

Montrose Multi-Modal Connectivity Plan | 2015

COMPLETE STREETS | STREETScape | PEDESTRIAN SCALE | REDEVELOPMENT | BICYCLE NETWORK





INTRODUCTION

AMATS

AMATS is the Metropolitan Planning Organization (MPO) that serves the greater Akron area. AMATS is responsible for:

- Developing a regional transportation plan
- Overseeing the expenditure of federal transportation funds
- Coordinating transportation improvements with federal, state, and local officials
- Serving as a forum for elected officials to discuss regional transportation policy
- Advocating for all types of transportation including walking, bicycling and transit
- Promoting the coordination of land use and transportation

CONNECTING COMMUNITIES

Bath and Copley Townships, in partnership with the City of Fairlawn, received a Connecting Communities Grant from the Akron Metropolitan Area Transportation Study (AMATS) in 2013 for the Montrose Multi-Modal Connectivity Plan for the Montrose area. The grant was awarded based on the project's main goals:

The purpose of the Montrose planning study is to develop a comprehensive plan using Connecting Communities Initiatives and complete streets principles to make recommendations to improve pedestrian and bicycle access through the study area, transit and vehicle access to retail, parking access, corridor aesthetics and signage, sustainability and environmental impact, including storm water problems.

The purpose of Connecting Communities – A Guide to Integrating Land Use and Transportation is to promote a region that balances environmental, social and economic concerns by improving coordination between land use and transportation. Connecting Communities utilizes a regional planning process to explore strategies to increase transportation choices and accessibility, help communities make collaborative, informed decisions to coordinate development, reduce environmental impacts and improve regional connectivity.

The intent of this initiative is to create more vibrant livable communities through coordinating resources, partners and stakeholders to integrate transportation and land use planning and decisions in the greater Akron area. It looks at how transportation funding, project selection and planning can better complement land use planning that encourages investment and revitalization of established neighborhoods and regional collaboration.

AMATS MISSION:

TO PROVIDE QUALITY TRANSPORTATION PLANNING FOR AN EFFECTIVE AND EFFICIENT TRANSPORTATION SYSTEM.

STEERING COMMITTEE

Curtis Baker – Planning Administrator, AMATS
 Krista Beniston - Planning Coordinator, AMATS
 Caine Collins - Service Director, Bath Township
 Richard Enty - Executive Director/Secretary-Treasurer, Metro RTA
 Bill Funk - Zoning Inspector, Bath Township
 Elaina Goodrich – Trustee, Bath Township
 Alex Harnocz - Transit Service Planner, Metro RTA
 Helen Humphrys – Trustee, Copley Township
 Hannah Krumheuer – Assistant, Bath Township
 Kris Liljeblad – Director of Planning & Development, Metro RTA
 Michael Mier - Police Chief, Copley Township
 Mark Mitchell – Service Director, Copley Township
 Chris Randles - Zoning, Housing, & Residential Bldg. Commissioner, City of Fairlawn
 Jason Segedy –Director, AMATS
 Vito Sinopoli – Administrator, Bath Township
 Matt Springer – Planning Director, Copley Township
 Ernie Staten – City Engineer, City of Fairlawn
 Heather Davis Reidl - Mobility Planner, AMATS
 Dave White – Engineer, Summit County Engineer

CONSULTANT TEAM

Jeffrey Kerr – Principal, Environmental Design Group
 Michelle Johnson – Project Manager, Environmental Design Group
 Sandy Ely – Landscape Architect, Environmental Design Group
 Steven Kolarik – Land Planner, Environmental Design Group



CLIENTS



EXECUTIVE SUMMARY



Located at the western section of Summit County, Montrose is a regional retail and business district just east of I-77 at the intersection of State Route 18 and Cleveland Massillon Road. Straddled along the edges of three communities, Bath and Copley Townships and the City of Fairlawn, it has been long dominated by traditional retail development with an automobile centric focus. While most visitors to the district arrive by car, there are a large number of public transit users – many of whom work at the various businesses, and an increasing number of residents and users who like to use active modes of travel, like walking and cycling, instead of using automobiles.

In 2013, Bath and Copley Townships, in partnership with the City of Fairlawn, applied and received a Connecting Communities Grant from the Akron Metropolitan Area Transportation Study (AMATS) to study how improvements to the district could improve access, safety, and character of the district. The consulting firm, Environmental Design Group of Akron, was selected to lead the planning effort for the project along with key members from the three communities, AMATS, Summit County Engineer's office, and Metro RTA.

Through a series of public, stakeholder, and business owner meetings as well as a public survey, needs and concerns were identified. Some of the identified issues included impacts from haphazard development patterns, traffic volumes, frequent curb cuts, lack of sidewalks, ex-

tensive parking lots, and negative visual appeal, all added to many peoples' negative views of the district. These comments supported the demand to improve the area.

The Montrose Multi-modal transportation planning study used Connecting Communities Initiatives and complete streets principles to make recommendations to improve pedestrian and bicycle access through the study area, transit and vehicle access to retail, parking access, corridor aesthetics and signage, sustainability and environmental impact, including storm water problems.

Through the process, a series of recommendations were proposed:

1. Improved character, access, and safety of pedestrians along SR 18 as well internal roadway networks through streetscape, pedestrian ways and crossings, and roadway enhancements.
2. Improved vehicular safety and flow at targeted areas including proposed roundabouts at the intersection of Rothrock and Springside Drive and Flight Memorial and Brookwall Drive.
3. Addition of widened sidewalks and trails to safely connect the district for pedestrians.
4. Usage of on-street signage and striping on lower volume roads to promote bicycling.
5. Infill development at strategic locations to improve scale and character.



Online Survey

An online survey was available from August 2013 through March 2014 for the general public to have an opportunity to give their opinions regarding the Montrose area. 740 total survey responses were received during this time.

Over half of the respondents indicated that they lived in Bath, Copley or Fairlawn. 67% of the respondents said that they visited Montrose more than once a week.

Questions asked were related to vehicular circulation, transit usage, bicycle and pedestrian usage and land use and aesthetics.

PUBLIC INVOLVEMENT

ONLINE SURVEY RESULTS

Vehicular Circulation:

- 98.6% of respondents get to Montrose by car
- 64% thought there was the right number of parking spaces
- Unconnected parking lots are the biggest obstacle to driving in and around Montrose
- 88% found it difficult to drive between stores

Transit:

- Only 11% of respondents (~85 people) said they were familiar or very familiar with the bus service
 - 63% were not familiar at all
- 67% said they would never use a shuttle bus service if one existed

Bicycle & Pedestrian

- Safety (traffic) was the main obstacle to walking and biking in Montrose
- 70% of respondents would like more sidewalks and crosswalks
- Crossing St. Rt. 18 was not considered an option in its current state, unless some pedestrian infrastructure was added

Land Use & Aesthetics

- Only 4% found Montrose visually appealing
- 77% of respondents would like to see more landscaping

STEERING COMMITTEE

Four Steering Committee meetings were conducted throughout the planning process. These meetings were held to receive valuable input from the various stakeholders regarding aesthetics, implementation, and overall recommendations made within this document.

In the beginning of the planning process, it was decided by the Steering Committee that feasible, realistic and implementable design recommendations would be followed throughout the project. It was decided that implementable projects developed and recommended from this plan needed to be eligible for federal funds in order to maximize local dollars and create a realistic funding plan for the project.

Per the Steering Committee's preference, traditional streetscape design and amenities were chosen for the Montrose area. (see graphics on this page for preferred style of amenities.)





