



New Franklin

State Route 619 Corridor Study

City Council Presentation

October 1, 2025



Purpose of the Study

- Provide a safer, more connected corridor for all users
- Support community identity and economic vitality
- Coordinate growth with infrastructure and environmental stewardship

Study Area

- New Franklin/Green limit (east), State Street (west), Turkeyfoot Lake (south), corporation limits (north)
- Focus on State Route 619 & S. Turkeyfoot/Point Comfort intersection



Planning Priorities & Objectives

Guided by AMATS' Connecting Communities principles and local input, the State Route 619 Corridor Study focuses on:

- **Improve Safety:** Reduce conflicts and enhance safety for all users with sidewalks, crossings, access management, and traffic calming.
- **Expand Multimodal Access:** Add sidewalks, bike lanes, and shared-use paths to connect neighborhoods, businesses, and recreational destinations, supporting long-term transit potential.
- **Strengthen Community Identity:** Reinforce New Franklin's small-town character with landscaping, lighting, and placemaking to create a welcoming gateway.
- **Support Economic Vitality:** Link business districts with neighborhoods and regional recreation assets to attract reinvestment and support sustainable growth.
- **Protect Natural Resources:** Emphasize environmentally sensitive design to safeguard the Portage Lakes and surrounding landscapes.
- **Engage the Community:** Use inclusive outreach to ensure recommendations reflect residents', businesses', and civic leaders' needs and values.

Project Phases

AMATS Grant
Funding
Applications Due



Phase 1: Launch
March 2025



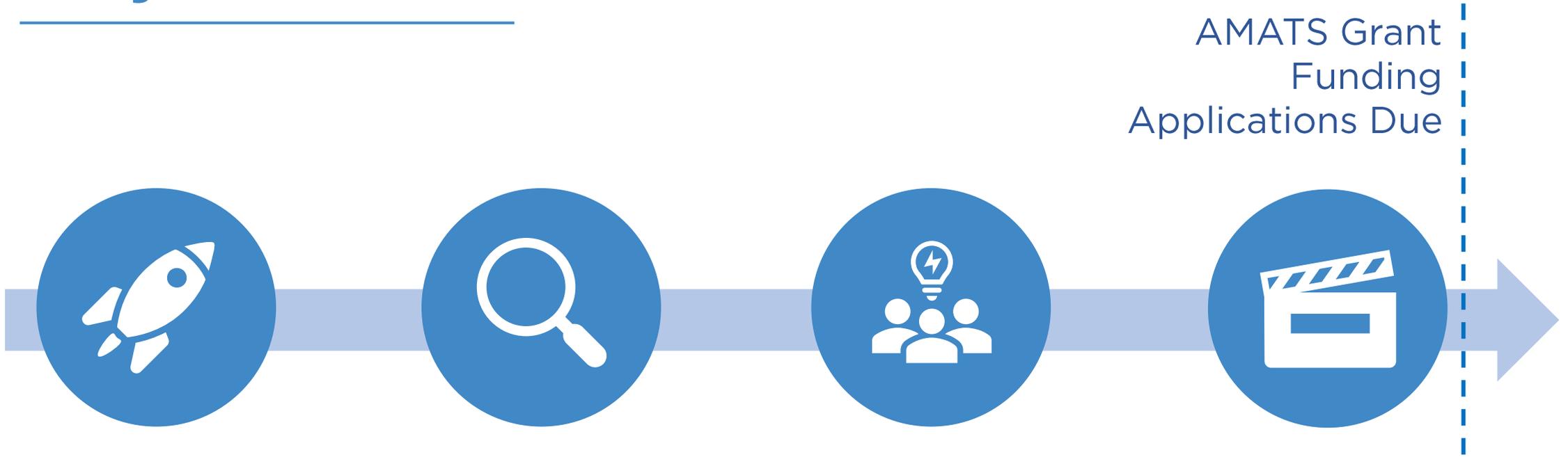
Phase 2: Discovery
March / April 2025



Phase 3: Vision
May / June 2025



Phase 4: Action
July / August
2025





Existing Conditions Review

State Route 619 carries nearly 10,000 vehicles per day and experiences seasonal peaks from lake-related tourism, creating safety and operational challenges at key intersections such as S. Turkeyfoot Road and Old State Park Drive.

Safety Issues: Frequent rear-end crashes caused by stop-and-go traffic and poor access management.

Pedestrian Gaps: Narrow, disconnected sidewalks and informal paths show strong demand for a shared-use path.

Key Intersections:

- S. Turkeyfoot Road – high-crash gateway, needs traffic calming.
- Old State Park Drive – lack of left-turn lane causes backups.
- Lahm Drive & Boston Avenue – offset, unsignalized, confusing and unsafe for drivers.

Crash Map Data: 2020-2025 (as of February 2025)

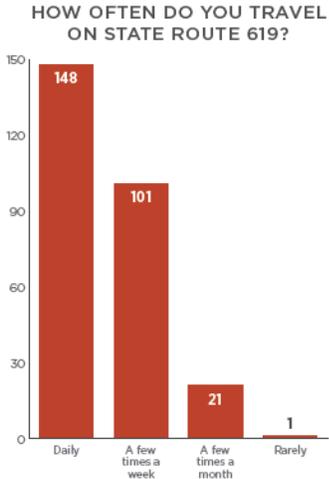
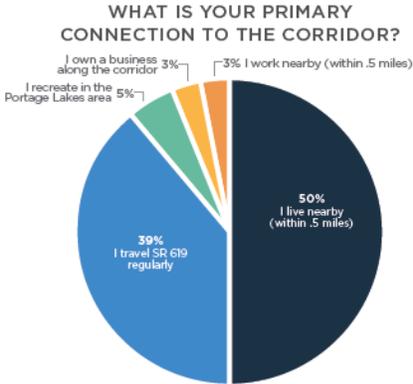


Engagement Summary

COMMUNITY SURVEY

There were 275 responses to the online survey from June 23, 2025, to July 13, 2025. The majority of respondents identified as living within a half a mile of the corridor, providing valuable insight into community priorities. The "State Route 619 Corridor Study" was open for three weeks for public participation. As all questions were optional, response counts vary throughout. The survey captured responses from residents, business owners, and corridor users to inform planning recommendations. Questions explored daily travel habits, perceptions of safety and accessibility, and ideas for improving walking, biking, and placemaking along the corridor. The following pages present a snapshot of key survey questions and the results that reflect the community's vision and feedback.

