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TRANSPORTATION

The transportation system is an integral part of Orrville's character, and can be traced back to Orrville's beginnings. Orrville was originally established when Judge Orr Smith persuaded the Pittsburg and Fort Wayne Railroad to come to the area in 1851. The first passenger train then arrived in 1852; in 1854 Cleveland, Zanesville, and Cincinnati Railroad ran a north-south line through the town; and in 1882 the Wheeling and Lake Erie railroad came through Orrville. This crossroads of railroads provided a convenient link to other parts of the country, making Orrville a prime location for industrialization and growth.

Train traffic is still common in the community today, although truck traffic now has more of an impact as a result of the continued industrialization of the community. The transportation system in Orrville today plays a crucial role in not only the movement and circulation of people, but the movement of goods and products helping to serve local business needs. People living and working in the community rely on a transportation system that functions well. The following is a summary of the existing transportation network.

Regional Roadway Network

Orrville's location within the heart of Northeast Ohio places it near several important regional transportation corridors. This quick and easy access to regional transportation corridors has contributed to the continued success and advancement of industrial development in the area. The regional roadways allow a connection between Orrville and many population centers and major markets of the northeastern United States, making access to and from Orrville convenient. Figure 4-1 illustrates the location of Orrville to other population centers in the U.S.

State Route 57 (SR 57) is the primary regional roadway that serves Orrville. This road runs in the north south direction through the center portion of the city, providing access to State Highway 585 (SR 585) and Interstate 76 to the north and US 30 to the south. Through the center of town SR 57 is known as Main Street, and acts as a natural separation between the west and east portions of town. Main Street/SR 57 is the primary north south arterial in Orrville, and carries heavy volumes of truck traffic—both truck serving local businesses, and through traffic. This roadway is typically congested through the center of town. The roadway moves a high volume of truck traffic mixed with local traffic, and is also affected by the

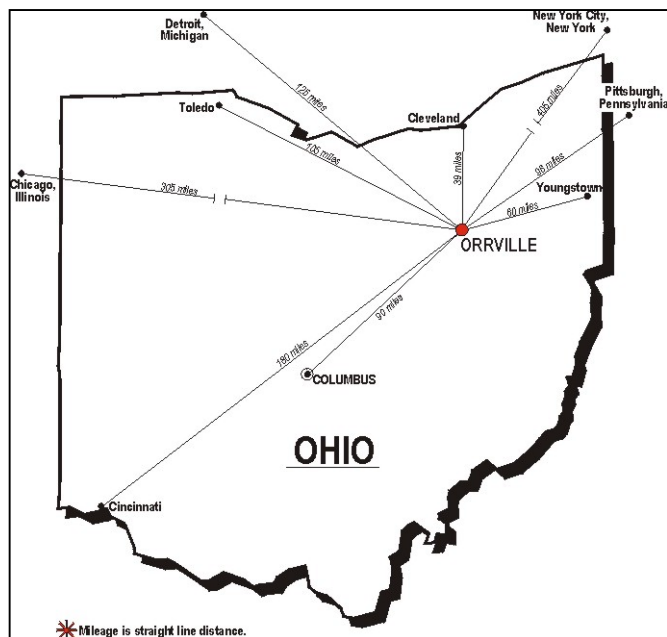


Figure 4-1 Distance to Major Cities

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railroad activity in the downtown area. The *Orrville Open Space and Thoroughfare Plan, 1992*, indicated that the volume of traffic had increased by an average of 32 percent along SR 57 between the southern city border and Back Massilion Road. This increase occurred between 1984 and 1988. It is predicted that the increase in traffic along SR 57 has and will continue, further increasing congestion through Orrville and reducing the Level of Service (LOS) of the road.

SR 585 and State Route 94 (SR 94) are also regional highways within the Orrville vicinity. SR 585 is located to the northwest of the city, and runs in a diagonal direction between Wooster, Doylestown, and eventually connecting to Akron. SR 94 is located to the east of Orrville. This roadway provides access between Interstate 76 and US 30. US 30 is positioned directly south of Orrville and serves as the primary link between Orrville and Wooster. Improvements and access management plans for US 30 may influence transportation routes into Orrville in the future. The County's access management plans theoretically will help improve the transportation connection between Orrville, Wooster, and Interstates 71 and 77.