PUBLIC MEETING

A public meeting was conducted during the evening of May 15, 2014 at the ACME Fresh Market Community Room on SR 18 in Bath Township. Bath and Copley Township presented a summary of the online project survey, METRO RTA presented the status of their new potential bus route changes in the Montrose area, and Environmental Design Group gave a project overview of the

multi-modal plan including existing conditions and analysis of the study area.

After the presentations were complete, small group discussions were conducted at break-out tables to engage the public and stakeholders that were in attendance. Input, ideas and concerns were recorded based on:

- Land Use/Aesthetics

- Multi-Modal Conceptual Network
- Pedestrian/Bike
- Traffic/Auto/Access Management
- Transit Routes

Large maps, pens and colored markers were provided at each table for attendees to sketch and doodle their ideas. Each table had a facilitator and a scribe.

Some of the common constraints for the study area that were brought up during the public meeting included:

- Most roadways within the study area are difficult to cross on foot or bike
- Traffic signal timing at SR 18 and Cleveland Massillon Road does not allow enough time for pedestrians to cross
- Existing roadways are congested

- Montrose does not have a sense of place

Recommendations for the project area that were brought up during the public meeting included:

- Sidewalks need to be constructed throughout Montrose
- Create a bike route/network throughout the study area

- Place/paint mid-block crosswalks along SR 18 and Cleveland Massillon Road
- Minimize curb-cuts
- Streetscaping/landscaping/greening was needed throughout the entire study area



BUSINESS OWNER MEETING

A special meeting was conducted at 7:30am on October 23, 2014 specifically for the business owners, tenants and building owners within the study area. The purpose of this meeting was to hear any concerns and/or ideas from a business owner's perspective.

Environmental Design Group gave a presentation that included existing con-

ditions, analysis and some of the recommendations that were being developed for the study area.

After the presentation, all attendees were asked to fill out a SWOT (Strengths, Weaknesses, Opportunities, Threats) chart. Their responses were to address their current opinions of the Montrose area as well as any reactions

they had to the presentation and recommendations for the project. (see left page for summary of the SWOT activity and responses)

BUSINESS OWNER MEETING: SWOT ANALYSIS

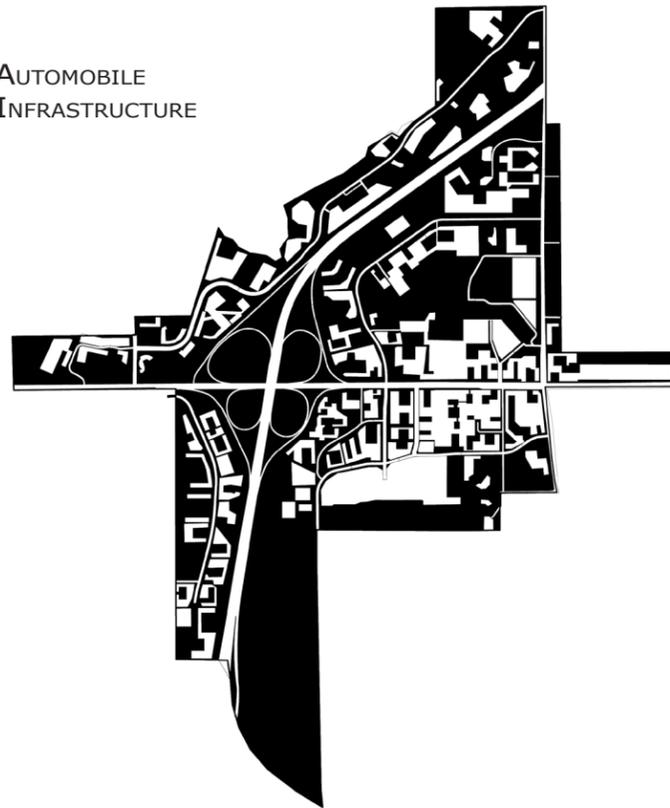
	Helpful (to achieving the objective)	Harmful (to achieving the objective)
Internal Origin (attribute of the place)	Economic Engine Employment Tax Base Entertainment Shopping/Retail Restaurants/Groceries Great Communities Great Police Departments Roundabout at Springside and Rothrock looks nice Outlot Development is positive if it can handle the traffic Re-open Rothrock Rd for Traffic Current traffic egress from 77 S to business on RT18 Roundabouts are good but associated greenspace is not sustainable Street scapes/Green Space Sidewalks Improving Traffic Flow and Safety Addition of Two Roundabouts	Auto-Oriented Traffic Congestion Traffic Speed/Accidents (Safety) Lack of Pedestrian Infrastructure Storm Water Runoff (Impervious) Plan seems to over-emphasize bike/pedestrian traffic (unrealistic goal) Plan doesn't account for Rothrock Rd Closure No sidewalks on Cleve-Massillon Rd that extend to Lowe's/Infocision Curb Cuts are good things - disagree w/ 250ft radius for parking Distances from Businesses to Parking Traffic is excessive and motorists have trouble navigating area Pedestrian traffic is too far away Neighborhoods No Connectivity
	Strengths	Weaknesses
External Origin (attributes of the environment)	Good Regional Access by Roads and Transit Improve Traffic Flow Open Rothrock Increase Cleveland-Massillon Rd. to 4 Lanes Remove Blacktop - put in porous pavement Round-about on Brookwall and Springside is great idea Need Pedestrian bridge for ped traffic Need bike racks (business funding?) for cyclists Re-evaluation of Bus Stops Need study on Cyclists (number of users?) Future planning on an Area-wide basis	Lack of Institutional Cohesion Multiple Jurisdictions Transitory Property Interests/Remote Ownerships, Speculative Interests Frustrated Drivers are likely to shop elsewhere Increased Accidents Draws in Unwanted Crime Pedestrians will not cross RT18 even with bridge - overly disconnected Widen Cleve-Massillon Rd south of Medina Rd to I-77 Walmart moving from current location Where will pedestrians come from? Who uses sidewalks? Not enough people in dispersed area (390 acres) Serve too limited # of people - too expensive Ideas seem pre-packaged, not tailored to montrose "Top Down/Consultant driven ideas" are usually bad ones High traffic limitations
	Opportunities	Threats