275
respondents



POP-UP ENGAGEMENT

input and raise awareness about the SR 619 Corridor Plan, the project team hosted a pop-up event at on June 24, 2025, during Music by the Lake community concert series.

The pop-up event format allowed residents to learn about the project, share their experiences along the corridor, and provide feedback on key issues such as pedestrian connectivity, and corridor character. Interactive display boards, comment forms, and conversations with the project team provided meaningful input from a broad cross-section of the community.

The event presented a great opportunity to engage the community in a relaxed atmosphere and ensure that all voices were included in the planning process.



STEERING COMMITTEE MEETINGS

The project team convened three Steering Committee meetings during the planning process to guide the development of the Corridor Plan. These meetings served as key checkpoints to share progress, gather feedback, and build consensus on project priorities and recommendations.

Meeting 1: The first meeting introduced the project scope, goals, and timeline. Committee members discussed corridor challenges and opportunities, helping to shape the initial vision and identify focus areas for the study.

Meeting 2: The second meeting focused on preliminary findings and early design concepts. The committee discussed potential strategies for safety improvements, connectivity, and corridor character.

Meeting 3: At the final meeting, the project team presented draft recommendations and a preliminary Corridor Plan framework. Committee members reviewed and refined the proposed plan elements, offering feedback on alignment with community values and long-term goals.

STAKEHOLDER INTERVIEWS

During the planning process, the project team conducted interviews with two stakeholders recommended by the community. These interviews aimed to provide further insight into corridor conditions, challenges, and opportunities. The following key themes emerged:

Stakeholders emphasized that the SR 619 corridor serves as New Franklin's "front door" and expressed a strong desire to preserve its existing charm, character, and small-scale development pattern.

One key concern identified was the intersection of S Turkeyfoot Road and SR 619, which was identified as a location that will require careful planning and attention to future traffic volumes.

Other concerns were raised regarding the Lahm/Boston/SR 619 intersection, where existing conditions create potential safety risks. Stakeholders supported the exploration of traffic calming strategies and improved corridor access.

Stakeholders expressed interest in developing a broader strategy to improve connectivity along the corridor. In particular, they identified opportunities to expand non-motorized access for pedestrians and cyclists.