Orrville Roadways Network

Orrville is approximately 5.8 square miles in size, with over 75 miles of surface streets that are maintained by the Orrville Streets Department. The roads are mostly designed in a grid pattern, and have historically been influenced by the position and location of railroads in the community. In general, the Orrville surface streets provide good access in the east-west direction but more limited access in the north-south direction. The roads that span the community have been classified as arterial, collectors, and neighborhood streets, each serving specific purposes of moving people from place to place within the city. The following describes the road network within the city.

Arterial Streets

Arterial streets provide local traffic access to the regional roadway network and connect one part of town to another. Typically, arterial streets handle larger volumes of traffic, and are responsible for linking one community to another. In Orrville, there are sufficient arterial roads that connect the west and east sides of town, although there is a deficiency in arterials connecting the north and south sides of town. This lack of north and southbound arterials is a result of the railroads that bisect the community and the difficulty in providing connections across the tracks.

The arterial streets as identified in the *Orrville Openspace and Thoroughfare Plan, 1992*, are depicted on Figure 4-2 and include:

- East-West Movement:
 - Five-Points Road

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Figure 4-2

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- Back Massillon Road
 - Smucker Road
 - High Street
 - Orr Street
 - Market Street
 - Back Orrville-Wooster/Schrock Road
-
- North-South Movement:
 - Crown Hill Road
 - Main Street/SR 57

The primary arterial running north and south through the center of town is Main Street/SR 57. This roadway handles high volumes of truck traffic, impacting its ability to efficiently move local traffic between the different areas of town. There are also three railroad crossings along Main Street within a relatively short distance which result in stop and go traffic, ultimately impeding movement and flow. Traffic studies completed for the portions of Main Street in the downtown area indicate that areas along Main Street meet peak hour traffic volume criteria, based on Ohio Manual of Uniform Traffic Control Devices criteria. These areas and intersections on Main Street warrant additional traffic signals (*Traffic Signal Warrant Study for Main Street—Chestnut Street to High Street—City of Orrville, Ohio—March 1994*).



Main Street/State Route 57 is the primary north-south arterial in Orrville.

Collector Streets

Collector streets serve the function of connecting neighborhood areas to the arterial streets, and provide access to specific traffic destinations, allowing easy movement from one neighborhood to another. Neighborhood streets feed into the collector street network, resulting in higher traffic volumes on these roadways. There are a sufficient number of collector roadways throughout the city. The *Orrville Openspace and Thoroughfare Plan, 1992*, identified the following roads in Orrville as collector streets: Rohrer Road, Kansas Road, Church Street, Smithville/Hostetler Road, Viking Avenue, Elm Street, Ella Street, Vine Street, Sunset Drive, Meadow Lane, Paradise Street, Walnut Street, Oak Street, and Fike Street.

Neighborhood Streets

The purpose of neighborhood streets is to provide internal access to homes and businesses. These streets typically experience lower volumes of traffic than other types, and feed into collectors and arterials. The majority of streets throughout Orrville are classified as neighborhood streets, and include streets such as Rex Drive, Apple Blossom Lane, Lake Street, and Strawberry Lane.

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Sidewalks

Sidewalks are an effective means for moving people from place to place. When properly placed, sidewalks provide safe movement of people throughout the community, and can reduce the demand placed on roads by allowing alternative means for people to access community facilities. Sidewalks have not always been required in residential areas, but today the subdivision regulations require that sidewalks are installed in all residential developments. Orrville is fortunate that many of the neighborhood streets do have sidewalk connections, and new sidewalks have recently been added in established areas where originally they were not required. Unfortunately, some of the existing sidewalks are in a state of disrepair, affecting their ability to safely and conveniently move pedestrians throughout the community. Chapter 521.06 of the Orrville code identifies the sidewalk requirements and standards for the city, stating that it is the owner's responsibility to keep the sidewalks clean and in good condition. A sidewalk replacement and repair program is in place in the city to ensure that the sidewalks are maintained. This program permits the city to bill residents for performing repairs on their sidewalks, and is being implemented on a ward by ward basis.

A Sidewalk Committee was also established to create a sidewalk priority list and to evaluate the necessity of constructing new sidewalks along existing dedicated streets that have no sidewalks at the present time. The sidewalk program for the installation of new sidewalks identified areas where sidewalks should be installed over the next two-year and five-year periods, as determined by City Council. The goal is that eventually the whole town will have sidewalks, and Orrville will continue to be fully accessible by pedestrians.

