	\$5,000	
Storm catch basin	17 EA	\$1,200	\$20,400	
12" stormwater concrete pipe	100 LF	\$35	\$3,500	
Bioswale inlet	30 EA	\$100	\$3,000	
Bioswale soil, compost, 4" under drains and clean outs	825 SY	\$15	\$12,375	
<b>Landscape</b>				
Shade Tree	25 EA	\$200	\$5,000	
Ornamental Tree	53 EA	\$250	\$13,250	
Shrub	80 EA	\$25	\$2,000	
Perennials	275 EA	\$12	\$3,300	
Seeding & mulching, class 1	1880 SY	\$0.75	\$1,410	
Interpretive sign	2 EA	\$300	\$600	
Construction Subtotal			\$363,727	
10% Contingency			\$36,373	
<b>Construction Total</b>			<b>\$400,100</b>	
<b>Engineering</b>				
Survey			\$15,000	
Plans and Specifications			\$40,000	
<b>Engineering Subtotal</b>			<b>\$55,000</b>	
<b>Project Total</b>			<b>\$455,100</b>	



# IMPROVEMENTS TO PRIVATE PROPERTY

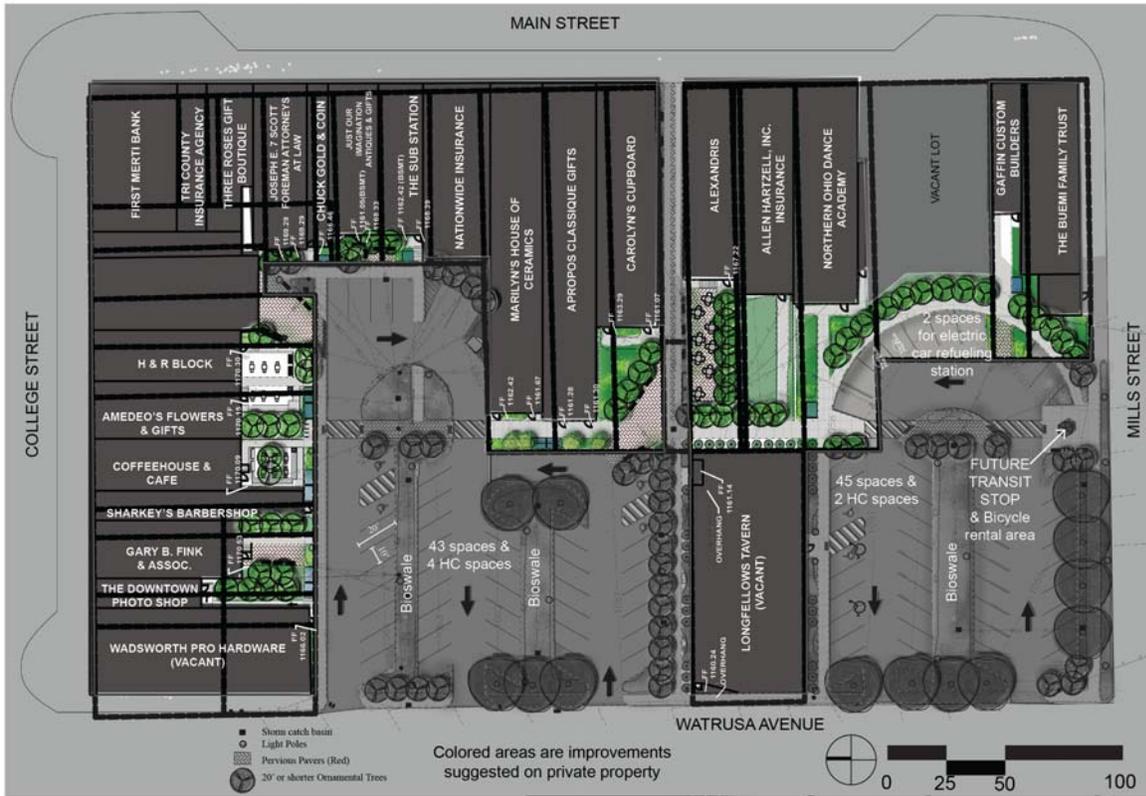


Figure 19: Master Plan Option 1. Improvements to private property are shown in color.