275
respondents

Community Survey

RATE YOUR CURRENT EXPERIENCE USING SR 619

SAFETY



TRAFFIC FLOW



PEDESTRIAN ACCESS



BICYCLIST ACCESS



BUSINESS ACCESS



OVERALL APPEARANCE



275
respondents

Community Survey

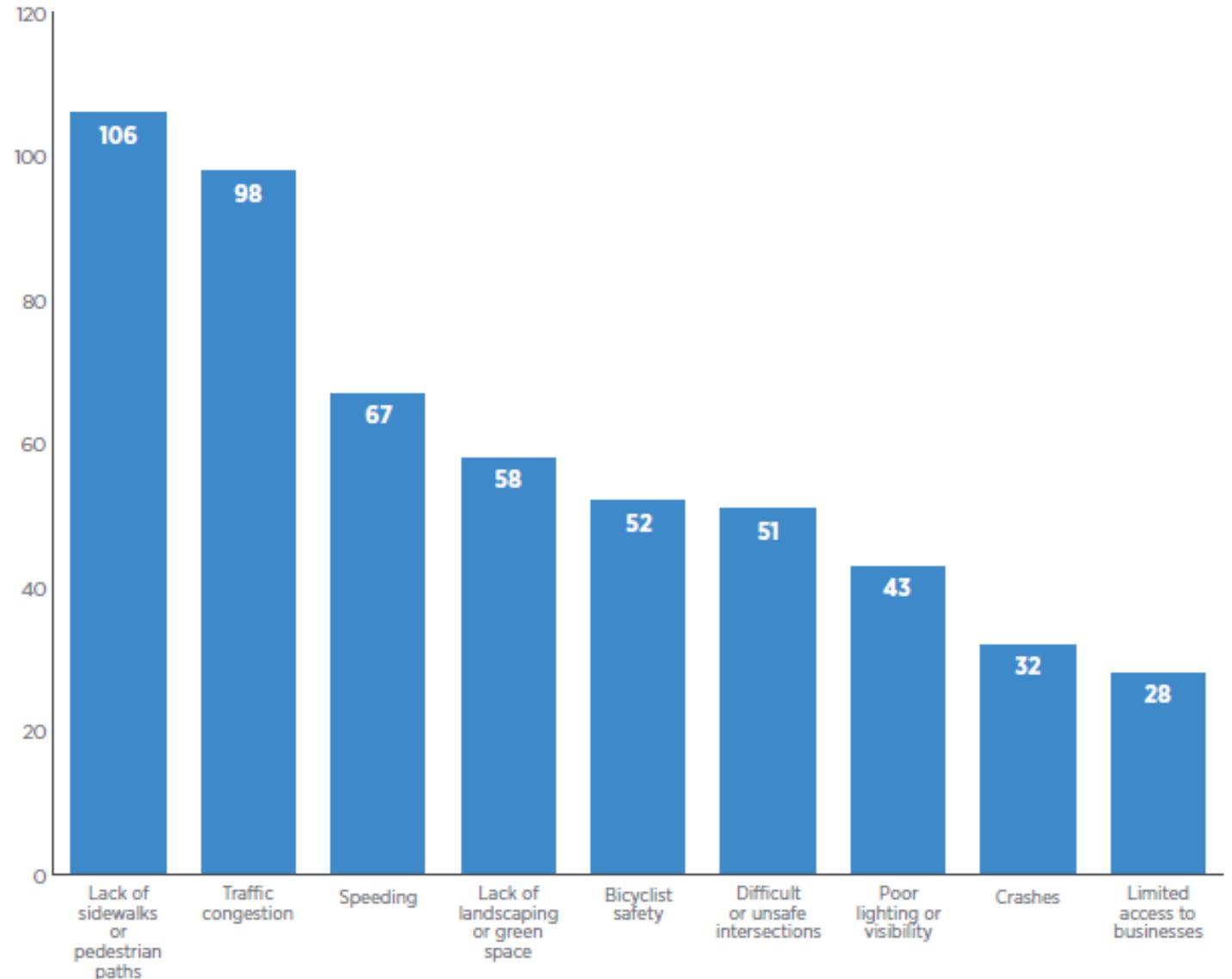
Top Concerns

1. Lack of Sidewalks or Pedestrian Paths
2. Traffic Congestion
3. Speeding

To much open access to business need designated in and out not parking to street pavement full width of business

We need decent street signs

WHAT CONCERNS DO YOU HAVE WHEN TRAVELING ALONG SR 619?



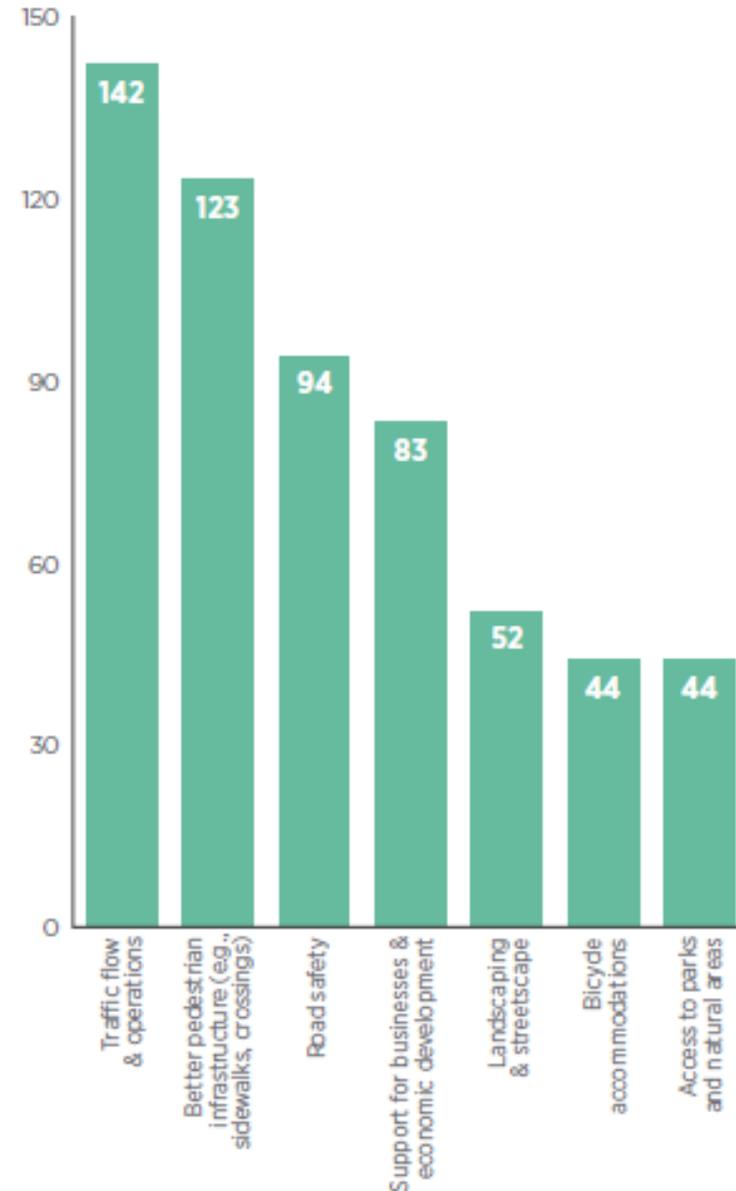
275
respondents

Community Survey

Top Priorities

1. Traffic Flow and Operations
2. Better Pedestrian Infrastructure (sidewalks, crossings)
3. Road Safety
4. Support for businesses and Economic Development

WHAT ARE YOUR TOP PRIORITIES FOR IMPROVING SR 619?



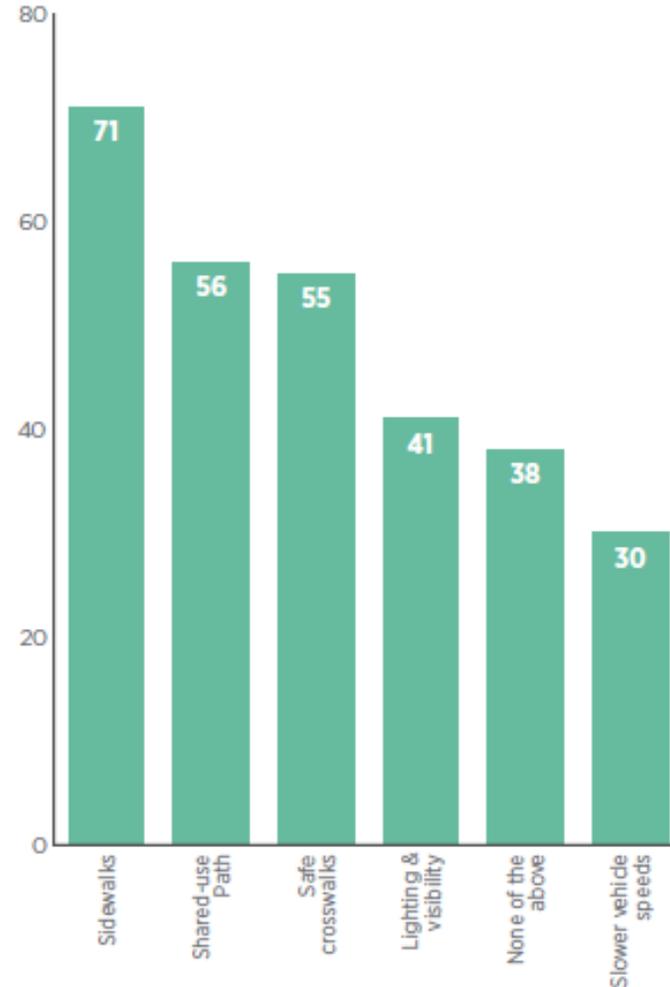
275
respondents

Community Survey

Top Improvements

1. Sidewalks
2. Shared-Use Path
3. Safe Crosswalks

WHICH IMPROVEMENTS WOULD HELP YOU WALK OR BIKE MORE ON SR 619?

