

**Amendments to the Comprehensive Land Use Plan approved February 10, 1997  
(Trustees Resolution 2011-072, April 26, 2011)**

**D. PARKS AND RECREATION.**

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Currently, the township has two parks – Gracie Field and Rootstown Community Park. Future park space shall not be designated to a particular area of the township, but located in areas easily accessible by residents via roadways, bikeways, walking trails, or other forms of transportation.

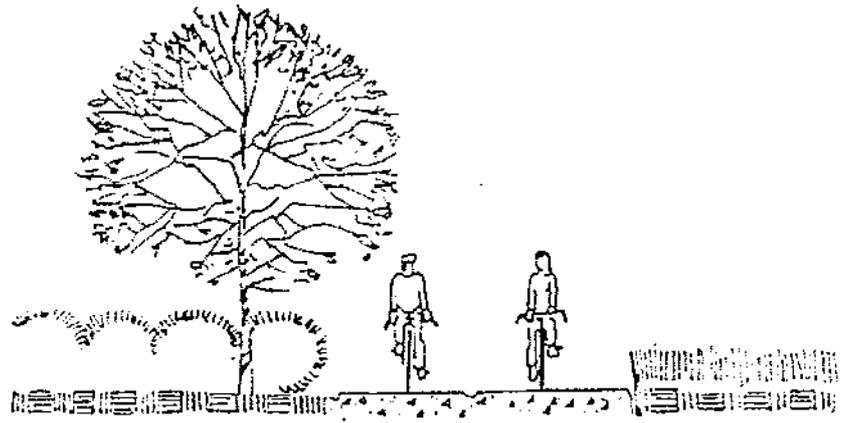
1. Criteria in determining where the township should focus its efforts in actually purchasing property for parks includes:
  - a. Areas where preservation through other methods is unlikely.
  - b. If possible, connections to walking trails and bikeways. (See Section E)
2. Appropriate sites to are those with development limitations because of hydric soils or flooding, but could be adequately developed for recreational purposes.

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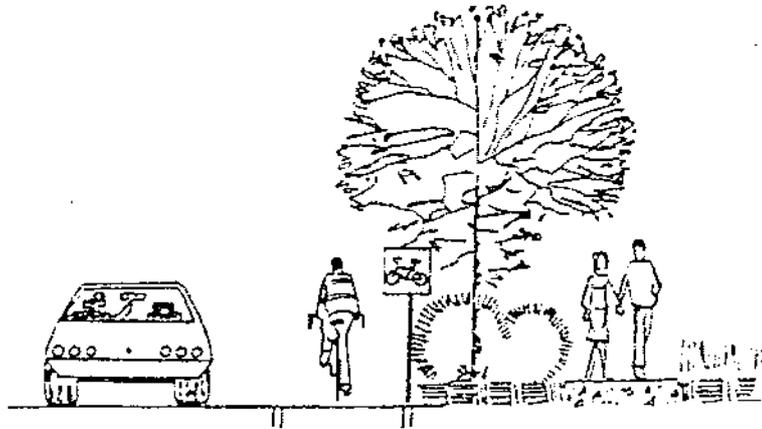
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**Bikeway Connections.** The County has formulated a county-wide bike plan that provides connections to the area's many park facilities. The intention is to create regional spine routes that can be further enhanced with local connections. Portions of the proposed bike lanes in Rootstown, will follow the Buckeye Trail route which runs along Lynn Road beginning at the Brimfield Township line going eastward to New Milford Road to Campbellsport Road going northeast to West Branch State Park.

1. **Bikeway Facilities.** As summarized in the Regional Bike Plan for the AMATS Area, 1980, the three types of bikeway facilities include the following. (Illustrations of these bikeway classifications are shown in Figure 1 on the next page).
  - a. Bike paths, which are facilities designed for bicycles, and pedestrian use and are physically separated from motor vehicle traffic. Because they protect bicyclists from traffic, except at locations where a highway must be crossed, bike paths are the safest type of bikeway. Since an independent bike path requires a long strip of available land, they are often constructed along abandoned rail lines, utility corridors, canal banks and tow paths, within parks and through land deeded to the public through subdivision regulations. Construction and land acquisition make bike paths the most expensive bikeways.