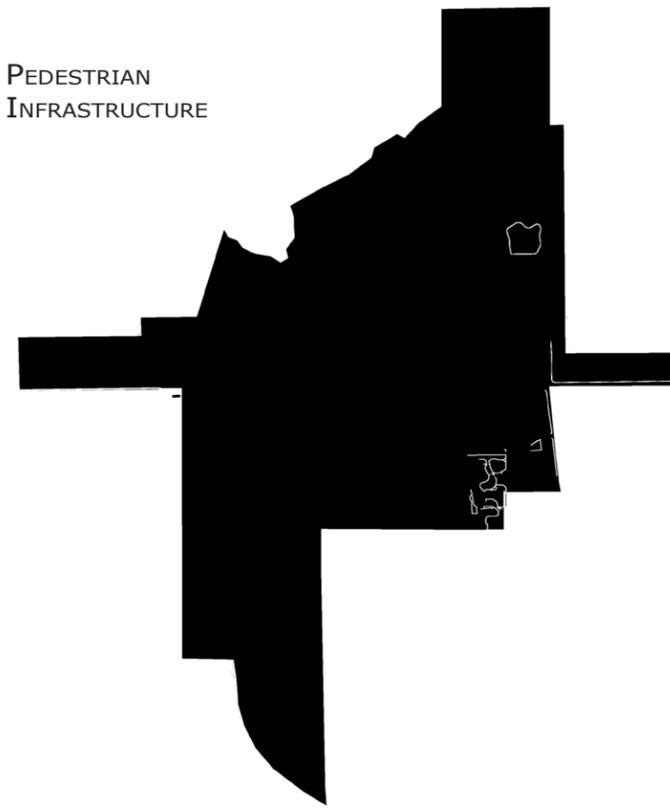
EXISTING CONDITIONS

BUILT INFRASTRUCTURE

AUTOMOBILE
INFRASTRUCTURE



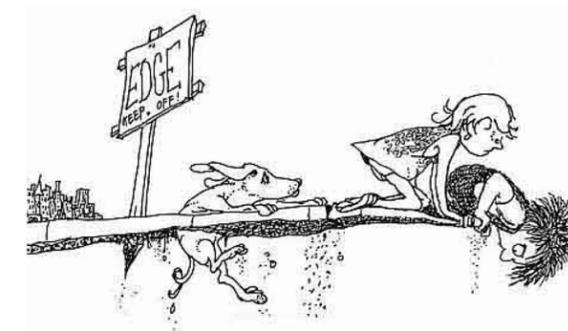
PEDESTRIAN
INFRASTRUCTURE



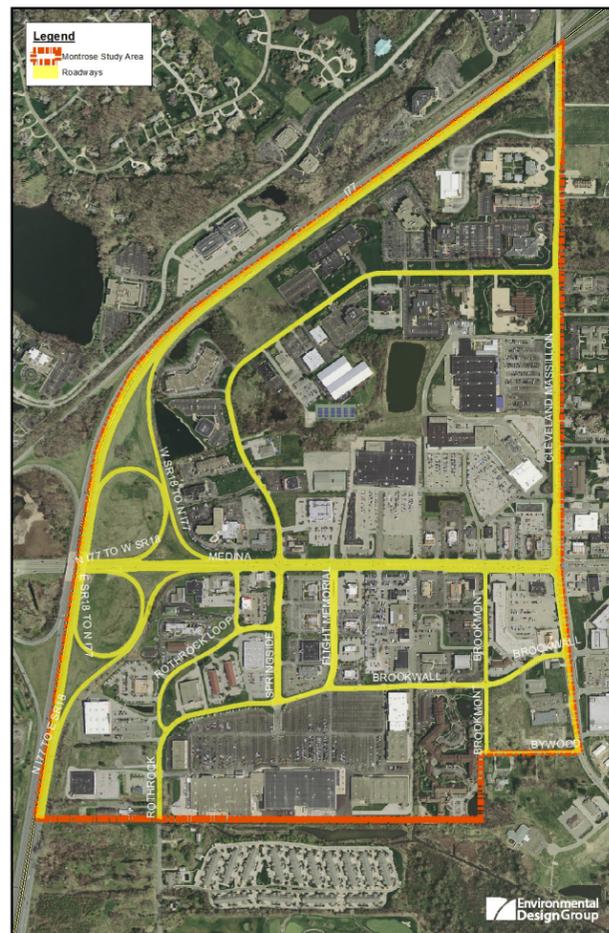
SIDEWALKS



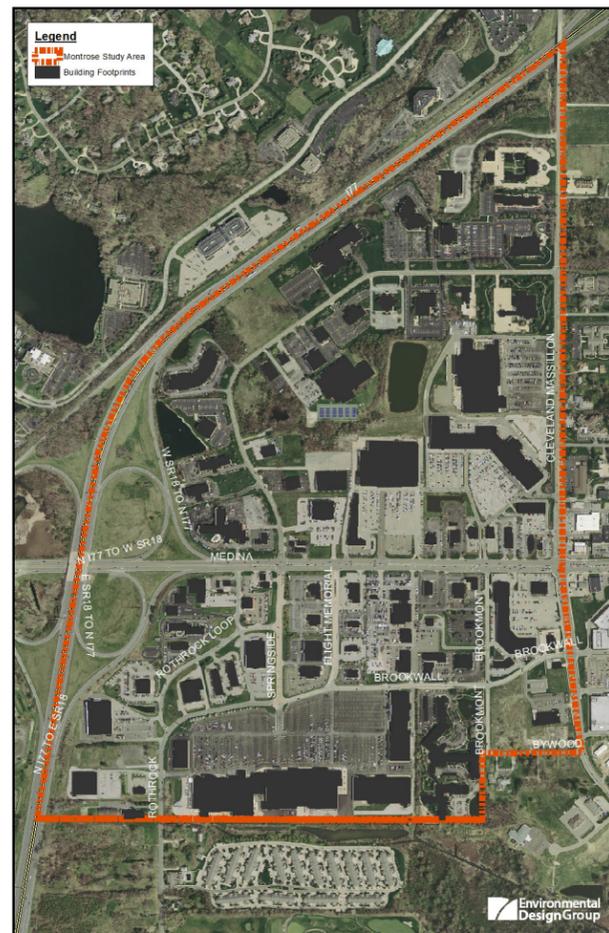
Existing Sidewalks (highlighted in orange circle)
17,000,000 sq. ft / 390.26 acres