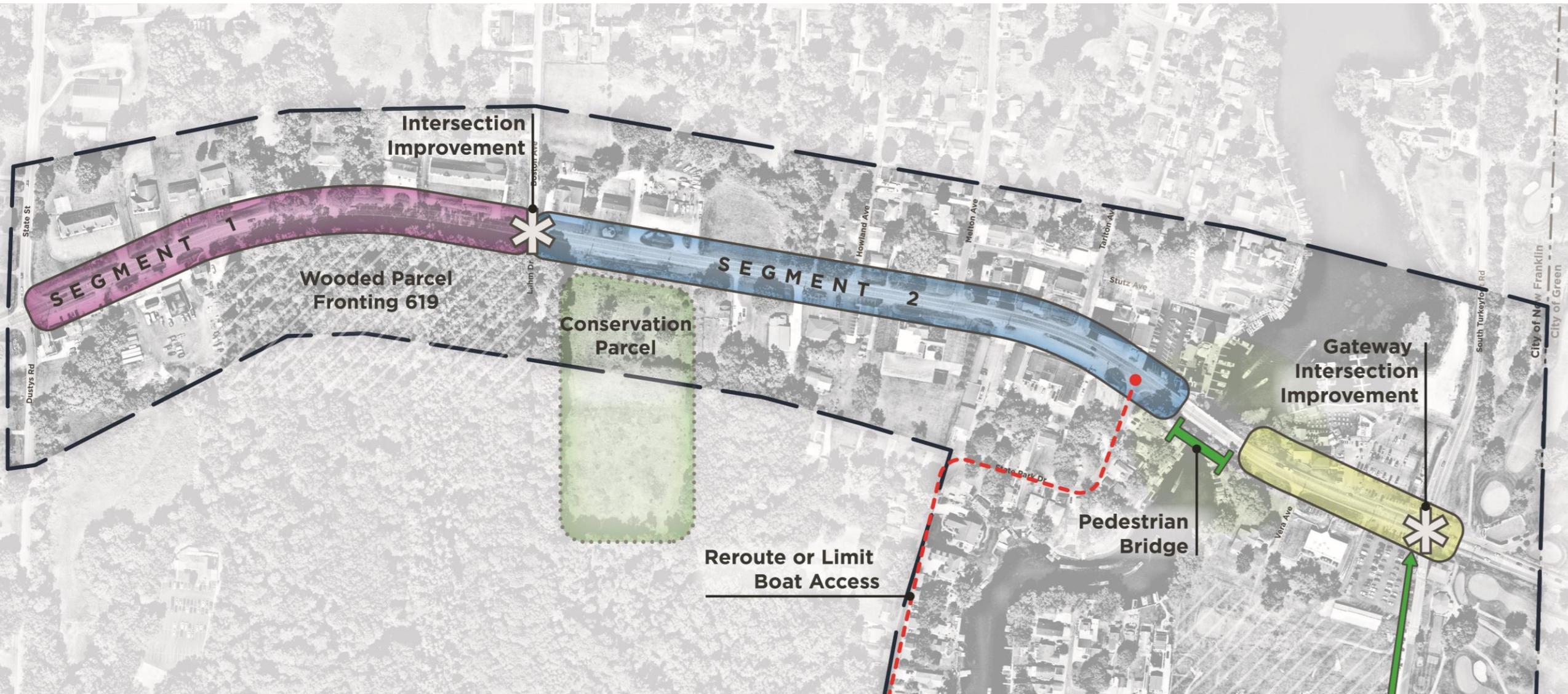


Consider a roundabout at 619 and Point Comfort if the development is added.

Dedicated bike lanes or shared use paths separated from the road. Perhaps a roundabout at the major intersections to slow traffic without causing backups.

Accommodations for pedestrians and parking areas, too congested to support businesses with current traffic flow and no safe ways to cross roads except at golf course