Bike Path



Bike Lane



Bike Route

FIGURE  
1

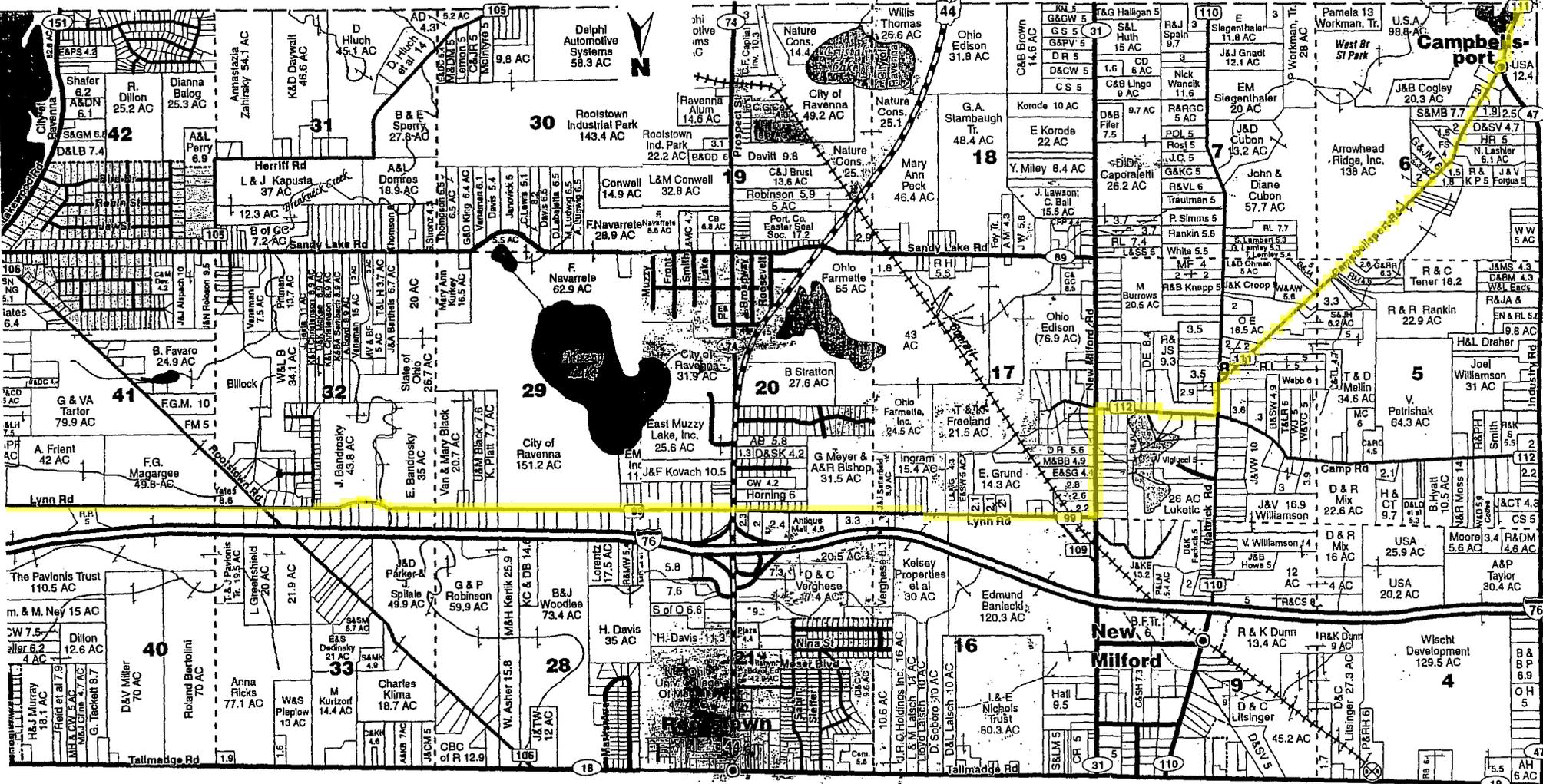
# BIKEWAY CLASSIFICATION

- b. Bike lanes, which use existing or proposed roadways but which are separated from traffic by painted lines. A bike lane is less safe than a bike path because it increases the incidence of bicycle/motor vehicle interaction at intersections, driveways and with nearby parked cars. It is recommended that bike lanes be one directional on each side of the street.
- c. Bike routes, which utilize existing streets and roads and for which no separation of motor vehicle and bicycle traffic is provided. Signs indicating the course of the bike route are used to alert motorists of potential bicycle travel. Bike routes are the least costly to develop and also provide the least safety for the cyclist. This type of bike way is not recommended unless traffic volumes and speeds are relatively low and the roadway is sufficiently wide to accommodate bicycles.

**2. Recommended Bikeway Facilities.** In order to provide greater internal access for the township, additional bike paths or bike lanes should be established. Map 7 (a) indicates suggested connections; i.e., following the current Buckeye Trail route which runs along Lynn Road, beginning at the Brimfield Township line going eastward to new Milford Road north to Camp Road going east, then north on Hattrick Road to Campbellsport Road going northeast to West Branch State Park.

- a. Provide connections to the County Bikeway Plan from various locations in the township;
- b. Provide connections (if possible) to the center of the township (to the schools, NEOUCOM, and shopping) in a manner that protects the riders from the traffic along S.R. 44. The most likely paths therefore should not be located in the right-of-way of this major street.

Easements for bike paths within the growth area may be secured through utilization of the Planned Residential Development regulations. As development occurs, efforts should be made to encourage the creation of PRDs with open space provided in areas that help to create the bikeway connections.



MAP  
7a