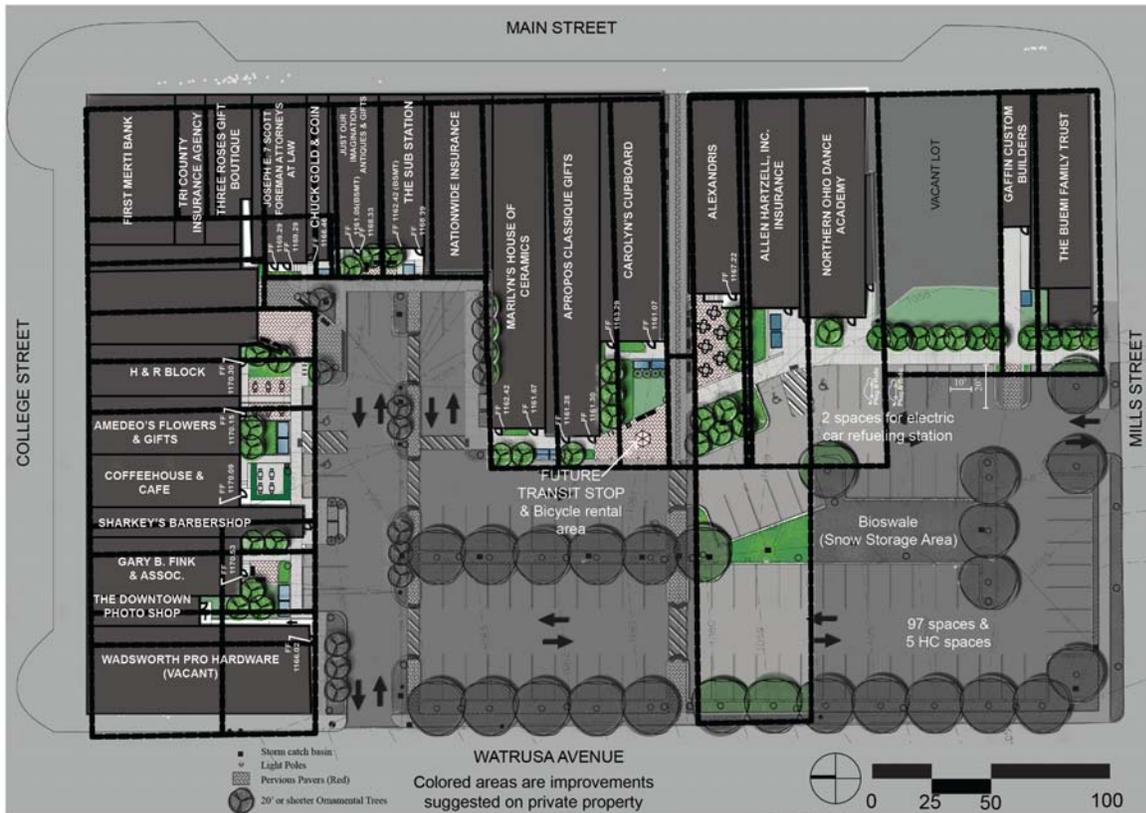


Figure 20: Master Plan Option 2. Improvements to private property are shown in color.

# Design Standards

Each individual building's rear façade plays an important role in the makeup of improving the overall aesthetic appeal of the parking lot. Rear storefronts, loading areas, signage, color palettes, awnings, lighting, and architectural details are an integral part to the successful design of this parking lot. These improvements will help make the rear entrances and parking lot more appealing to the public.

These design standards provide direction and recommendations for the City of Wadsworth and property owners to implement. They are intended to serve as guidelines and give an overall flavor to rehabilitating the existing rear facades and parking lot.

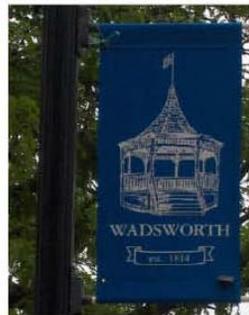
## SITE AMENITIES

Utilizing City of Wadsworth standard site furnishings, such as benches, bollards, and trash cans, will maintain a consistent downtown character of traditional historic elements. By providing these site furnishings, the parking lot becomes more pedestrian friendly and attracts users. Any additional site furnishing selections, such as planters should mimic those already incorporated in the downtown streetscape. The incorporation of a gazebo structure for the bus stop will also enhance the overall downtown historic character. Banners on light poles help establish city identity and advertise city events. Trash enclosures should be simple with architectural detailing to screen views of unsightly services.

### Site Amenities



*Gazebo Bus Stop*



*Banners*



*Trash Enclosure*



*City Standard Bench*



*Trash Receptacle*



*City Standard  
Bollard*



*Planter*

## SIGNAGE

Incorporating large and colorful signs for parking and businesses, similar to the downtown Main Street, will clearly identify areas of parking to the public, mark business entrances, and continue the downtown character. Signs are important to business owners for reasons of advertising, identity, and image. By incorporating business entrance signage along the rear building façade, the public will be able to clearly identify businesses within this rear parking lot. Interpretive signage should also be used to inform the public about the importance of green infrastructure measures incorporated into the project, such as the bioswales, the permeable brick paving, and electric car charging stations.