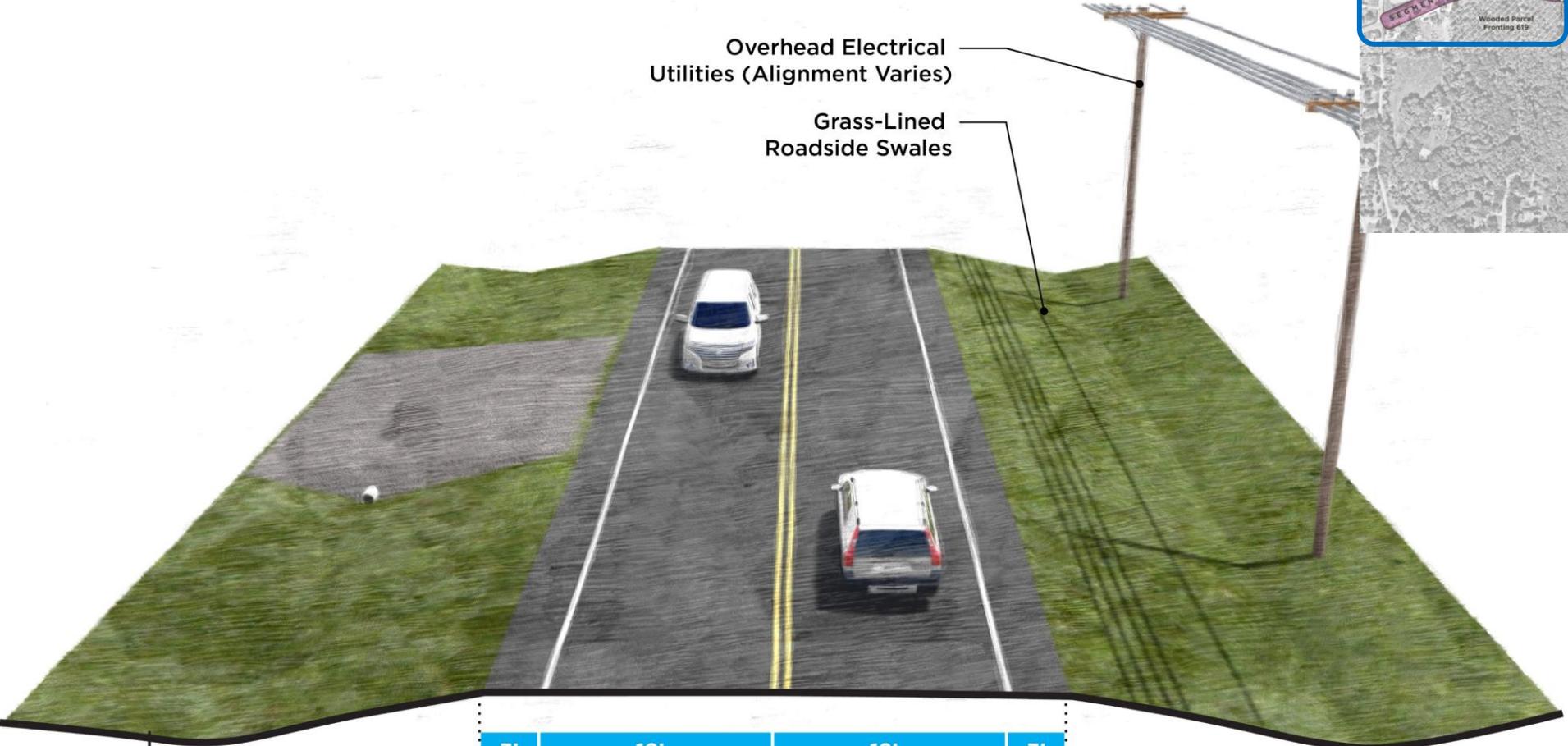
Opportunities Framework



Segment 1 – Existing Condition

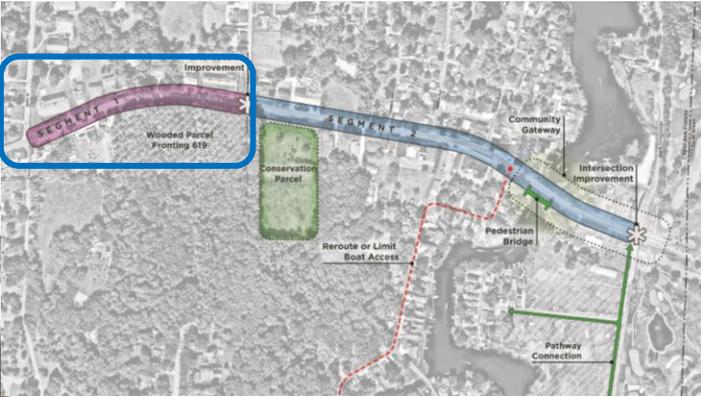
Overhead Electrical Utilities (Alignment Varies)