Rail

As previously stated, rail service has been an important transportation option and has played an important role in the development of Orrville. These railroads are part of the community's heritage, and have helped define development patterns throughout the community. The active railroads also impact the movement on and the capacity of existing roadways, and the future location of additional streets.

Today Orrville is located at the crossroads of two major rail lines. Wheeling and Lake Erie, and Norfolk-Southern provide rail service to and through Orrville, serving Orrville and the Orrville Industrial Park. These rail services provide local industries with easy access for transporting supplies and products and are an amenity for attracting new industries to the community. There are between four and 18 trains that go through Orrville each day—traveling at speeds upwards of 65 miles per hour.

The Wheeling and Lake Erie railroad runs between four and eight trains through the south end of town in each 24-hour period. The through trains follow the track that has a gated

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grade crossing at South Elm Street and a grade separation at South Crown Hill Road. This line also has a spur (siding) coming off of it with four ungated crossings in the community. The crossings are located at McGill, South Vine, South Main, and South Walnut Streets. This siding is used on a very limited basis, and each ungated crossing is attended when trains are passing through them.

The Norfolk-Southern railroad is the major east-west line running through town. Currently there are between six and 10 trains in each 24-hour period on this track, which is dramatically less than usage rates ten years ago. In the past, this track accommodated between 40 and 60 trains per day. There is a spur off of this track that serves Smuckers and the Orrville Industrial Park. This spur accommodates low-speed trains everyday and has three ungated crossings. The crossings are located at West Market, West Church, and North Vine Streets. A second spur, which is only lightly used, crosses Schrock Road at an ungated crossing.

The trains have created safety and connectivity concerns in the community. Not all train crossings are signalized with bells and crossbars, and the rail lines have prohibited connectivity between the southern and northern portions of the community. Currently there are only three north-south connecting streets in the community that provide access across the railroad tracks. These include Crown Hill Road, Main Street, and Walnut Street (via overpass). The lack of north-south railroad crossings has contributed to the traffic congestion on Main Street and connectivity issues between the north and south sides of town in general.

Air

The Cleveland Hopkins International Airport and the Akron-Canton Regional Airport are the two closest airports to Orrville offering regularly scheduled commercial flights. The Akron/Canton Regional Airport is located 24 miles to the east of the city, and has three jet capable runways. Cleveland Hopkins Airport is located approximately 50 miles to the north, and operates over 800 domestic and foreign flights per day. Wayne County Airport, located five miles to the northwest of Orrville, is a smaller general aviation airport. This airport has a 5,200-foot east west runway, and provides charter flights, airplane and hangar-space rental, and aircraft maintenance services. The Wadsworth Municipal Airport is located approximately 11 miles north of Orrville. This general aviation airport has a 3,500-foot north-south primary runway and a 2,300-foot east-west runway.

Summary of Existing Transportation Network

The existing transportation network analysis for Orrville has revealed that there is a complex relationship between the transportation system and how it affects and interacts with other elements in the community. The congestion on SR 57,

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the railroads and connectivity, and pedestrian access and alternative modes of transportation are all issues that affect the transportation system and its ability to effectively and efficiently move vehicular and pedestrian traffic. The following is a summary of transportation issues in Orrville:

SR 57

One of the major transportation issues in Orrville is the volume of traffic on Main Street/SR 57 through the center of town. High volumes of trucks travel this road—either going to and from local industries and the Orrville Industrial Park, or traveling through Orrville. These trucks are hard on the roadway infrastructure, resulting in constant maintenance of the roads. The *Orrville Open Space and Thoroughfare Plan*, completed in 1992 discussed the high traffic volume on SR 57, stating that measures would need to be taken to maintain an acceptable level of service (LOS). Improvement ideas included adding additional lanes and turn lanes, which would ease movement and circulation. Since 1992 limited improvements have been made to SR 57 through Orrville, although truck traffic has continued to increase and the condition of the road has worsened. The downtown improvement project did include reconstruction and resurfacing of a five-block section of Main Street, but traffic volumes and congestion still continue to increase.