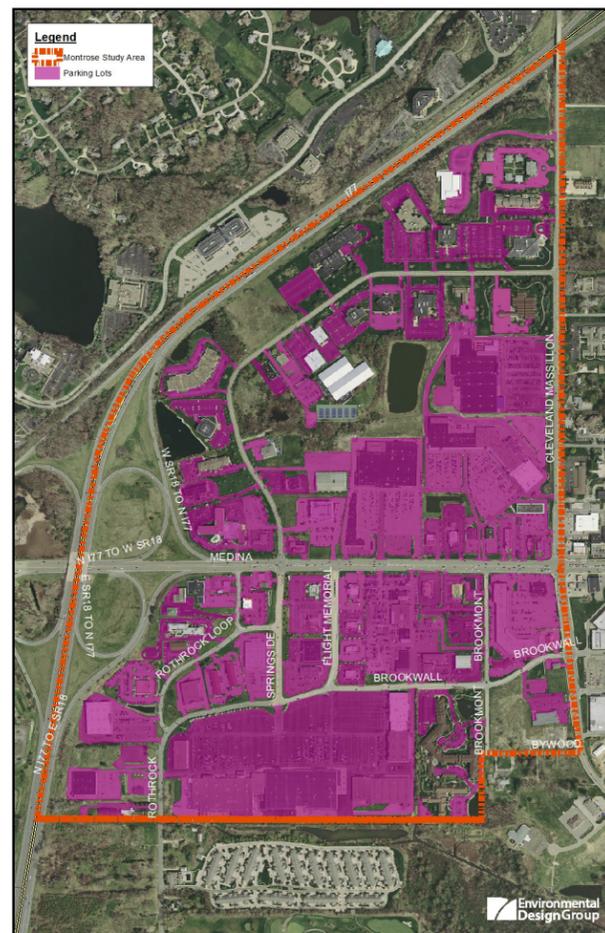
IMPERVIOUS SURFACE



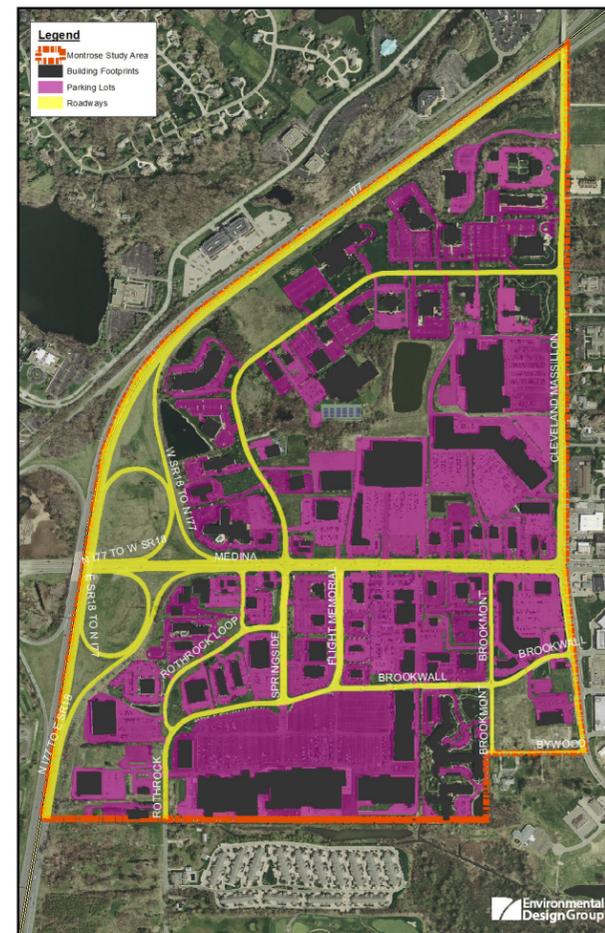
Public Roadways
175,000 sq. ft / 4.02 acres of impervious surface



Building Footprints
2,384,632.6 sq. ft / 54.7 acres of impervious surface

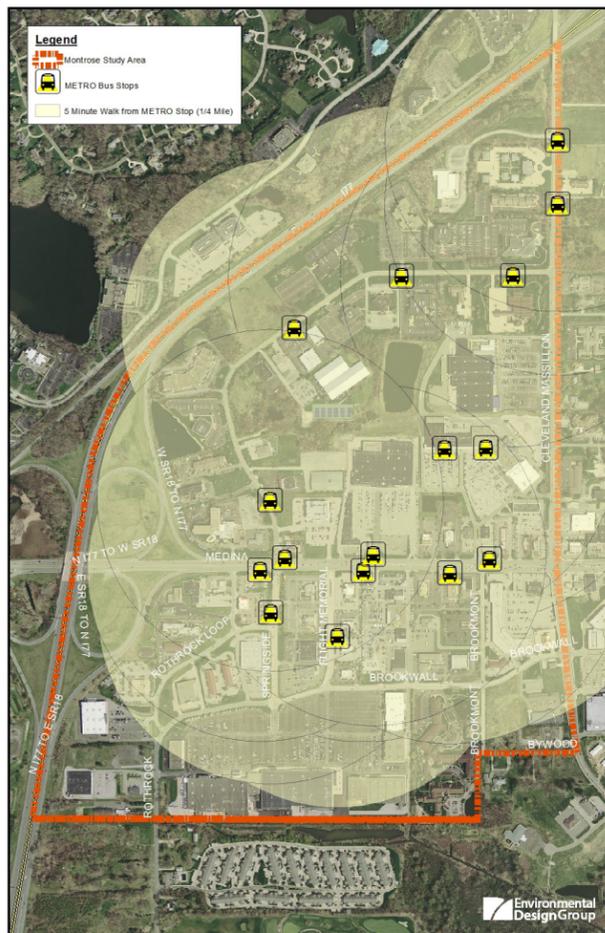


Parking Lots
6,349,058.6 sq. ft / 145.75 acres of impervious surface



Total Impervious Surfaces
8,908,691.2 sq. ft / 204.52 acres of impervious surface

METRO RTA



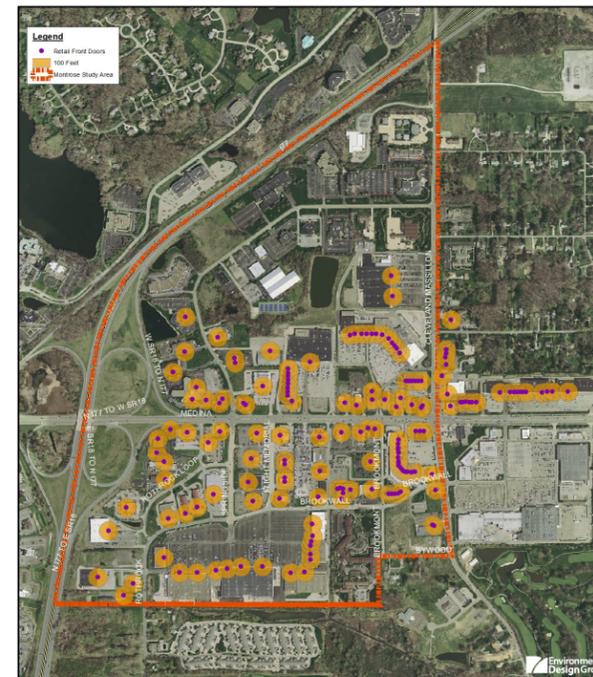
Quarter Mile Walking Distance from Metro RTA Bus Stops

The map to the left displays a quarter mile (5 minute) walking distance around existing Metro RTA bus stops. The Montrose area has good bus stop coverage via the Metro RTA. Only the very southwest and southeast corners of the study area are not adequately covered by a Metro bus stop within a 5 minute walking time.

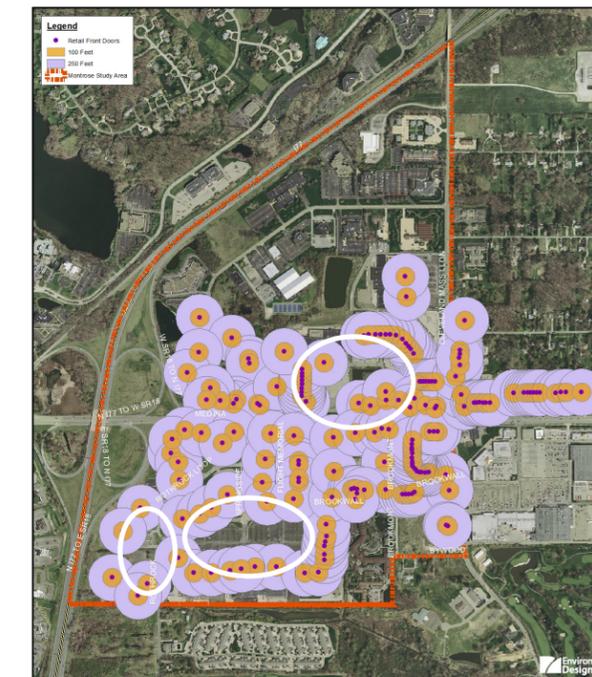
This being said, this map can be slightly deceiving. Even though there is good coverage of bus stops with distance, the timing of the busses stopping at these bus stops within the routes in the study area is infrequent and usually not during ideal times for employees in the Montrose area using public transportation.

RETAIL DOOR-TO-DOOR ANALYSIS

Studies have shown that retail shoppers do not like walking more than 100 feet from their car to the front door of a suburban commercial store before they get back in their car and move it closer to the next store. The map on the bottom left shows retail front doors within the study area (in fuchsia) and a 100-foot buffer (in orange) around the front doors. Given that Montrose has many big box stores, and for the purposes of this study, a buffer of 250 feet was deemed more realistic for the distance a retail shopper is willing to walk from their car to the front door of a retail establishment. The map on the right displays a 250-foot buffer (in lavender) and indicates that there is excess parking within the study area (in white) when this walking distance is applied.