Grass-Lined Roadside Swales

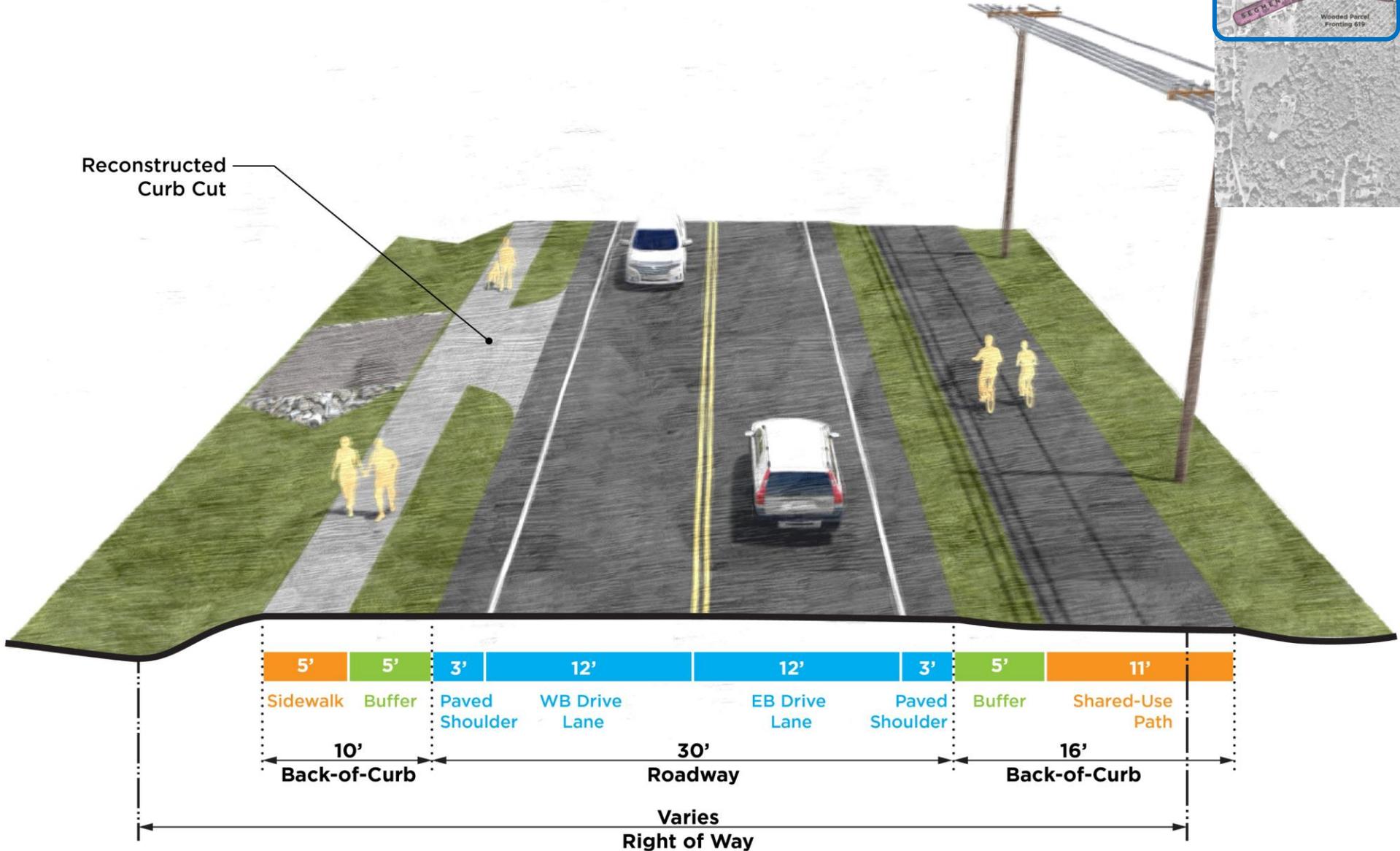


30' Roadway

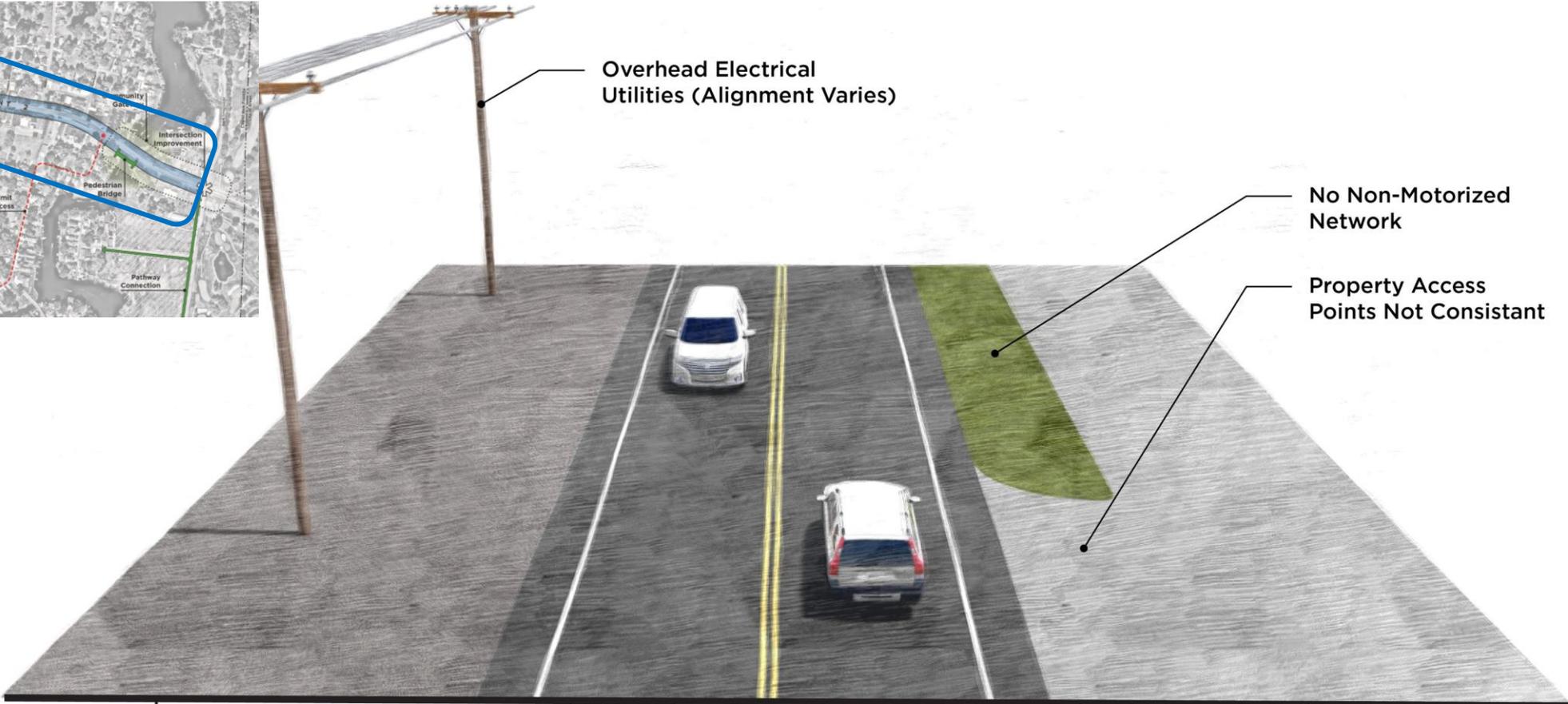
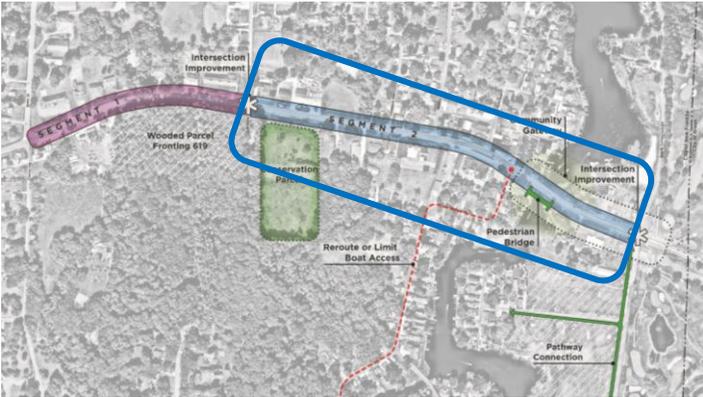
Varies Right of Way