### Signage



*Parking*



*Business / Building*



*Interpretive*

## ARCHITECTURAL AMENITIES

Building alterations should include architectural detailing, a consistent color schemes, painted walls, awnings, and loading zone garage door improvements. Architectural detailing should include door and window molding, which can add appeal and clearly highlight entrances and windows. Painting a consistent tan / brown color scheme (as shown below) will harmonize adjacent buildings and update building appearances. Punches of Wadsworth red can be added in molding, awnings, doors, and signs. Awnings are an integral part of traditional storefronts and their use can soften an otherwise hard and rigid appearance, while providing shade and shelter to the pedestrian. The traditional material is canvas and color should be selected based on compatibility with established business. Loading Zone Improvements include replacing garage doors and rear entrances with simple detailed doors. These can either include or not include windows.

### Architectural Amenities



*Color Scheme*



*Door / Window Moldings*



*Garage Doors*



*Awnings*

## LIGHTING

Lighting should achieve an acceptable standard without compromising the essential character of the downtown setting. By providing adequate lighting and visibility during evening hours, the public will feel safer parking at the rear entrance, which will help reduce parking congestion on Main Street and College Street. Lighting can also add special character to the nighttime appearance of the parking lot. It can illuminate building entrances, pedestrian walkways, advertising, or architectural features. The City Standard Street Lights should be used in the parking lot to enhance and maintain the downtown established. Building façade lights help add character and additional light to business entrances. These lights should incorporate the traditional ironwork similar to the City Standard Street Light. Architectural / Pedestrian lights should be used to create a pedestrian mall experience in the alleyway to Main Street.