100 Feet from Retail Front Door



250 Feet from Retail Front Door



MULTI-MODAL PLAN - PHASE I

MULTI-MODAL PLAN - PHASE I RECOMMENDATIONS



- 1 SR 18 STREETSCAPE (NORTH)
- 2 ROTHROCK ROAD/ SPRINGSIDE DRIVE ROUNDABOUT
- 3 ROTHROCK ROAD/ BROOKWALL DRIVE STREETSCAPE (NORTH)
- 4 SPRINGSIDE DRIVE STREETSCAPE (WEST/NORTH)
- 5 CLEVELAND MASSILLON ROAD STREETSCAPE (WEST)

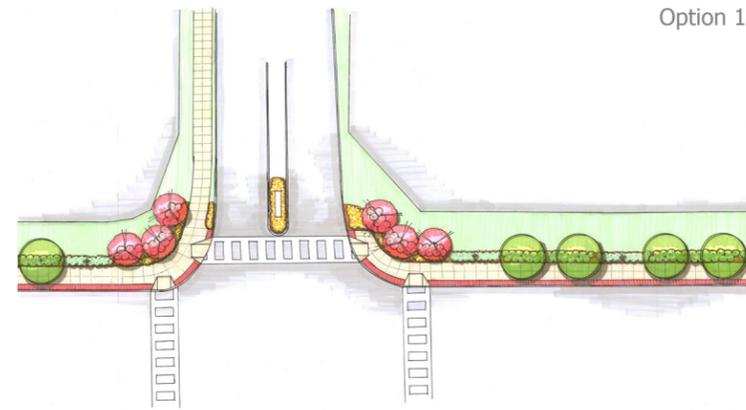


MONTROSE MULTI-MODAL PLAN



SR 18 STREETScape (NORTH SIDE)

Two conceptual streetscape site plans were developed for the north side of SR 18. The first option shows a streetscape alternative with the existing utilities buried underground. The second alternative was designed around the existing above ground utilities. Both streetscape sections below maintain the recommended 8-foot widened sidewalk and also depict gateway landscaping designs for commercial entrances along the SR 18 corridor. The pink trees depict ornamental trees and the green trees depict shade trees. Decorative crosswalks and ADA curb ramps are shown at all street and driveway crossings.

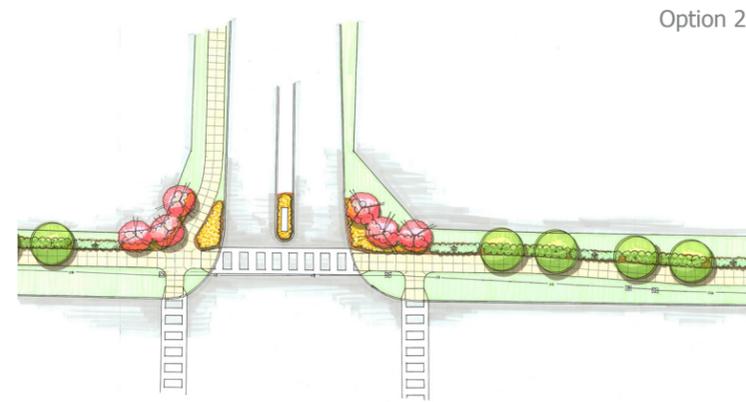


Option 1

SR 18 - BURIED UTILITIES

With burying the existing above ground utilities, Option 1 provides a more flexible streetscape design. The 8-foot widened sidewalk is parallel to the road for the length of the corridor and 3 feet of brick pavers or stamped concrete is shown as a decorative buffer between the roadway and widened sidewalk. The strip of 3-foot brick pavers adjacent to the roadway provides ADA accessible loading and unloading zones for Metro RTA bus stops.

FY 2015 Cost: \$2,657,600

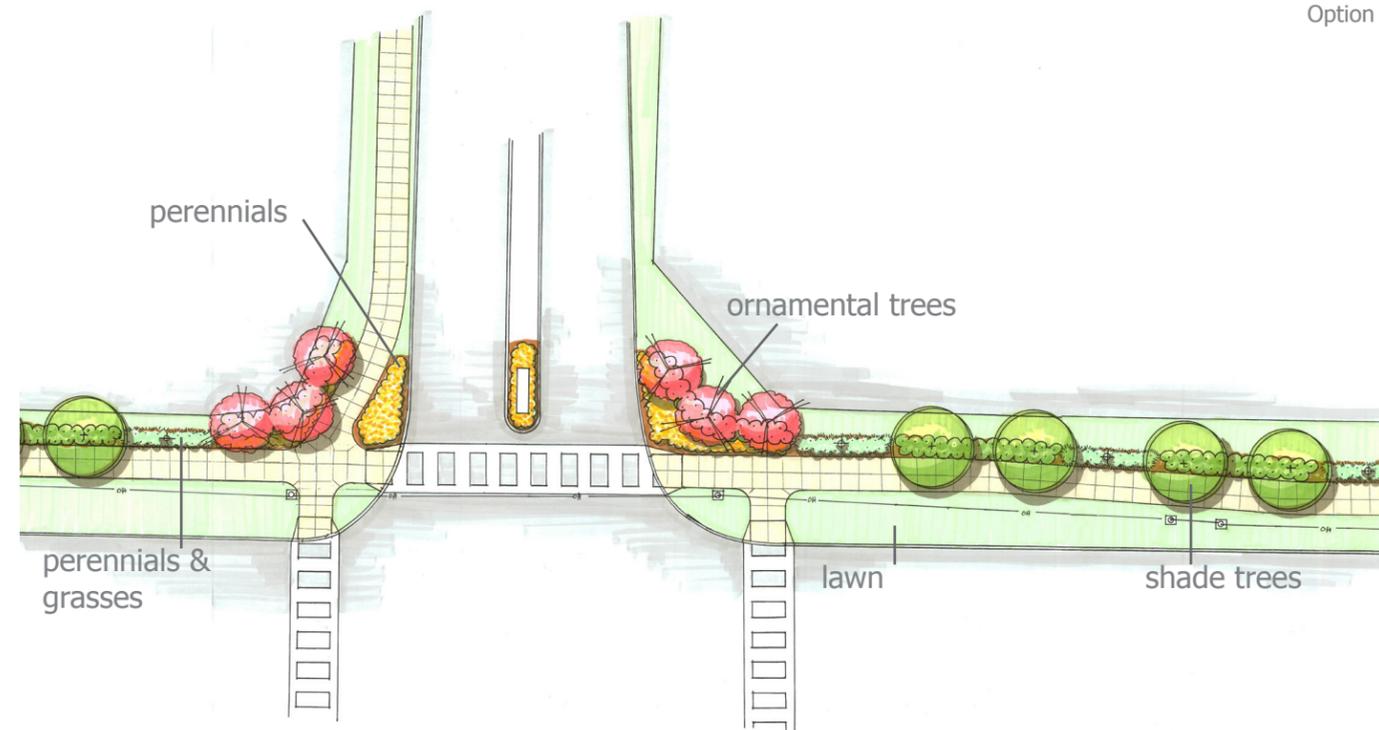


Option 2

SR 18 - ABOVE GROUND UTILITIES

Option 2 shows the streetscape designed around the existing above ground utilities. The major difference with this option is that grass is shown adjacent to SR 18 (instead of the brick pavers shown in Option 1) and the 8-foot widened sidewalk has sinuosity in order to avoid the existing utility poles. Both streetscape options have a very traditional landscape design with ornamental trees and perennials creating the gateway and shade trees and grasses lining SR 18.

FY 2015 Cost: \$ 857,050



Option 2

SR 18 PREFERRED ALTERNATIVE: ABOVE GROUND UTILITIES

Both Option 1 and Option 2 provide multi-modal facilities and enhance the SR 18 corridor with traditional streetscape design. After much discussion amongst the steering committee, it was decided that Option 2 was the preferred alternative for the SR 18 streetscape design. Overall cost was the leading factor in this final decision with Option 1 being three times as expensive as Option 2.