Segment 1 – Proposed Condition



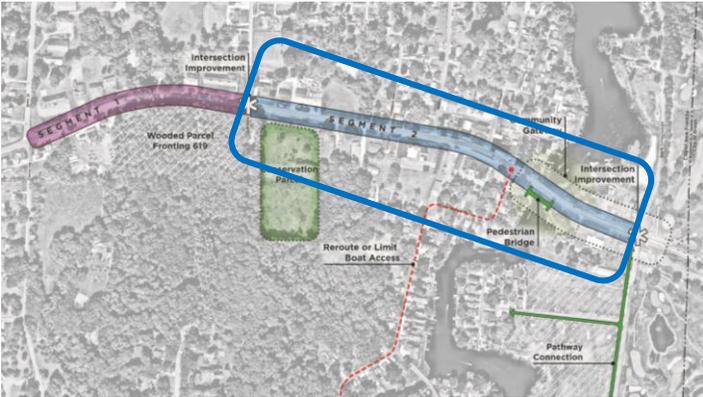
Segment 2 – Existing Condition



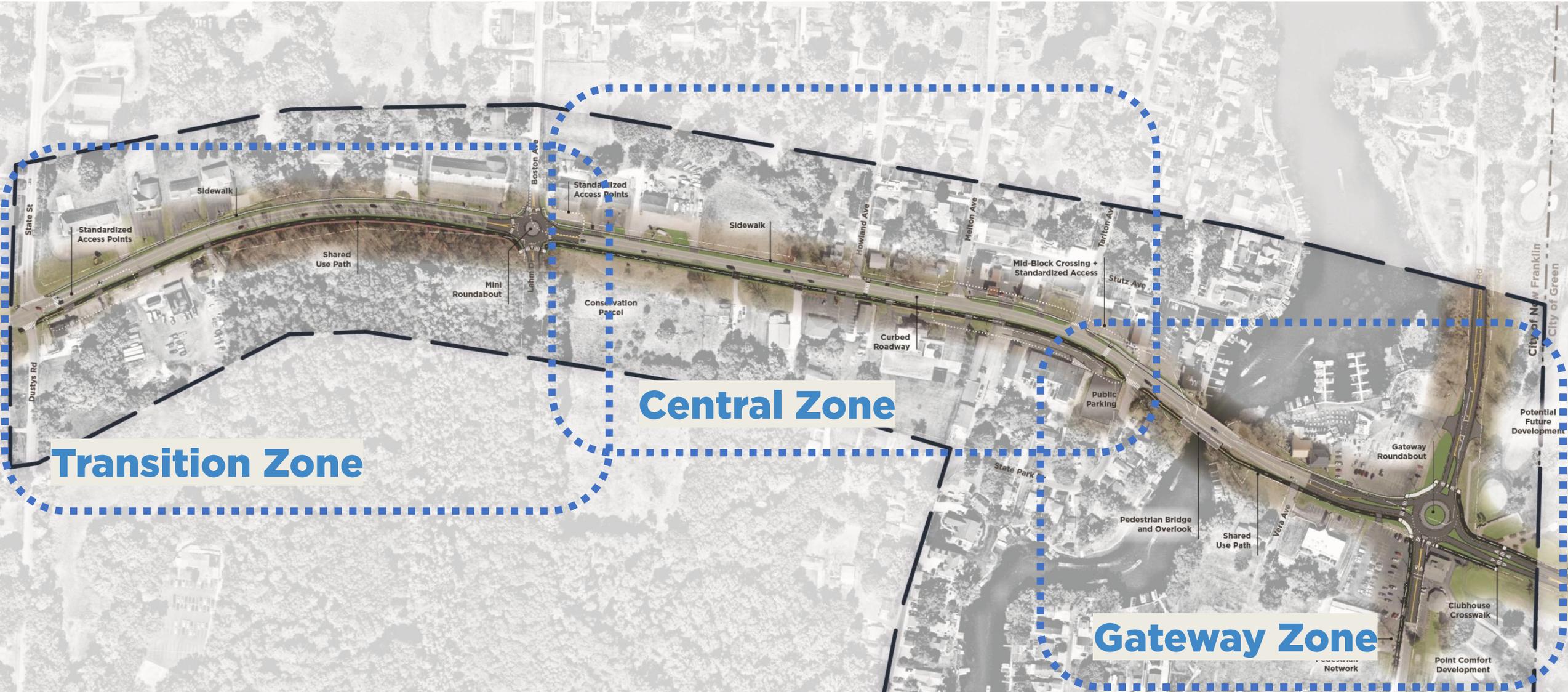
30'
Roadway

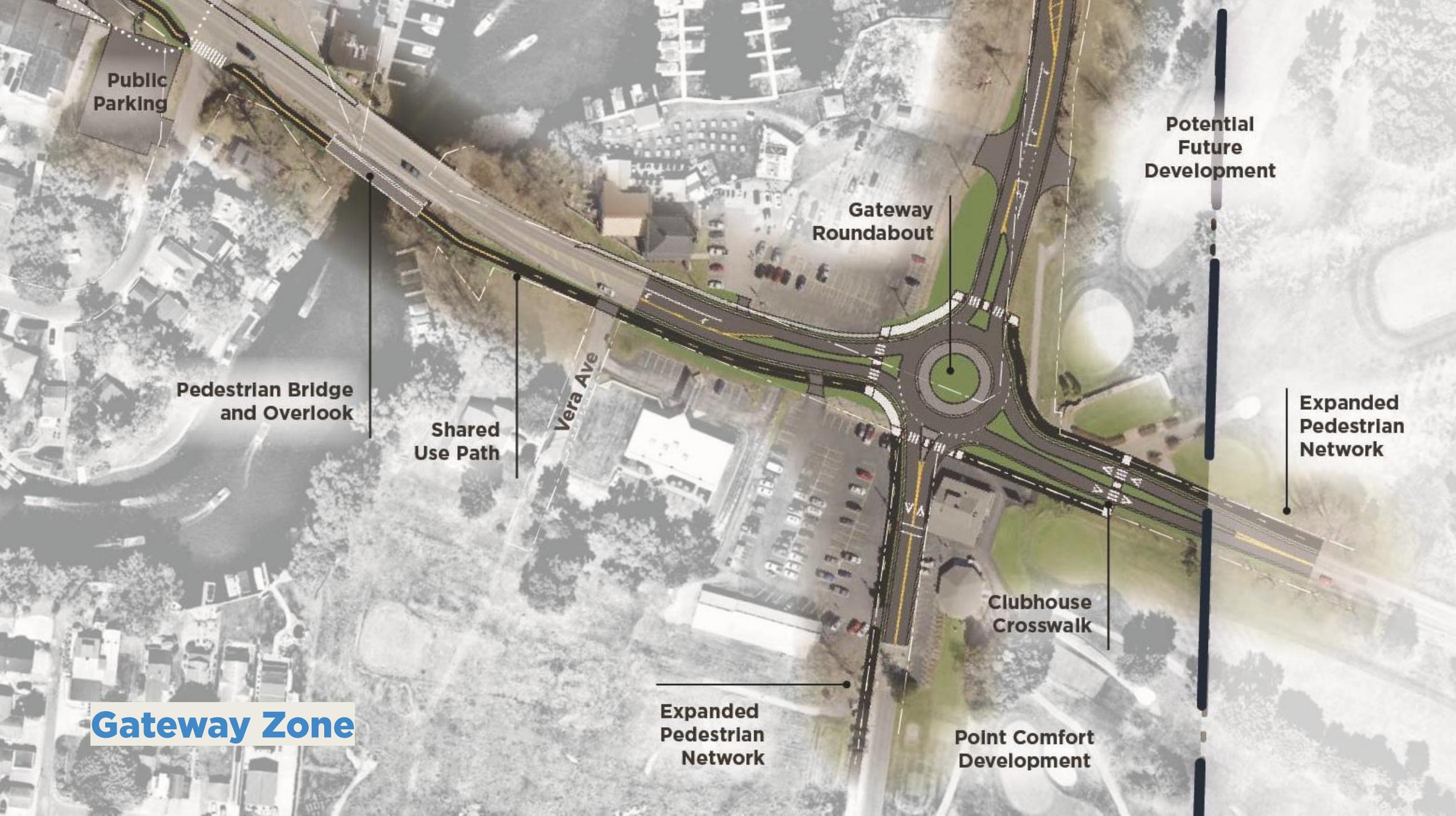
Varies
Right of Way

Segment 2 – Proposed Improvements



Concept Improvement Plan





Public Parking

Pedestrian Bridge and Overlook

Shared Use Path

Vera Ave

Gateway Roundabout

Potential Future Development

Expanded Pedestrian Network

Clubhouse Crosswalk

Expanded Pedestrian Network

Point Comfort Development

Gateway Zone

Central Zone

Standardized Access Points

Sidewalk

Conservation Parcel

Curbed Roadway

Mid-Block Crossing + Standardized Access

Public Parking

Howland Ave

Melton Ave

Tarilton Ave

Stutz Ave



Transition Zone



Gateway Roundabout Rendering

Note: Renderings are conceptual and do not represent final design treatments.



Phasing Plan



Phase 1

Phase 1: Community Gateway and Shared-Use Bridge

This phase addresses the State Route 619 and South Turkeyfoot Road intersection, a critical location that serves as the primary entry point into the corridor and the Portage Lakes region. Improvements include construction of a single-lane roundabout to enhance safety and traffic operations, sidewalks and lighting to support multimodal travel, and a shared-use path to expand pedestrian and bicycle access.

Why a single-lane roundabout?

This simpler design minimizes conflict points, reduces vehicle speeds, and is generally safer and more intuitive for drivers, cyclists, and pedestrians compared to multi-lane configurations—making it well-suited for a community gateway location.