Concerns have also been stated regarding whether the high volumes of truck traffic are trucks visiting the local businesses or passing through the community to avoid weigh stations. The *Orrville Open Space and Thoroughfare Plan* indicated that in the early 1990s, 31.5 percent of the northbound heavy commercial traffic and 54.7 percent of the southbound heavy commercial traffic was pass-through traffic. This was considered a small percentage in regards to total vehicle traffic, although this type of traffic can have a greater impact on total capacity and maintenance requirements of the roadway. No studies have been completed since the early 1990s to determine and evaluate whether these percentages have increased or decreased over the years.

One option aimed at alleviating the traffic problems through downtown and reducing wear and tear on the roads is to construct a SR 57 bypass. The Northeast Ohio Four County Regional Planning and Development Organization (NEFCO) and other planning and development organizations have evaluated the SR 57-bypass project. While a specific alignment has not been selected, most scenarios have examined a loop to the east of the city—providing more convenient truck access to the industrial park, then connecting back into SR 57 somewhere north of the corporate boundaries. The southern terminus of the bypass has yet to be determined. There are many potential impacts that this option may have on the city that must be considered before a final decision can be made. In addition, the Ohio Department of Transportation (ODOT) did not score the by-pass project highly in their TRAC prioritization process. Additional study should be conducted to determine

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the potential benefits the city could realize from the construction of a bypass.

Railroads and Connectivity of Roadways

The railroads not only establish the heritage of Orrville, but they have directed development patterns, impacted connectivity, and influenced vehicular traffic in certain areas around town. It is not unusual to be stopped in traffic due to a passing train, or have difficulty travelling between the north and south parts of town. Currently there are only three north-south connections over the railroad tracks. The north-south connections include South Crown Hill Road located on the far west side of town, North Main Street, and North Walnut Street via an overpass. The lack of railroad crossings has affected the north-south movement of traffic and has contributed to the congestion on SR 57 through the center of town.

The railroads have also played a crucial role in industries locating in Orrville. The railroads provide another option to industries for the transportation and movement of goods, making Orrville an attractive industrial development site.

Pedestrian Access and Alternative Modes of Transportation

The compact nature of Orrville has allowed residents to use alternative modes of transportation, such as bicycles and walking, to easily get around town. Recently, development has been directed to the north and west portions of Orrville, and the ease of pedestrian circulation has been adversely impacted. As an example, no sidewalks or pedestrian trails connect the central and southern portions of the community to the new YMCA. The relationship between alternate modes of transportation such as sidewalks and trails with community facilities becomes an important issue if Orrville wants to remain compact and accessible for all residents.

Alternate modes of transportation also include forms of public transportation. There are limited official forms of public transportation that serve Orrville residents. One service is the senior citizen bus system operated by Wayne County Senior Transportation. The city pays a portion of the cost and the contract provides service to grocery stores, drug stores, doctor's offices, etc. As the population ages, fewer and fewer people will continue to drive, increasing the need for another form of transportation. This portion of the population will still need to access community facilities, grocery stores, churches, and other destinations. With only limited public transit, the mobility of these residents can be expected to decline.

Transportation Framework

Transportation has played a significant role in the development of Orrville. The railroads played an important role in the early development of Orrville, and the regional access provided by

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SR 57 has supported the continued industrial development of the city.

The goal of the transportation framework is to maintain mobility and access for residents in the community. Orrville residents enjoy an ease of mobility that is directly related to the compact layout of the community. As Orrville grows, it is important to maintain and ensure access and mobility throughout the community.

The planning framework principles previously established in the plan setting relate to the overriding transportation goal. The following points highlight the planning framework and transportation principles that support the overall transportation plan.

- **Ensure transportation mobility and accessibility throughout the community.** The primary objective of the transportation framework is to provide mobility and accessibility throughout the community. As the community has grown to the north and west, accessibility in these areas has been compromised. In addition, accessibility from the south end of Orrville to the rest of the city is limited due to the physical barrier presented by the railroad. Measures need to be taken to continue to allow residents to benefit from the small town atmosphere by providing pedestrian links and identifying additional vehicular routes to areas that are being developed. Establishing vehicular and pedestrian connectivity throughout the community will create choices for residents. People would have more routes to choose from giving them the opportunity to reduce trip length, reduce congestion on main thoroughfares, and encourage people to walk.
- **Focus on neighborhood-oriented development patterns.** The width and scale of streets greatly influences how that street is perceived and used. Wider streets, that do not incorporate traffic calming measures, generally evoke faster speeds and less intimacy. Higher traffic speeds are appropriate along roadways that have the need to move large volumes of traffic, but in areas where there are potential pedestrian/vehicle conflicts, vehicles speeds should be slowed to minimize these conflicts. Smaller street widths promote slower travel speeds and create a more pedestrian friendly environment.
- **Focus future roadway development on the multiple roles of the street.** The street can serve more than the purpose of moving goods and people. The street can also accommodate alternate modes of transit, act as a public space, and play a part in the relationship between the street and adjacent buildings. These multiple roles need to be identified to take full advantage of the streets within the community.
- **Recognize the importance of aesthetics.** Quality design and development is important to the overall character of the community. Gateways and main corridors portray an image of the community to visitors, since these are