Lighting



*City Standard Street Lights*

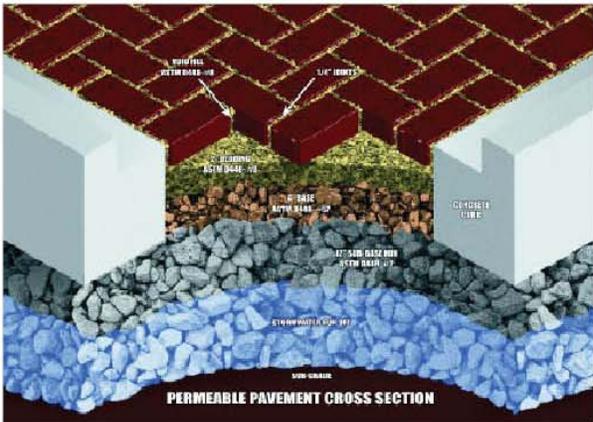


*Building Facade Lights*



*Architectural/Pedestrian Lights*

Permeable Paving

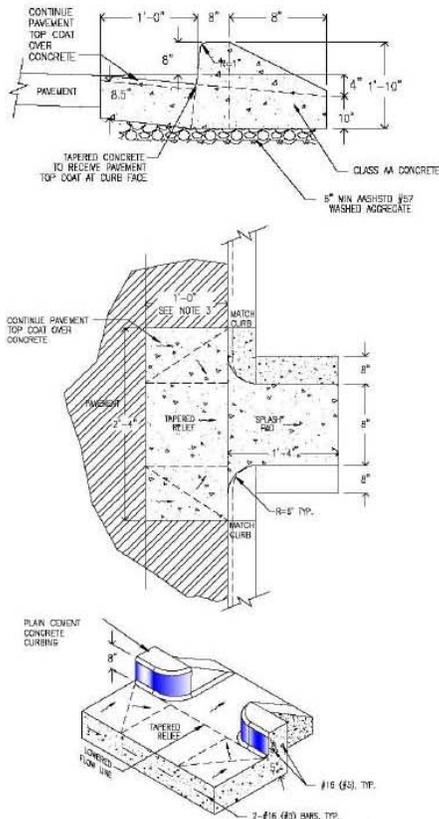


Permeable Paving Section

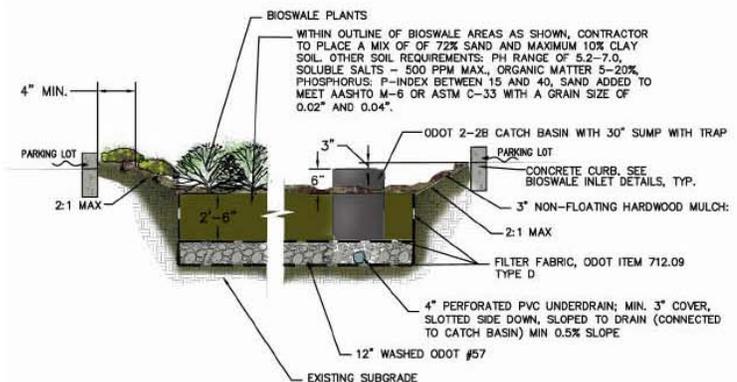
GREEN INFRASTRUCTURE

The natural path of rainwater infiltration is currently disrupted on the existing parking lot site. Incorporating permeable paving and bioswales into the design allows for increased stormwater drainage and infiltration. Permeable paving is the use of any type of porous materials for surfaces that allows stormwater runoff to drain through the voids. There are many options for permeable paving such as porous concrete, brick and stone pavers, and plastic grid systems with recycled glass or stone. Bioswales are natural forms of stormwater conveyance that provide an alternative to typical storm sewer systems. These systems are designed to absorb typical rainfall and transport large runoff from heavy storm events. Bioswales should be used for snow plowing collection in the winter.

Bioswales



Bioswale Concrete Inlet



Bioswale Section

# Improvement Sketches



Figure 21: Photo simulation of improvements to rear building facades adjacent to southwest quadrant parking lot.



Figure 22: Photo simulation of improvements parking lot circulation, rear building facades, and proposed bus station / stop.

These photo simulation sketches demonstrate the proposed improvements to the existing rear building facades and parking lot. These improvements are based on the design standards and guidelines within this document. By following these standards, a comfortable and inviting vehicular and pedestrian environment can be established.

Figure 21 demonstrates aesthetic improvements to the rear building facades by updating architectural elements, painting with a consistent color scheme, and adding moldings, awnings, and signage. A series of plaza-like spaces are also created for business and pedestrian use. Trash enclosures and plantings help screen utilities and service areas. A large billboard that incorporates the Wadsworth City logo and lighting will create a friendly pedestrian corridor through the existing bank opening.

Figure 22 demonstrates the creation of a bus route and stop for Option 2. City standard site furnishings are incorporated such as street lights and bollards. Updating building architectural elements and incorporating a cohesive color scheme can increase property values and business visitation.

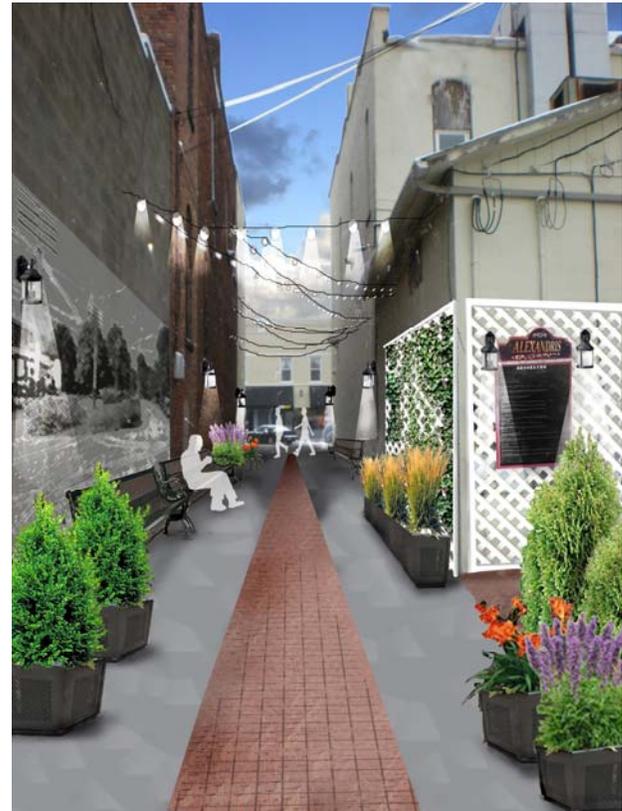


Figure 23: Photo simulation of alleyway improvements to create a pedestrian mall experience.

Figure 23 demonstrates the creation of a pedestrian mall through the existing alleyway, but is still able to provide access for occasional service vehicles. Site amenities include murals of historic Wadsworth, planters, lattice work to screen utilities and service areas, and hanging string lights. Permeable pavers are used down the center aisle of the alley to allow for stormwater drainage.

# Plant Palette

**Street Trees**

Utilize shade trees to reduce heat island effect and provide seasonal interest.



*Honeylocust*



*Celebration Freeman Maple*



*Little Leaf Linden*

**Ornamental Trees**

Utilize ornamental trees that provide seasonal interest and reach a maximum height of 20 ft.



*Redbud*



*Serviceberry*



*Japanese Lilac*

**Shrubs**

Utilize tall shrubs to screen views such as low maintenance all season shrubs.



*Boxwood*



*Sea Green Juniper*



*Blue Muffin Viburnum*



*Redstem Dogwood*

**Bioswales**

Easy maintenance, all season interest and color, urban tolerant.