With Option 2 (as shown above) being the preferred alternative, it is important to note that 8-foot wide ADA accessible hard-surface areas would need to be built between the roadway and widened sidewalk at all Metro RTA bus stops along the corridor.

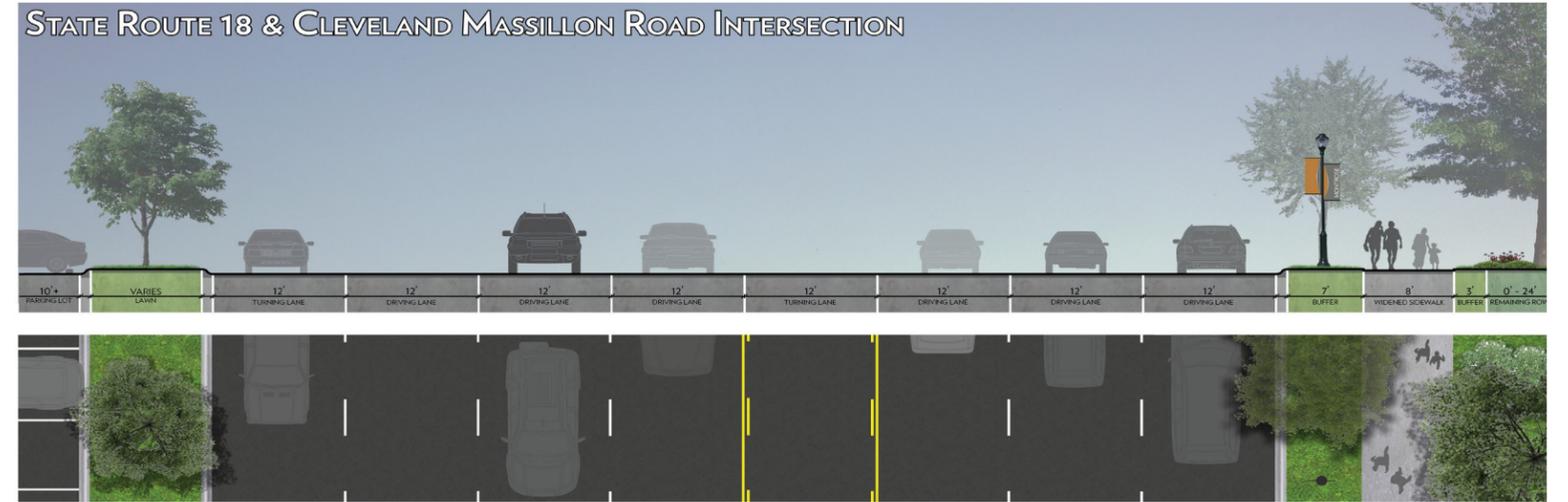
ADA Accessibility for Transit Users

It is important to provide ADA accessible loading and unloading zones for transit users. Bus stops serving Routes 1 & 50 along SR 18 are two of the most heavily used bus stops within the Metro RTA system.

8-foot wide brick paver or decorative stamped concrete areas should be built in the grassy areas between the roadway and widened sidewalk at all METRO RTA bus stops. These 8-foot wide hard-surface areas will provide ADA-compliant loading and unloading zones.

ADA accessibility is an important component of complete streets design.

SR 18 STREETScape (NORTH SIDE)



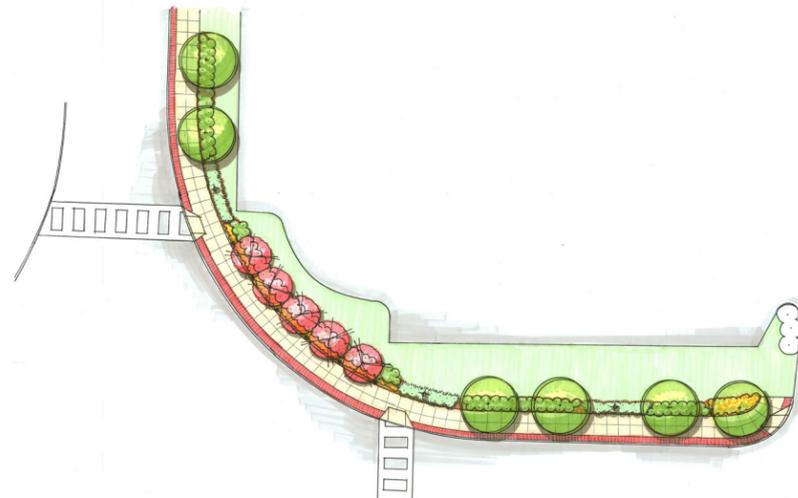
Roundabouts

There are many benefits of roundabouts when compared to a stop controlled intersection.

Roundabouts:

- Reduce the severity of crashes
- Eliminate head-on crashes
- Eliminate T-bone crashes
- Reduce conflict points within the intersection
- Serve as a traffic calming measure
- Provide an enhanced gateway at the intersection
- With proper design, improve pedestrian crossing safety
- Provide landscaping opportunities within the intersection

ROTHROCK ROAD/SPRINGSIDE DRIVE ROUNDABOUT



Roundabout corner streetscape design at Rothrock Road and Springside Drive



Roundabout site plan at Rothrock Road and Springside Drive

The existing intersection at Rothrock Road and Springside Drive is stop sign controlled with three driving lanes on Rothrock Road and four driving lanes on Springside Drive. This condition is very confusing for drivers and is one of the highest vehicular crash locations within Summit County.

A two-lane roundabout is recommended at this location in order to:

- Reduce the number of crashes at this intersection
- Provide for a more consistent intersection treatment with two-lanes in each direction
- Provide an enhanced gateway and landscaping treatments
- Create a seamless transition between public roadways and private driveways

Infill retail development is also proposed south of Rothrock Road within the existing parking lots.

FY 2015 Cost: ~\$850,000 - \$1,750,000



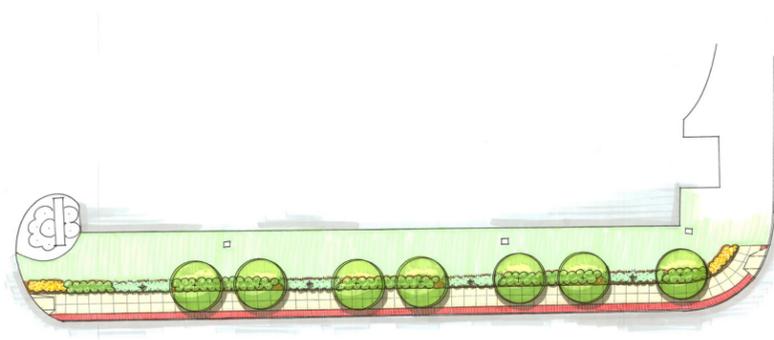
Proposed roundabout at Rothrock Road and Springside Drive

Sharrows

Shared-lane markings, commonly referred to as “sharrows”, are pavement markings that are useful in locations where there is insufficient width to provide bike lanes. The markings also alert road users to the lateral position bicyclists are likely to occupy within the traveled way, therefore encouraging safer passing practices (including changing lanes, where needed). Shared-lane markings may also be used to reduce the incidence of wrong-way bicycling.

“Share the Road” and “May Use Full Lane” signage should be used in conjunction with sharrow markings.