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typically what visitors first see and what creates the first impression of Orrville. It is important to create aesthetically pleasing gateways and corridors throughout the community, while maintaining safe roadways. Motorist safety has always been one of the most important elements of roadway design, and there are ways to incorporate safe roadway design with aesthetics.

Transportation Plan

The transportation framework outlines and presents the goals for future transportation development. The goals, which focus on maintaining access and mobility throughout the community, build on the existing system, which has served the need of residents to the present. The future transportation plan takes the goals and principles from the transportation framework and converts them into physical actions. These actions address connectivity, future growth, pedestrian linkages, aesthetics, and neighborhood development patterns.

Roadway Improvements and Extensions

There are several roadway extensions identified throughout Orrville. These extensions will improve the connectivity throughout the community, and ensure access and mobility is maintained to all areas. The transportation plan, shown in Figure 4-3, highlights the basic arterial and collector extensions.

- **Arterial Roadways**—Arterial roads serve the purpose of providing local traffic access to the regional roadway network. Several roadway extensions are identified to enhance the access to the regional network and connect Orrville to surrounding communities, and include the following:
 - **Extend Smucker Road**—Smucker Road currently provides access between the communities of Orrville, Smithville, and Wooster. This road experiences a heavy volume of traffic from people commuting between the communities, and also from students traveling to and from Wayne College. Currently, once motorists have entered into Orrville on Smucker Road, the road ends at North Crown Hill Road, resulting in motorist having to “jog” to Back Massillon or Hostetler Roads in order to gain access to SR 57. A more direct route to SR 57 could be obtained via Smucker Road if this road was extended to the east. It is recommended that Smucker Road be extended to the east, having direct access to SR 57.

The proposed Smucker Road extension will also serve as an important connection to the second industrial park when it develops. Based on the Future Land Use Plan, the land west of SR 57 is planned for industrial uses. Trucks will have an alternative access to the area, potentially alleviating truck congestion on SR 57.

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Figure 4-3

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This extension would improve access to the future high school site as well.

- **Extend Market Street West to Chippewa Road—**Market Street is located in the heart of the community, extending from the western corporate boundaries to just east of Main Street. Many collector roads feed into Market Street, generating high volumes of traffic. It is recommended that Market Street be extended to the west to Chippewa Road, located approximately one mile west of the city. This proposed road extension would help maintain and complete the grid system in the western portion of the community, and will provide a more complete internal circulation system as the community grows to the west.
- **Collector Streets—**The function of collector streets is to connect neighborhood areas to the arterial, and provide access to specific traffic destinations. There are numerous collector streets throughout the community, providing good east-west access, although only limited north-south connections. Key collector street extensions are identified to improve the overall accessibility throughout the city, build upon the grid system, and provide better connections between the north and south portions of the community. The recommended improvements include the following:
 - **Extend North Elm Street—**Elm Street currently terminates at Hostetler Road, where the majority of development ends. Based on current trends, it is predicted that future residential growth in Orrville will be focused to the northwest, requiring improved access in this area. It is recommended that North Elm Street be extended to the Back Massillon Road in order to provide access to future residential development anticipated for this area. The extension of North Elm Street, which was previously identified in the 1992 Thoroughfare Plan, will improve mobility in the northern portion of the community and will provide an alternative transportation route giving motorists access to Back Massillon and ultimately communities located to the north and east of Orrville. This extension will improve access to the future high school site as well.