*Karl Foerster  
Feather Reed Grass*



*Yarrow*



*Black Eyed  
Susans*



*Purple Dome  
Aster*



*Sedges*



*Purple Coneflower*

# Funding & Partnerships

Grant Opportunities, public/private partnerships as well as phasing projects to coincide with other agencies work (Ohio Department of Transportation, Medina County, etc) are possible funding opportunities for Wadsworth's Multi-Modal Transportation Plan.

## **PARTNERSHIPS:**

**Downtown Wadsworth, Inc.:** This community based non-profit organization is committed to serving the community needs of Wadsworth by establishing detailed strategic plans that develop and maintain a downtown identity for Wadsworth. Currently this organization is providing guidance to the fronts of the downtown businesses.

## **GRANT OPPORTUNITIES:**

### **1) Grants administered by the Ohio Environmental Protection Agency (OEPA):**

**EPA 319 Grant:** This federal grant is locally awarded through the Ohio EPA. Awards can be for stream restoration, wetland restoration, dam removal, riparian restoration, or riparian, wetland protection and innovative stormwater management projects (bioswales, raingardens, pervious pavement and rain water collection systems). Section 319(h) implementation grant funding is targeted to Ohio waters where NPS pollution is a significant cause of aquatic life impairments.

In 2010, grants for innovative stormwater management can be awarded up to \$300,000 and have to have 20% minimum local match. Applications are due May 14, 2010. In the future, the local match will be 40%. <http://www.epa.gov/owow/nps/319/index.html>

**Surface Water Surface Water Improvement Fund (SWIF):** Administered by the Ohio EPA Division of surface water will make grants for projects that restore or improve Ohio's impaired waters. Funding for this grant will come from supplemental environmental projects, alternative mitigation and payments and contributions from state agencies, corporate sponsors and others. Ohio municipalities, county and township governments, statewide conservation organizations and metro park districts may be eligible to receive grants from this fund. Watershed groups may also be eligible, with the support of a co-sponsoring local government.

Projects such as stream restorations, dam removals, wetland and riparian restoration and innovative storm water management projects (bioswales, raingardens, pervious pavement and rain water collection systems) are all possibilities. The first round of this grant has just closed on February 2010. It is estimated that this popular program will be due in February every year. <http://www.epa.state.oh.us/dsw/>

### **2) Grants administered by the local Ohio Public Works Commission (OPWC):**

**Issue 2 Ohio Public Works Commission (SCIP) State Capital Improvement Program:** Bridges and culverts, roads, solid waste disposal facilities, storm sewer and sanitary collection, storage and treatment facilities, water supply systems, and wastewater treatment systems are all eligible projects. Acquisition of property and facilities, engineering and design, construction, equipment, and related financing costs are all applicable costs.

Grants – During each program year, 80 percent of the district's SCIP allocation can be awarded in the form of grants. A minimum 10 percent matching funds is required for a repair or replacement project and 50 percent of a project's total cost if it is a new or expansion project.

Loans and Local Debt Support – During each program a minimum of 20 percent of the district’s SCIP allocation must be awarded in the form of interest-free or low-interest loans or in the form of local debt support. Applicants can request up to 100 percent funding in the form of a loan.

Wadsworth is located in OPWC District nine which normally receives five point two (5.2) million dollars in SCIP funding each year.

<http://www.pwc.state.oh.us/DPWIC.MEETINGS.HTM>

### **3) Grants funded by the United States Department of Housing and Urban Development (HUD):**

**Community Development Block Grant Downtown Small Cities:** The Small Cities Community Development Block Grant Program helps smaller local governments fund community projects that might not otherwise be financially feasible. Through funding from the United States Department of Housing and Urban Development, the program allows each community to determine which projects are most needed, with a focus on four areas:

1. Housing
2. Neighborhood Revitalization
3. Commercial Revitalization
4. Economic Development

The national objectives of the program are to benefit low- and moderate-income persons, eliminate slum or blight, and address urgent community development needs.

Examples of eligible activities:

- rehabilitation and preservation of housing
- water and sewer improvements
- street improvements
- economic development activities
- downtown revitalization
- parks and recreation projects
- drainage improvements

Applications for Economic Development grants may be submitted at any time. Grant requests for the other three categories (Housing, Neighborhood Revitalization, and Commercial Revitalization) are submitted annually. Communities may apply if they have no open grants in these three categories, but they may have up to two open Economic Development grants. Grant contracts are written for two-year periods.

**Comprehensive Downtown Revitalization Tier One Program:** The Comprehensive Downtown Revitalization Tier One Program provides funds to eligible communities to assist with the development of downtown revitalization planning documents. Total available for Ohio is approximately \$100,000 for 2008 and cannot exceed \$15,000 per community.