ROTHROCK ROAD & BROOKWALL DRIVE STREETScape



Streetscape design at Rothrock Road and Brookwall Drive (North)

The proposed streetscape on the north side of Rothrock Road and Brookwall Drive maintains an 8-foot widened sidewalk with a 2.5-foot brick paver or decorative stamped concrete band between the roadway and sidewalk. Shade trees, shrubs, perennials and ornamental grasses line the north side of the sidewalk.

FY 2015 Cost: ~\$1,032,300



Proposed Typical Roadway Section - Rothrock Road and Brookwall Drive



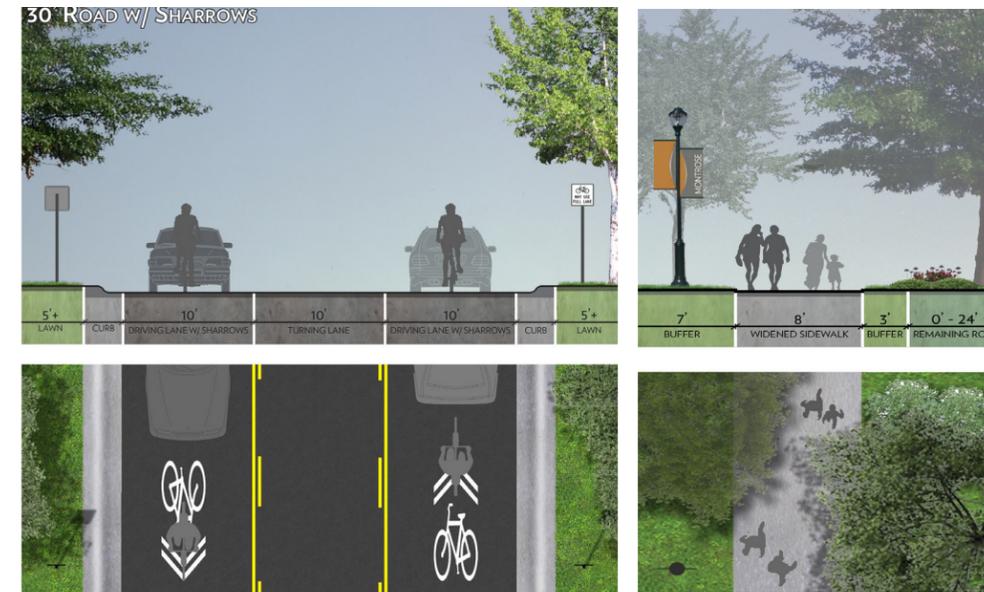
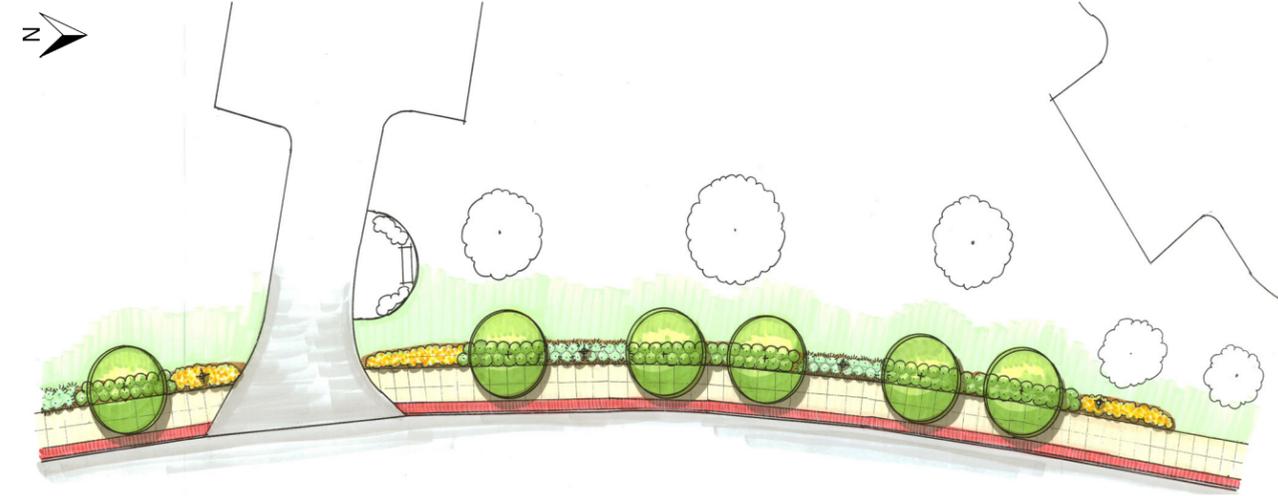
Proposed streetscape along Rothrock Road and Brookwall Drive

SPRINGSIDE DRIVE STREETScape (WEST/NORTH)



Springside Drive West/North- After

Springside Drive West/North - Before



Springside Drive Streetscape

The proposed streetscape on the west/north side of Springside Drive maintains an 8-foot widened sidewalk with a 3-foot brick paver or decorative stamped concrete band between the roadway and sidewalk. Shade trees, shrubs, perennials and ornamental grasses line the west and north side of the sidewalk. Cleveland Massillon Road (next page) also has the same recommended treatment.

Sharrows and "May Use Full Lane" signage is recommended to be installed within the roadway. It was determined at the steering committee meetings that the center turn lane on Springside Drive should remain.

CLEVELAND MASSILLON ROAD STREETScape



Cleveland Massillon Road - After

Cleveland Massillon Road - Before

DECORATIVE CROSSWALKS



MONTROSE MULTI-MODAL PLAN



Crosswalks

The installation of decorative crosswalks are being recommended throughout the study area. These crosswalks should be installed with a thermoplastic treatment (instead of paint) to increase their lifespan.

The transparent orange circles on the map to the left indicates recommended crosswalk locations. Many of the recommended locations are mid-block.

Decorative Crosswalk on SR 18



MULTI-MODAL PLAN - PHASE II

MULTI-MODAL PLAN - PHASE II RECOMMENDATIONS



Proposed infill development and public plaza space along Rothrock Road/Brookwall Drive

- 1 FLIGHT MEMORIAL DRIVE/BROOKWALL DRIVE ROUNDABOUT
- 2 SPRINGSIDE DRIVE STREETSCAPE (SOUTH/WEST)/PRIVATE DRIVE STREETSCAPE (SOUTH)
- 3 FLIGHT MEMORIAL DRIVE STREETSCAPE (SOUTH/EAST)/PRIVATE DRIVE STREETSCAPE (SOUTH)
- 4 INTERNAL TRAIL NETWORK



MONTROSE MULTI-MODAL PLAN



FLIGHT MEMORIAL DRIVE/BROOKWALL DRIVE ROUNDABOUT



The roundabout at Flight Memorial Drive and Brookwall Drive should be designed after or in conjunction with the roundabout at Springside Drive and Rothrock. The roundabouts are fairly close together and the Flight Memorial roundabout design needs to complement the traffic pattern and design of the roundabout at Springside Drive.



SPRINGSIDE DRIVE AND FLIGHT MEMORIAL STREETSAPES



Springside Drive Streetscape

The proposed streetscape on the southern portions of Springside Drive and Flight Memorial Drive maintains an 8-foot widened sidewalk with a 3-foot brick paver or decorative stamped concrete band between the roadway and sidewalk. Shade trees, shrubs, perennials and ornamental grasses line the west and north side of the sidewalk.

Sharrows and "May Use Full Lane" signage is recommended to be installed within the roadway.

RECOMMENDED STREETSCAPE PLANT PALETTE

PERENNIALS



Daylily - Stella



Nepeta x - Walkers Low



Daffodil - Dutch Master

TREES



Maple - Armstrong



Ginkgo - Biloba



Ulmus Parvifolia - Elmer II



Malus - Prairie Fire

ORNAMENTAL GRASSES



Pennisetum - Moundry



Karl Forester - Feather Reid Grass

SHRUBS



Spirea - Magic Carpet



Saybrook - Gold



Viburnum - Opulus Compactum

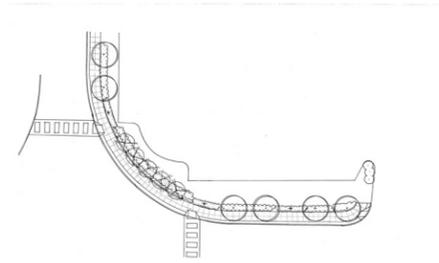


Hydrangea - Endless Summer



IMPLEMENTATION

TOTAL PROJECT COSTS



PHASE I PROJECT COSTS:
SR 18 STREETSCAPE (NORTH)
\$857,050

ROTHROCK ROAD/SPRINGSIDE DRIVE ROUNDABOUT
\$850,000 - \$1,750,000

ROTHROCK ROAD/BROOKWALL DRIVE STREETSCAPE(NORTH)
\$1,032,300

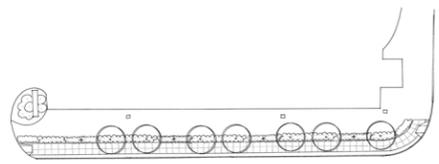
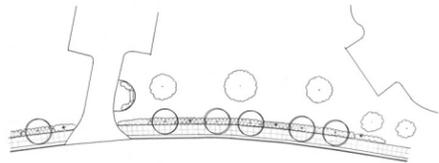
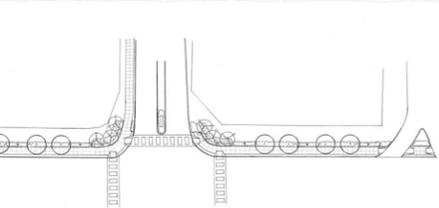
SPRINGSIDE DRIVE STREETSCAPE (WEST /NORTH)
\$1,161,550

CLEVELAND MASSILLON ROAD STREETSCAPE (WEST)
\$1,066,839

TOTAL PHASE I PROJECT COSTS: \$5,867,739

OTHER COSTS:
TYPICAL DECORATIVE CROSSWALK (PER INTERSECTION)
\$11,570.00

TYPICAL 65' LINEAR FOOT OF STREETSCAPE
\$17,870



FUNDING SOURCES

SOURCE OF REVENUE	PROGRAM NAME	PROGRAM DETAILS
DOPWIC	Infrastructure Program and Small Government Program – District 8	Annual grant program that provides grant and loan money to communities for water and sewer lines and various street improvements. Competitive grant due June 30, of each year. Boston Hts can access funds in both the Infrastructure Program and Small Government Program.
ODSA	Alternative Stormwater Infrastructure Loan Program	This program offers loans for the design and construction of green infrastructure projects if they relate to economic development activity. Up to \$5 Million can be loan. Funds can be used for design, demolition, construction, materials and administrative costs associated with green infrastructure projects.
AMATS	TIP	The Community can work with AMATS to meet requirements so the specific plan can be placed on their prioritized list of federal-aid highway, transit, bicycle and enhancement projects in the 3-county region. This program is the implementation tool of the long-range plan for AMATS and as projects get closer to implementation, they are placed on the TIP to secure federal funds.
Summit County Engineer's Office	Road Improvements	Funds are available for work on county roads including road and bridge construction plans; bridge inspections; project planning; environmental research; construction management; road and bridge maintenance; traffic studies; vehicular counts; geodetic surveys; and tax map revisions. Funds are from: Ohio Vehicle Registration Fee, County Permissive Motor Vehicle License Tax, State Gasoline Tax and available Federal Highway and Bridge Funding.
Local Funds	Development Impact Fees	Impact fees vary for each community. These fees can range from a one-time fee for new development of a set amount of money to a tiered system based on the impact to the community. The City of Portland, Oregon recently imposed a System Development Charges, or SDCs, which are one-time fees assessed on new development to cover a portion of the cost of providing specific types of public infrastructure (such as water, transportation, and parks) needed as a result of new development. SDCs help ensure that growth pays for the need it creates, and is a key piece of a balanced funding strategy. The City imposed a tiered fee structure to pay for park improvements.
Local Funds	Special Improvement District (SID) or Business Improvement District (BID)	The Ohio Revised Code allows local businesses to work together to create a Special Improvement District wherein businesses agree to tax themselves in order to pay for a service or improvement that the local government cannot afford. Ohio Revised Code Section 1710.02 is the enabling authority for municipalities. Business Improvement Districts are similar to Special Improvement Districts in that businesses agree to tax/levy themselves to fund project within the defined district's boundaries.
Local Funds	Tax Increment Financing (TIF)	Tax Increment Financing (TIF) is a tool that uses future gains in taxes to finance current improvements that will create those gains. When a public project (e.g., sidewalk improvements) is constructed, surrounding property values generally increase and encourage surrounding development or redevelopment. The increased tax revenues are then dedicated to finance the debt created by the original public improvement project. Tax Increment Financing typically occurs within designated Urban Renewal Areas (URA) that meets certain economic criteria and approved by a local governing body. ORC Section Sections 5709.40 - 5709.43 outlines specific requirements for municipalities.
ODNR	Clean Ohio Trails Fund	The Clean Ohio Trails Fund works to improve outdoor recreational opportunities for Ohioans by funding trails for outdoor pursuits of all kinds. Up to 75 percent matching State of Ohio funds are reimbursed under Clean Ohio Trails Fund. All projects must be completed within 15 months from the date that they are signed into contract. Eligible projects include: Land acquisition for a trail, trail development, trailhead facilities, engineering and design. (Please note: Funding for this program has been postponed at this time).
AMATS/ODNR	Recreation Trails Fund	Eligible projects include development of urban trail linkages, trail head and trailside facilities; maintenance of existing trails; restoration of trail areas damaged by usage; improving access for people with disabilities; acquisition of easements and property; development and construction of new trails; purchase and lease of recreational trail construction and maintenance equipment; environment and safety education programs related to trails.
AMATS	Surface Transportation Funds (STP)	Funding for paved shoulders; restriping roads to create wider lanes; building sidewalks and trails; installing traffic calming and marking crosswalks or on-street bike lanes as part of new highways or roadways.
AMATS	Transportation Alternatives Program	The Transportation Enhancement Program provides funds for projects that enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of transportation infrastructure. Primary project categories are Historic and Archaeological, Scenic and Environmental, and Bicycle and Pedestrian. This program provides up to 80% of costs for construction only. Right-of-way acquisition costs are only allowable for specific qualifying activities (acquisition of historic sites, scenic easements, and abandoned railway corridors). Applicants must commit to a 20% cash match for construction, which must be currently available and readily accessible.
Bikes Belong, Inc.	Community Partnership Grants	These grants are designed to foster and support partnerships between Village or county governments, non-profit organizations, and local businesses to improve the environment for bicycling in the community. Grants will primarily fund the construction or expansion of bicycle facilities such as bike lanes, trails, and paths. The grants committee will also consider advocacy projects that promote bicycling as a safe and accessible mode of transportation.
Private businesses	Various	Many businesses are willing to partner with the community to fund projects such as the creation of bicycling routes to encourage their employees to exercise and improve their health.
Private Foundations	Various	Variety of private and independent foundations are available that have an interest in the well-being of the Montrose area who may be willing to support a project for the greater good of the community.