- **Provide Elm Street Connection Over Railroad Tracks—**The most significant obstacle to vehicular circulation between the north and south ends of Orrville are the limited connections over the railroad tracks that bisect the community. It is essential that additional linkages be identified. This will reduce congestion along Main Street/SR 57, provide more options for drivers, and provide better connections between the north and south sides of town. Currently there are only three north-south connecting streets in the community that provide access across the tracks; these include Crown Hill Road,



Additional rail crossings are recommended to improve circulation in Orrville.

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Main, and Walnut Streets. In the past, the City owned land and right-of-way at Elm Street that would have provided an additional access point across the tracks. This right-of-way has been abandoned years ago, so a new alignment would need to be acquired.

In order to construct the Elm Street crossing, coordination with the railroad would be required. This connection was also recommended in the 1992 Thoroughfare Plan. This crossing, which would have to span three tracks, would greatly improve access within the community. It would provide north-south mobility in the southern portion of the community by providing an alternative to traveling on Main Street, and would also complete the grid system that comprises the majority of the road network in Orrville.

- **Extend Lehman and Sassafras**—Lehman and Sassafras Streets are both located in the southeast corner of the community, near Dunlap Memorial Hospital. Extending both of these roads to connect with Burkhart Road as land develops will create better access to the south and east, eventually connecting to the Dalton community and Highway 30. The Future Land Use map proposes that this area should be reserved for future residential development. The proposed roadway extensions will provide better internal circulation within this area.
- **Extend Schrock Road**—Currently Schrock Road connects Kansas Road to Back Orrville-Wooster Road, along the southern portion of the community. It is recommended that Schrock Road be extended to the east, providing an additional connection to SR 57. This proposed roadway, which was identified in the 1992 Thoroughfare Plan, will create better mobility and access within the southern portion of Orrville. The extension will also provide motorist with a more direct route to Back Orrville-Wooster Road, and ultimately Wooster, without having to travel into the center of town. This extension will ease traffic congestion by providing better east-west circulation in the southern portion of Orrville.

Truck Route

Concerns have been raised over the amount of truck traffic along Main Street/SR 57 and the congestion and wear and tear on the roads that the trucks generate. No study has been done since the early 1990s to determine whether the truck traffic is traveling to and from local businesses, or just passing through the community. It is recommended that a trip generation study be complete to determine the origin and destination of the vehicles. This study will provide insight into the impacts associated with local and regional truck traffic.



Further study is suggested to determine the need for a truck route to relieve truck traffic on Main Street.

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It is also recommended that a dedicated truck route be designated and developed to provide back access into the industrial park and the Gradall site. As previously described, NEFCO and other development organizations in the past have tried to promote a by-pass around Orrville as a means to alleviate truck traffic and congestion along Main Street. This idea has not received high scores in the ODOT prioritization process. Instead, a designated truck route is recommended to provide a secondary access to existing industrial sites.

It is recommended that the truck route remain close in to the city boundaries and to existing developed areas, to prevent sprawl type development to the east. It is also recommended that the truck route originate in the south, within the city boundaries. This will still allow Main Street to capture tourist traffic that is coming to Orrville, will prevent motorists passing through from taking a by-pass around the city, and will be an attractive option for trucks making deliveries and pick-ups at local industrial sites. An in-depth transportation study will be required to determine which existing roadways would meet truck route standards, what would be the best route, and how to incorporate the truck route into the existing transportation network.

Pedestrian Linkages

The mobility and access of pedestrians throughout the community must also be considered. It is important to create an environment where people can move from place to place without total reliance on motorized vehicles. Other communities in the United States have created pedestrian design guidelines in order to ensure pedestrian linkages are preserved in new development. Many of these design guides/principals focus on the following set of ideals:

1. The pedestrian environment should be safe—sidewalks and paths should be designed and built to be free of hazards, minimizing conflicts with external factors.
2. The pedestrian network should be accessible by all—regardless of age or ability.
3. The pedestrian network should connect to places people want to go and should be easy to use—by providing continuous direct routes and convenient connections between destinations.
4. The pedestrian environment should provide good places—good design should enhance the look and feel of the pedestrian environment, and should include open spaces, plazas, and amenities.
5. The pedestrian environment should be used for many things—activities should be encouraged along the paths as long as they do not interfere with safety and accessibility.
6. Pedestrian improvements should be economical—by being designed to achieve the maximum benefit for their cost.