**Comprehensive Downtown Revitalization Tier Two Program:** The Comprehensive Downtown Revitalization Tier Two Program provides funds to eligible communities to help eliminate blighted conditions, improve infrastructure and stimulate economic development in central business districts. Comprehensive Downtown Revitalization Tier Two Program is available by invitation only. Approximately \$2.4 million dollars are available to Ohio. Typical award is \$400,000.

### **4) Grants administered by the National Park Service (NPS) Preserve America:**

**Preserve America Grants:** Preserve America grants are designed to support a variety of activities related to heritage tourism and innovative approaches to the use of historic properties as educational and

economic assets. These grants are intended to complement the bricks and mortar grants available under the Save America's Treasures program, and fund research and documentation, interpretation and education, planning, marketing, and training. Grants require a local 50% match and range from \$20,000 to \$150,000. Grant can be used for wayfinding signage and historic interpretation and tourism of Wadsworth's downtown. The City must become a Preserve America City to gain funding.



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# ***A p p e n d i x***

**MEMORANDUM**

TO: The City of Wadsworth,  
Multimodal Transportation Plan  
First Steering Committee Meeting

Date 7/16/2009

BY: Katherine Holmok

**The 1st Steering Committee meeting & kickoff**

- 1) URS's Katherine Holmok reviewed the objectives of the TLCI Grant requirements and the city's application.
  - i. Study the feasibility of transit for the city
  - ii. Study the feasibility of the use of the Ohio Edison line as a multipurpose trail – costs, phasing, route alternative, interpretation areas, linkages, partnerships for future funding
  - iii. Create a conceptual plan of parking area with green infrastructure

Katherine performed a SWOT exercise with the steering committee to get their thoughts on the city's strengths, weaknesses, opportunities and threats.

The steering committee was asked to discuss what they thought the bicycle and transit destinations were. Attendees identified these areas on maps. Some of these destinations were the new commercial development near I-76 & Akron Rd., the Steiner Center, and the senior living center near downtown.

A preliminary timeline of the project was discussed and meeting schedule is outlined below.

**Meeting Schedule:**

- |                  |  |
|------------------|--|
| <b>7/16/2009</b> | iv. Kickoff Meeting with City, Steering Committee & NOACA  |
| <b>9/2009</b>    | v. Second Steering Committee Meeting (Draft Transit Review Meeting with City, Steering Committee & NOACA)                                |
| <b>10/2009</b>   | vi. Third Steering Committee Meeting (Draft Trail & Parking lot with Final Transit Review Meeting with City, Steering Committee & NOACA) |
| <b>12/ 2009</b>  | vii. Fourth Steering Committee Meeting (Final Trail & Parking lot Review Meeting with City, Steering Committee & NOACA)                  |
| <b>1/ 2010</b>   | viii. Public Presentation at Planning Commission or City Council (Final Trail, Parking and Transit plan presented)                       |

**Next steps:**

URS will provide a transit user survey to Jeff Kaiser to insert into the city's electric bill (the city owns their electric company and has often disseminated information through this process). This additional scope item will assist the city in developing informed transit options.

**MEMORANDUM**

TO: The City of Wadsworth,  
Multimodal Transportation Plan  
Second Steering Committee

Date 11/19/2009

BY: Katherine Holmok

**The 2<sup>nd</sup> Steering Committee meeting**

URS's Ann Ogoreuc presented the Transit Technical Memorandum #1 to the Steering Committee and NOACA at City Council Chambers at Wadsworth's City Hall. The presentation was completed with power point displaying the information and handouts of the technical memo.

Comments and questions from Steering Committee members are as below:

**Inventory/Existing Service:**

1. Steering Committee suggested that TAZ might be stronger if the southern industrial area wasn't split into two zones. NOACA created TAZ information and is currently being updated. Michelle Johnson from NOACA stated she will see if her staff has performed new information for the Wadsworth Area, and if so, she will send information to URS.
2. The Raintree Taxi Service just opened in Wadsworth a few months ago. This service is only Monday-Friday, 24 hours a day. It has 1 car and is located on Broad Street. Discussion occurred about funding for taxi services. The federal government can fund non-profit, individual qualified users or municipal taxi services, but not for profit services directly. Many stated cost was a problem for not using a taxi service. URS supplied an example of another city using a token system to augment taxi costs for qualified individuals and allowed businesses to buy and hand out these tokens to store customers.
3. Existing Service: Two years ago the City with Medina County Transit looked at a loop route that would run every 2 hours connecting seniors to shopping north of town. Many commented they liked this Shopper Shuttle idea which would deliver people to shopping 1-2 days a week. The County is now continuing this study to determine transit needs in the entire county. URS stated they and Jeff Kaiser will be involved during their planning study to inform them of Wadsworth's transit needs. Many made note that currently the Medina County Transit does not advertise their existing services and many do not know it exists.
4. Akron's allocation for Wadsworth's statistical area is approximately \$220,000 each year. During previous conversations the city has had with Akron Metro, this money is for capital expenses only – not for operational costs. It was stated that Akron Metro is aware that Wadsworth wants service. NOACA stated that with the slowing economy, Akron Metro may be having an issue with operational costs – similar to NOACA. NOACA stated that even though Wadsworth is in Akron statistical area, transportation needs are handled by NOACA.