A key component is the addition of a separate shared-use path bridge over the channel, which will connect the golf course, existing neighborhoods, and planned residential development along Point Comfort Drive.

This investment addresses a current barrier where no safe multimodal crossing exists and directly supports the corridor vision of expanding alternative transportation options.

These improvements are prioritized because:

- Address safety concerns at the study area's highest-crash intersection.
- Establish an eastern gateway to build early momentum for the corridor.
- Respond to imminent development pressures along Point Comfort Drive.
- Provide safe crossings at a location with high pedestrian activity.

PHASE 1

Community Gateway

Key Improvements:

- Roundabout at State Route 619 / South Turkeyfoot Road
- Shared-use pathway
- Sidewalks
- Lighting
- Landscaping

Opinion of Probable Cost
\$3.5 million to \$3.9 million

Shared-Use Path Bridge

Key Improvements:

- Bridge structure
- Access connections
- Lighting

Opinion of Probable Cost
\$1.1 million to \$1.3 million

Phase 1 Opinion of Probable Cost
\$4.6 million to \$5.2 million

Funding Sources

- **Akron Metropolitan Area Transportation Study (AMATS)**
 - Congestion Mitigation and Air Quality Improvement (CMAQ) Program
 - Surface Transportation Block Grant (STBG)
 - Transportation Alternatives Set Aside (TASA)
- **Ohio Public Works Commission (OPWC)**
 - State Capital Improvement Program (SCIP)
 - Local Transportation Improvement Program (LTIP)
- **Ohio Department Of Transportation (ODOT)**
 - Highway Safety Improvement Program (HSIP)
 - Transportation Improvement Districts (TID)
 - Urban Paving Program

Questions?