These ideals do not intend to replace the car, but instead try to balance both pedestrian and vehicular circulation. In Orrville, pedestrian access is a concern in terms of providing linkages between the southern part of town and newly developed areas

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including the YMCA, and across the railroad tracks. A sidewalk program has been enacted, and it is recommended that the program be continued to ensure that sidewalks will be in place in all neighborhoods throughout Orrville.

Additional safe pedestrian connections over the railroad tracks also need to be identified. Any new roads that are constructed to span the tracks must incorporate a sidewalk to provide safe pedestrian access across the railroad tracks. In addition, it is recommended that crossbars be added to any railroad crossing that is currently without. This will increase safety for both pedestrians and motorists.

Bike Paths

Bike paths are another linkage that would help improve accessibility in Orrville. Bike paths are highly efficient transportation links that can effectively and safely move people from place to place. Consideration is being given to incorporate Orrville as part of the link in the *Ohio to Erie Trail* that will span Ohio from the Ohio River in Cincinnati to Lake Erie in Cleveland. There are also opportunities to take an active role in the Wayne County Rails-to-Trails Coalition which is trying to implement a Rails-to-Trails movement that will connect Orrville with Clinton, Ohio. Various geographic difficulties will need to be overcome before plans can be realized, although the railroad right-of-way does exist, most of the rails have been pulled up, and the bridges are intact.

There are other prospective trail opportunities within the city that should be explored further. One option is the use of roadway shoulders as pathways. According to the PAS Report #459, *Bicycle Facility Planning*, it is best to maximize usefulness of existing infrastructure in trail development by improving the safety of shared roadway space, using existing opportunities, all while addressing the pedestrian and bicycle path need. This can be accomplished multiple ways; widening shoulders, widening curb lanes, bike lanes, and bike paths. Appendix D provides a description of trail types and guidelines for use based on a 1998 pedestrian design guideline from the Office of Transportation (City of Portland, Oregon) and from the PAS #459 Report *Bicycle Facility Planning*.

Another bike facility that should be taken under consideration is the potential for implementing a co-use bike and buggy trail. Orrville is the north terminus of Amish country, and a co-use trail, similar to the trail in Holmesville, would create a safe transportation path for bicyclist and the Amish traveling in and around the community.

Neighborhood Development Patterns

As previously stated, the width and scale of streets greatly influences how that street is perceived and used. Because of this, it is recommended that street width be re-examined in the community to promote neighborhood-oriented development patterns.

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In an article published in the June, 2000 New Urban News publication, the benefits of narrow streets were identified.

For creating charming residential streets, 30 feet is probably too wide, 27 feet is okay, but 18-22 feet is far better. With two-way streets that narrow and intermittent parking on one or two sides, cars move very slowly and streets feel comfortable and safe for pedestrians.

The article then went on to describe how narrow streets also contribute to an increase in property values, are less costly to build, and play a role in compact development.

Roadway Aesthetics

The roadways are the primary gateways into the community. During the Community Image Survey, residents scored “attractive” roadways with landscape treatments higher than those with little treatment. The following recommendations are intended to help preserve the current gateways to Orrville and create good first impressions as people enter the community. These recommendations can be implemented immediately, and will improve appearance, safety for motorist and pedestrians, and generally create a more inviting atmosphere.

- Reduce lane width along roads that do not have the need to accommodate high-speed traffic.
- Advocate the planting of street trees along planting strips at the edge of the roadway. Street trees serve multiple purposes, including softening the harsh appearance of roads/pavement, portraying a more human scale to the roads, and providing a safety buffer between the street and the pedestrians.
- Construct landscaped median along roads. The medians help to slow traffic, and create a visually interesting environment. Medians also provide a refuge for pedestrians, offering them a safe haven when crossing streets. Medians are ideal in commercial districts because they act as a speed control measure, are attractive, and provide a safety zone for pedestrians.
- Incorporate street lighting into road designs. Streetlights are aesthetically pleasing, and they create a safer environment for pedestrians.
- Actively enforce access management along major thoroughfares. Continuous curb cuts create a chaotic appearance and an unsafe environment for both pedestrians and motorists. Photographs showing cluttered streets with continuous curb cuts during the Community Image Survey all received very low ratings, and was identified as something that residents do not want to see develop in Orrville. Limiting the number of curb cuts along the major roads will ease traffic flow and clean up the overall appearance of the roadway.