**Peer Group Analysis/Survey results:**

1. URS showed 3 similarly sized cities with Transit and their use statistics, including ridership, cost per rider and cost to the city. These cities included 2 deviated fixed routes (Medina & Brunswick) and one demand response (Willmington). Willmington's demand response had a much larger amount of riders serviced and at a lower cost per user.
2. Many were surprised by the amount of users and cost of ridership being serviced by the demand response in Willmington. URS explained that the city uses CDBG funds to supply their local share, that the city uses sedans and vans – which uses less gas and has easier maintenance, and utilize part time operators. They also worked with local businesses to support Vanpooling people to work (Vanpooling is where the Willmington Transit will pick up a group of users who live in close proximity and work at the same place). Willmington still provides this service even with the closure of DHL.
3. URS reviewed the survey results. The steering committee agreed with the findings from the survey results where a majority of people who would use the service, would use it for shopping, recreational and medical appointments during the week between the hours of 6am -6pm. Places outside of Wadsworth users might visit are the Medina Hospital, Cleveland Hospitals (the Cleveland Clinic has just opened a family health center in Brunswick that will also serve as a surgery center and the University Hospitals has the Sharon Health Center near Wadsworth and will open a new out patient Health Center in Medina in 2010), Akron Hospital (Akron General has 3 major facilities in Fairlawn) and Barberton Summa Hospital.

**Preferences:**

1. Hours of Service: Most felt evenings were not necessary and agreed with the survey results which showed a preference for the hours of 6am -6pm M-F. Many commented upon the potential use of transit for special events downtown and at the school for sporting events - mostly evenings and weekends. They also stated there might be a need to transport students who stay after school for sports and miss the bus. URS brought up the option of subsidy for taxi service on nights and for these other options. The Steering Committee liked this idea.
2. Based upon the demographic & inventory information for Wadsworth, URS recommended a demand response service and/or a small, few days a week deviated fixed route. A deviated fixed route would be more expensive and does not typically serve as many riders as demand response. The steering committee agreed with this and URS will refine this option further.
3. Existing services: The steering committee wanted more publicity for existing transit services, perhaps developing a booklet program on transit for real estate brokers. They would like the city and URS to continue talks with Medina County Transit and Akron Metro to voice the city's transit needs.
4. Funding: NOACA stated that until February of 2010 they will not know if any funding will be available for transit as the city is competing for the 3C's rail line (Cleveland-Columbus-Cincinnati). NOACA suggested the final recommendations wait until after February to see what funds will be available.



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Next steps:

URS will start the other 2 tasks of the TICI – trails and the parking lot. URS will wait until after NOACA's decision in February to finalize the Technical Memorandum #2 which will recommend transit options. The city will publicize Technical Memorandum #1 on their web site.



**MEMORANDUM**TO: The City of Wadsworth,  
Multimodal Transportation Plan

DATE: February 25, 2010

PROJECT: Wadsworth Multimodal Transportation Plan  
JOB NO.: 13813300

BY: Katherine Holmok and Shannon Forry

RE: February 25, 2010 Third Steering  
Committee Meeting

COPIES

**The 3<sup>rd</sup> Steering Committee meeting**

URS's Katherine Holmok presented the 2010 Multimodal Transportation Plan Draft to the Steering Committee and NOACA at City Council Chambers at Wadsworth's City Hall. The presentation was completed with power point and handouts displaying the information.

Comments and questions from Steering Committee and NOACA members are as below:

**Bicycle and Trail Discussions:**

5. NOACA stated that proposed trails and routes should make logical connections to regional trail systems and logical terminus locations, if not already proposed.
6. NOACA commented that ODOT designates bike lanes as 5 feet and bike routes as 4 feet.
7. Steering Committee expressed concern for shared roadway and bike lanes on Letterman Road, Route 94, and Route 76. These streets have major traffic, high speeds, and hilly conditions. Committee wants to provide a safe route by clearly designating these areas as widened shoulder bike lanes/bike routes.
8. Committee expressed concerns about using vehicular bridges over highways for bicyclists. Case studies, such as Broadview Heights, were discussed which include a separate trail/pedestrian bridge from the vehicular bridge. NOACA stated that previous built works have been only slightly more expensive, but far safer than bridge additions. Committee also discussed current Route 94 bridge plans to include an add on for a 8-10 ft trail.
9. A variety of trail standard options were presented to the Steering Committee. Committee expressed interest in custom bikeway signs because City has in-house street sign maker that could potentially decrease cost. Committee had concerns about use of gravel for bikeway trails.
10. URS presented potential layout options for the Ohio Edison Property. In one section, by Durling Drive and Silvercrest Road, there are conflicting encroachments and nearby residences. Committee expressed that they would prefer to stay on Ohio Edison Property. URS recommended two trail alternatives that staying away from residential properties (Ohio Edison Property). City discussed second option of obtaining private land along railroad and using water well city property for parts of the trail.
11. Committee suggested an additional rest stop along Ohio Edison Property at the

intersection of Silvercreek Road, but proposed stops are within typical recommended 3-5 mile sections. URS will review additional stop at this area.

12. Committee asked about funding sources. URS discussed obtaining partnerships/agreement with First Energy about use of Ohio Edison Property. Representative from NOACA discussed a potential new grant fund through their offices for bikeway signage and stripping. This source will potentially be outlined this year.

#### **Parking Lot Discussions:**

1. Steering Committee discussed opportunities for providing green alternatives for transportation such as including an electric car charging station within the proposed plan. Steering Committee also wanted to include a citywide bike rental program with stations located on site within design.
2. URS presented proposed parking lot improvements and design standards. Committee agreed on brick bus station option. NOACA would like URS to examine wind patterns on site to see if glass panel enclosures on the bus station are needed. Committee suggested making bus station gazebo-like to pick up on downtown character.
3. Steering Committee expressed interest in creating a "park" like destination, creating storefronts on both sides of the building, and enhancing the back door image.
4. Steering Committee discussed purchasing Longfellows property to expand parking improvements. URS will provide additional parking lot design for potential future acquisition of the property.
5. City Engineer asked for clarification on parcel boundaries as lines were difficult to read on drawing. URS will provide a summarized list of private property improvements as part of parking lot plan.

#### **Next steps:**

URS will finalize the Multimodal Transportation Plan, which will provide conceptual costs for the Ohio Edison Property and linear foot costs for designated routes. URS will also include conceptual costs for the parking lot improvements. Costs will be estimated for 2012/2015 to incorporate inflation of future construction and implementation. Final Transit options and final bike / parking lot plans will be presented by URS at next Steering Committee meeting in late March / early April. Final document will be presented to the City in April.

## WADSWORTH TRANSIT SURVEY



Dear Utility Customer:

The City of Wadsworth recently received grant funding to study the feasibility of creating a public transportation system for the community. Please help us gauge the public's support and potential usage of such a system by completing the following questionnaire. Completed questionnaires can be returned with your utility bill payment or delivered to the Building & Planning Department in person. Thanks for taking time to complete this questionnaire.

Jeff Kaiser  
Planning Director

### Public Transportation Questionnaire

1. If service was available, would you travel by bus to places within Wadsworth?  
 Yes       No       Not Sure
2. How many days per week do you think you would use public transportation?  
 Not at All       1-3       4-5       6-7
3. What times would you most likely use public transportation? (check all that apply)  
Weekdays (Monday – Friday)  
 6A – 9A     9A – 3P     3P – 6P     6P – 8P     8P – 11P     11P – 6A  
  
Saturday & Sunday  
 6A – 10A     10A – 5P     5P – 11P
4. For what purposes would you use public transportation?  
 Medical       Shopping/Personal       Employment       Recreation &       Other:  
    Appointments      Business           Entertainment
5. If service was available, would you travel by bus to **Akron** during the weekdays?  
 Yes       No       Not Sure

6. How many days per week do you think you would use public transportation to travel to Akron?
- Not at All       1-3       4-5
7. What times would you most likely use this weekday service transportation? (check all that apply)
- 6A – 9A     9A – 3P     3P – 6P     6P – 8P     8P – 11P
8. For what purposes would you use public transportation to Akron?
- Medical Appointments     Shopping/Personal Business     Employment     Recreation & Entertainment     Other:
9. If service was available, would you travel by bus to **Medina** during the weekdays?
- Yes       No       Not Sure
10. How many days per week do you think you would use public transportation to travel to Medina?
- Not at All       1-3       4-5
11. What times would you most likely use this weekday service transportation? (check all that apply)
- 6A – 9A     9A – 3P     3P – 6P     6P – 8P     8P – 11P
12. For what purposes would you use public transportation to Medina?
- Medical Appointments     Shopping/Personal Business     Employment     Recreation & Entertainment     Other: