

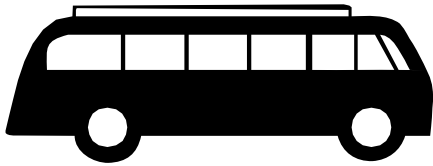
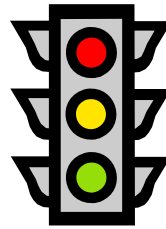
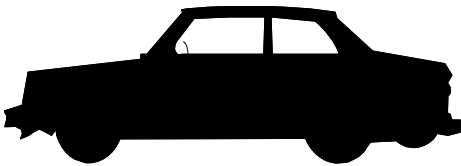
YEAR 2030 TRANSPORTATION PLAN

FOR

STARK COUNTY, OHIO

Final Report

April 2005



Prepared By:

STARK COUNTY AREA TRANSPORTATION STUDY

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This report is the product of a study financed in part by the US Department of Transportation, Federal Highway Administration, Federal Transit Administration and the Ohio Department of Transportation. The contents of this report reflect the views of the Stark County Area Transportation Study, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policy of the U. S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

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CHAPTER 1 - INTRODUCTION

Stark County Area Transportation Study (SCATS) was initiated in November 1962, in order to prepare a long-range transportation plan meeting the requirements of the Federal-Aid Highway Act of 1962. The act required the development of a comprehensive transportation plan coordinated with land use and other planning elements. The law also required a continuing transportation planning process where traffic and land use changes are monitored and periodic revisions to the Plan are made to keep abreast of changing conditions and maintain a 20 year planning horizon. The original SCATS Transportation Plan was adopted in 1971 with a target date of 1985. The table below documents the various Plan over the years:

Plan Adoption Year	Horizon Year
1971	1985
1979	2000
1985	2010
1995	2010
1999	2020
2002	2030

This document will update the 2030 Plan adopted in 2002. The Transportation Plan will become an element of the Stark County Regional Planning Commission Comprehensive Plan.

SCATS Organization

Three committees and the staff comprise the organization of SCATS. They are the Policy Committee, the Technical Advisory (TAC) Committee, and the SCRPC Citizens Advisory Council.

The Policy Committee

The Policy Committee is composed of the county officials, mayors, a township representative, and representatives from ODOT, SARTA, and the TAC and CAC Transportation Committee Chairs. This committee is responsible for the basic non-technical policies, selects the Transportation Plan and Transportation Improvement Program, and approves the budget.

The Technical Advisory Committee

The Policy Committee is assisted by the Technical Advisory Committee, which reviews technical decisions and is composed of professionals in the fields of traffic, engineering, transportation, planning, and mass transit.

The Citizens Advisory Council

The third committee is the Citizens Advisory Council (CAC). The SCATS Citizens Advisory Committee was formed in 1968. During 1976, a Citizens Advisory Council was formed to provide citizen participation for the complete SCRPC/SCATS program. The CAC membership is open to all persons living or working in Stark County. Regularly scheduled meetings are held on the fourth Friday in every other month.

SCATS Staff

The staff performs the day-to-day work of the study and prepares plans, reports and recommendations for review and adoption by the Policy Committee.

Summary

The primary objective of SCATS is to develop the Transportation Plan and Transportation Improvement Program for Stark County. The purpose of this report is to update the 2030 Plan to reflect recent developments and address the planning requirements of the Transportation Efficiency Act for the 21st Century (TEA-21).

CHAPTER 2 – PLAN SUMMARY

Local officials have identified traffic congestion and delay as major concerns. Ease of mobility and accessibility are primary goals for Stark County residents. These issues are addressed through the SCATS 2030 Transportation Plan. The transportation plan also addresses a variety of other needs - alternatives to new highway construction (e.g., trip demand reduction, highway rehabilitation, ridesharing), transportation enhancements, public transit, and rail passenger and freight services. One of the objectives of the plan is to provide a balanced multimodal transportation system, which is sensitive to the social, economic and environmental concerns of the citizens of the region.

Plan Components

The 2030 Transportation Plan includes three major components, highways, transit, and bicycle pedestrian facilities.

1. Highways

Freeways and Expressways. High speed, longer distance trips in and through Stark County and the surrounding region will utilize the freeway and expressway system, which includes I-77, US 30, and parts of US 62 and SR 21. The principal improvements planned for this system, include extension of US 30 east from Trump Avenue to SR 9 in Columbiana County, the extension of US 62 east from SR 225 to Salem, and the completion of the widening and reconstruction of I-77 to six lanes from US 30 to the Akron Canton airport. The Plan also includes a new I-77 interchanges at Gracemont Avenue.

Arterial highways. The Plan proposes other regional highway projects to improve traffic circulation, in, and around other major traffic generators. These projects include widening portions of 12th Street, Applegrove St., Frank Ave., Portage St., Whipple Ave., SR 43, SR 241, SR 619, and SR 687. Improvements are also planned to connect the City of Canal Fulton to SR 21.

System Preservation. The Plan does not specifically list system preservation projects such as bridge replacements and repairs or resurfacing and maintenance projects. However, it recognizes that preservation of the transportation system is a priority and sets aside funding for these projects.

2. Public Transit

The Plan is based in part on a public transit system in various forms (conventional fixed route bus service, paratransit demand response service, etc.) to encourage a balanced transportation system available to all residents of Stark County. Transit service is currently provided by the Stark Area Regional Transit Authority (SARTA), which is supported in part by a countywide sales tax.

The following general categories of transit capital improvements are recommended in the Plan:

- a. Buses and Paratransit Vehicles - Existing vehicles will have to be replaced over the long term simply due to age and wear-and-tear.
- b. Transfer Facilities – Included in this category is the construction of transfer facilities at various locations. Also included are improvements to transit stops such as shelters, bus pull off lanes and paved waiting areas.
- c. Improvements at the Gateway Facility – Improvements to SARTA’s Gateway Facility. This building houses the SARTA offices, bus maintenance and bus storage facilities.
- d. Equipment and Preventive Maintenance – equipment purchases and capitalized preventive maintenance of SARTA vehicles and facilities

3. Bikeways and Pedestrian Facilities

Finally, the Plan recognizes the value of bikeways and pedestrian facilities and for short-distance transportation as well as for recreation and tourism. Bike and pedestrian facilities are proposed as part of the open space trail network along the Ohio and Erie Canal corridor and other future linear greenways in the county in conjunction with the Stark County Park District Trail Plan.

2030 Plan Listing

The SCATS 2030 Transportation Plan includes a financially constrained list of projects, which are recommended for implementation by the Year 2030. These projects are also shown in the map in Figure 1 following the listing.

Table 2-1. 2030 Plan Listing

Projects recommended from 2005 to 2010					
Map#	Name	Limits	Type Work	Cost\$	Length
98	I-77	Just S of SR 172 to just N of 13th St	Widen Freeway to 6 lanes	36,600,000	1.14
N/A	I-77	US 30 to Summit County	Freeway management system. Includes traffic flow detection, cameras, dynamic message signs and control center equipment.	2,700,000	9.26
N/A	US 62	Market Ave to SR 44	Corridor Study	500,000	1.00

N/A	US 62	At Rowland, Maple, Harrisburg, Regent, Harmont, Broadway, and California.	Signal work at 7 intersections. Offset LT lanes & right turn slots at 4 intersections. Install closed Loop Signal System. Structure & drainage work.	2,500,000	7.20
38	12th St NW	Woodlawn to Whipple	Widen to 3 lanes	1,800,000	0.30
37	Alabama Ave CR 314	Elton St to Wooster St	Resurfacing	800,000	6.50
49	Arlington Ave	At Strausser St	Intersection Improvement	375,000	0.10
77	Atwater Ave. Bridge	Over Little Beech Creek N of SR 619	Bridge replacement	292,000	0.10
80	Cleveland Ave bridge	Over Nimishillen Creek in the City of Canton	Bridge replacement	400,000	0.10
99	Cleveland Ave SR 800	45th St to Mill St	Widen for TWLTL thru section;	3,190,000	1.60
54	Columbus Ave	At Harmont	Turn lanes, signals, Storm sewer, Water & Sewer	2,041,692	0.80
91	Erie St	Nave Rd to Treemont Ave	Resurfacing, Curb Ramps & Traffic Signals	1,051,000	1.91
109	Erie St bridge	Over SR 21 in Massillon	Widening, redecking, curbs, resurfacing	1,650,000	0.05
N/A	Fulton Dr NW Signals	Signal systems.	Signals	721,000	1.00
N/A	Fulton Dr NW Signals Phase2	Signal systems.	Signals	357,000	1.00
103	Fulton Rd SR 687	Everhard Rd to Hills & Dales Rd	Widen to 5 lanes	8,750,000	2.43
23	Hills & Dales Rd	Woodlawn Ave to Whipple Ave	Widening from 2 lanes to 5 lanes	2,000,000	0.60
104	Hills & Dales Rd	Wales Ave to Sir Thomas	Widen to 4 lanes	6,050,000	2.20
90	Main St	Easthill St SE to Rose Lane	Minor widening, Turn Lane, pavement signals Curbs etc	1,547,565	0.50
111	Main St at Everhard	Knoll St SE to Easthill St SE	Turn lanes and bridge replacement	1,863,000	0.30
108	Main St SR 153	Louisville WCL to SR 44	Reconstruction	4,111,375	1.60
63-66	Market Ave	Four intersections from Lake Center St. north To Route 619 in Lake Township	Intersection Improvements	2,200,000	0.40
N/A	Market Ave Signals	Signal systems.	Signals	2,281,000	1.00
92	Middlebranch Ave CR 192	US 62 to State St	Resurfacing	900,000	6.69
N/A	Navarre Signals	Signal systems.	Signals	1,177,000	1.00
113	Orrville St CR 348	Wayne Co line to	Resurfacing	800,000	7.03

		Massillon Corp.			
68-69	Paris Ave CR 44	At Meese Rd. and Easton St intersections in Nimishillen Township	Safety improvements	1,500,000	0.20
105	Portage St NW	I-77 to 300' W of Whipple	Widen to 5 lanes	2,400,000	0.43
71	Portage St NW CR 228	At Lutz Ave	Intersection Improvement	1,176,118	0.60
110	Ravenna Ave SR 44	At Mapleton	Upgrade intersection	500,000	0.10
34	Richville Dr CR 248	Nave St to Southway St	Minor widening resurfacing, shoulders & ditches	571,200	
84	Riverland Ave	Over the Tuscarawas River in Bethlehem Township	Bridge replacement	1,300,000	0.10
102	Shepler Church Ave	Tusc Co Line to Cleveland Ave	Resurfacing	650,000	
81	Sherman Church Ave	Over Tuscarawas River	Bridge	1,800,000	0.10
42	Strausser St/Lutz CR 231	Hardin to Arlington	Turn lanes	1,833,776	0.00
101	Tuscarawas St SR 172	Shroyer Ave to Cherry Ave	Center turn lane streetscape	3,210,000	1.30
N/A	Various Road Resurfacing	Harmont, Columbus, Harrisburg, 8th/Georgetown, Shepler, Gambrinus	Resurfacing	671,947	6.92
106	Wales Ave SR 241	.60 miles S of SR 687 to .34 m N of Mudbrook	Widen to 5 lanes	6,500,000	1.50
86	Walnut Ave	Over Mahoning River	Bridge replacement	500,000	0.10
112	Waynesburg Dr SR 43	At SR 183	Add turn Lane	610,000	0.16
100	Waynesburg Dr SR 43	17th St to New US 30	Widen for TWLTL thru section and LT storage lanes on SR 43 at 17 th Street intersection; RR crossing upgrade	1,890,000	0.46
107	Whipple Ave	11th St NW to 38th ST NW	Resurfacing	264,632	0.00
N/A	Alliance Transfer Center		Upgrade transit center	1,237,536	
N/A	ODOT System Preservation	District Work Program Total	System Preservation Projects	52,631,555	
N/A	Bicycle Carriers/Racks		Bus bike racks/shelter storage racks	94,000	
N/A	Bus Lift		Bus Lift Replacement	79,000	
N/A	Bus Replacements		Replace buses according to bus schedules	11,500,000	
N/A	SARTA Computer Upgrade		Upgrade hardware	50,000	
N/A	SARTA Equipment Replacement 2005-2010		Various Office and	600,000	

			Maintenance Equipment		
N/A	SARTA Fare boxes		Replace/upgrade fare boxes	1,453,865	
N/A	SARTA Fuel Management System		Computerized link to buses	70,000	
N/A	SARTA HVAC - Bus Storage		Replacement of current HVAC System	900,000	
N/A	SARTA Improved Shelters/Bus Stops		Heated/lighted shelters/sidewalk ADA access	56,800	
N/A	SARTA Lincoln Way Corridor project		Bus pull-offs, decorate shelters, passenger amenities	321,166	
N/A	SARTA Preventive Maintenance 2005-2010		Preventative Maintenance on assets	8,900,000	
N/A	SARTA Project Planning \$100,000 per year		Yearly Planning	600,000	
N/A	SARTA Route/Timing Adjustments		Increase runs and create hybrid pulse/pull-through	168,000	
N/A	SARTA Routing Software Upgrade		Trapeze Software for Pro-Line	100,000	
N/A	SARTA Software		Software upgrades and new software	25,000	
N/A	SARTA Specialty Counters for Dispatch		Dispatch Furniture	40,000	
N/A	STP Vehicles \$60,000/year		Purchase Vehicles	360,000	
N/A	SARTA Supervisor vehicles		Purchase Vehicles	218,450	
B 24	West Branch Trail	West Park to Arboretum Park	Trail	240,000	3.00
B 5	Deer Creek Trail	Deer Creek Reservoir Dam	Trail Bridge over Spillway	1,000,000	0.20
B 15	Ohio & Erie Canal Trail	Tuscarawas River Aqueduct	Trail	300,000	0.20
Projects recommended for 2011 to 2020					
	Name	Limits	Type Work	Cost\$	Length
1	I-77	At US 30 Interchange	Interchange Safety & Capacity improvements	40,000,000	1.00
2	I-77	At Gracemont	New interchange	10,340,000	1.00
3	US 30	Trump Ave to SR 44	New 4-Lane Freeway	28,020,000	2.85
6	US 30 Connector	SR 44 Interchange to SR 172 at Midway	New 2-lane connector	4,000,000	1.00
45	20th St NW	At Lakeside	Intersection Safety Improvement	250,000	0.10
62	Market Ave	At Mt Pleasant	Intersection Safety Improvement	200,000	0.10
96	12th St NW	Genoa Ave to Perry Dr	2 Lane Improvement – Soils Correction	2,000,000	1.00

46	30th St NE	At Harrisburg	Intersection Improvement	500,000	0.10
14	Applegrove St CR 190	Main St to Market Ave	Widen to 4 lanes	3,249,000	2.24
48	Applegrove Strausser Connector	Frank Ave to Applegrove	Intersection Improvement	2,000,000	0.30
78	Broadway Ave CR 199	Over Nimishillen Creek S of SR 153	Bridge	225,000	0.10
52	Broadway Ave CR 199	At Georgetown	Intersection Improvement	1,250,000	0.10
53	Columbus Ave CR 67A	At Paris Ave	Intersection Improvement	250,000	0.10
18	Dressler Rd CR 98	RR tracks to Whipple Ave	Widen to 5 Lanes	400,000	0.20
31	Duquette Ave	SR 619 to Port Co Line	Resurfacing	250,000	2.50
19	Edison St SR 619	Cleveland Ave to SR 43 North	Widen to 4 lanes	9,390,000	3.13
56	Everhard Rd	At Whipple	Widen intersection to 5 or more Lanes	2,070,000	0.22
20	Frank Ave CR 229	Fulton Rd to University St	Widen to 5 lanes	2,826,000	1.25
82	Freshley Ave	Over Beech Creek N of Beeson	Bridge replacement	324,000	0.10
57	Fulton Rd	At Park Dr	Signal & Turn Lane N of Fulton. Storm Water & Sewer, Sidewalk	742,000	0.20
21	Fulton Rd SR 687	0.28 miles E of SR 241 to Brunnerdale Ave	Widen to 5 lanes	3,600,000	1.00
85	Greenbower St	CR 12	Bridge replacement	250,000	0.10
83	Guilford Ave Bridge	Over Nimishillen Creek S of 38th St	Bridge replacement	379,086	0.10
33	Hankins St CR 240	Wales Ave to Louisa Marie Ave	2 Lane Improvement	1,800,000	1.30
22	Harmont Ave CR 170	SR 153 to US 62	Widen to 4 lanes	2,800,000	1.40
17	Jackson Ave TR 242	Richville Dr to Lincoln Way	2 Lane/RR Bridge	5,200,000	1.50
40	Jackson Ave TR 242	Lincoln Way East to Hankins St	Road Rehab	2,603,000	1.00
59	Lincoln St US 30	At Broadway Ave	Intersection improvement	1,000,000	0.10
61	Main St	At Treemont	Upgrade intersection	1,000,000	0.10
15	Main St Connector	Old Main St to New Main St at Sawburg	New 2-lane connector	1,000,000	0.30
94	Maple St Improvements	Walsh University to Market Ave	Streetscaping, sidewalk & Storm Sewer	1,000,639	0.50
25	Market Ave SR 43	55th St to Applegrove St	Widen to 4 lanes	9,730,000	2.00
67	Middlebranch Ave	At State St	Intersection Improvement	500,000	0.10
70	Portage St NW CR 228	At Sunset Dr	Intersection Improvement	200,000	0.10
79	Price St	Over Walborn Reservoir	Bridge	120,000	0.10

73	Strausser St	At SR 236	Intersection improvement	600,000	0.10
72	Strausser St	At High Mill Ave	Intersection improvement	500,000	0.10
74	Strausser St CR 231	At Lake O Springs Ave	Intersection Improvement	500,000	0.10
75	Trump Ave CR 170	At Georgetown	Intersection improvement	750,000	0.10
89	Union Ave SR 183	Alliance Underpass	Grade Separation Improv	2,000,000	0.10
95	Wabash Ave SR 93	4th St S to RR Overpass	Streetscape	756,000	0.30
28	Wales Ave SR 241	Hills & Dales Rd to Portage St	Widen to 4 lanes	8,935,000	5.50
76	Wales Rd SR 241	At Lake Ave	Upgrade intersection	1,500,000	0.10
43	Wales Rd SR 241	Lincoln Way East to Hills & Dales Rd	2 lanes + Turn lane	4,500,000	1.49
36	Walnut Rd CR 248	Southway St to 16th St SE	2 Lane improvement	450,000	0.25
29	Whipple Ave	Applegrove St to Shuffel Dr	Widen to 5 lanes	840,000	0.56
N/A	ODOT System Preservation 11-20	\$19,848,000 per year	System Preservation Projects	198,480,000	
N/A	Safety Projects (11-20)	\$2,367,778 per year	Future Safety Projects	\$23,677,780	
N/A	SARTA Bus Replacements 2011-2020 \$2,280,000 per year		Bus replacements	22,800,000	
N/A	SARTA Preventive Maintenance 2011-2020 \$1,150,000 per year		Preventive Maintenance	11,150,000	
N/A	SARTA Equipment Replacement 2011-2020 \$100,000 per year		Equipment Replacement	1,000,000	
N/A	SARTA Project Planning \$100,000 per year		Yearly Planning	1,000,000	
N/A	STP Vehicles \$60,000/year		Purchase Vehicles	600,000	
B 23	West Branch Trail	Arboretum Park to Dogwood Park	Trail	320,000	4.00
B 3	Covered Bridge Trail	West Branch Trail to Martindale Park	Trail through Cemeteries	320,000	4.00
B 6	East Canton Connector	Louisville to East Canton	Trail on Co & Twp Rds	40,000	4.00
B 9	Iron Horse Trail	Alliance to Minerva	Trail on Abandoned RR	1,320,000	16.50
B 10	Jackson Connector	Crystal Springs Trailhead to Lake Cable	Trail along Twp Roads	45,000	4.50
B 12	Mt Pleasant - Dogwood Trail	Lake Cable to Willowdale Lake	Trail along Roads	60,000	6.00
B 17	Pleasant Valley Trail	Howenstine to Magnolia Village	Trail along Roads	71,000	7.10
B 18	Pontius Price Connector	Quail Hollow State Park to Alliance Reservoirs	Trail along Roads	105,000	10.50
B 20	Sippo Lake Connector	O & E Canal Trail to Genoa Rd	Trail	800,000	2.70

B 20	Sippo Lake Connector	Sippo Lake Park to Waterworks Park	Trail	200,000	2.50
B 22	Upper Middlebranch Trail	Martindale Park to Quail Hollow State Park	Trail along Creek & Roads	330,000	16.50
B 23	West Branch Trail	Thurman Munson Stadium to West Park	Trail	160,000	2.00
B 25	Wilderness Center	Navarre to Wilmot	Trail along Roads	86,000	8.60
B 1	Canton Downtown Trail	Waterworks Park to Cook Park	Trail along Streets	18,000	1.80
B 14	North Country Loop	Vine St to Price St	Trail	400,000	5.00
B 12	Mt Pleasant - Dogwood Trail	Willowdale Lake to Dogwood Park	Trail along Roads	45,000	4.50
B 3	Covered Bridge Trail	Martindale Park to Middlebranch Trail	Trail along Trunk Sewer	80,000	1.00
B 10	Jackson Connector	KSU/Stark Tech to Price Park	Trail	120,000	1.50
B 13	Nickleplate Trail	Stuckey St to Minerva	Trail	480,000	6.00
Projects recommended for 2021 to 2030					
	Name	Limits	Type Work	Cost\$	Length
4	US 30	SR 44 to SR 183	Super 2 lane	48,600,000	8.00
5	US 30**	SR 183 to East Rochester	Super 2 lane	4,300,000	1.00
97	US 62	Columbus Rd to SR 44	Intersection Upgrading	19,000,000	4.37
7	US 62	Market Ave to Columbus Rd	Major Reconst / Access Control	15,000,000	1.36
8	US 62	At Harmont to	Grade Separation	5,000,000	0.30
9	US 62**	SR 225 to Salem	New 4-Lane Freeway	8,000,000	1.00
44	12th St NW	At Market Ave	Intersection Widening	350,000	0.10
39	12th St NW	Perry Dr to Woodlawn	Widen to 3 lanes	2,000,000	0.75
47	Alabama Ave CR 314	At Stanwood St	Intersection Improvement	400,000	0.10
30	Armour St	SR 225 to Mahoning Ave Ext	2 Lane improvement	2,090,000	0.80
50	Beech St	At Beechwood Ave	Intersection Improvement	300,000	0.10
51	Beeson St	At Freshley Ave	Intersection Improvement	400,000	0.10
10	Canal Fulton Connector	Butterbridge to Locust St	New 2-lane connector	2,750,000	1.10
55	Elton St	At Pigeon Run	Intersection Improvement	400,000	0.10
32	Fohl St	Navarre to I-77	2 Lane improvement	5,230,000	5.23
58	Fohl St	At Shepler Church	Intersection Improvement	300,000	0.10
93	Lincoln Way US 30	Bonnieview to Columbiana Co Line	Streetscape	300,000	0.30

60	Lincoln Way West SR 172	At Main St	Upgrade intersection	1,000,000	0.10
16	Mahoning Extension	Patterson Ave to Armour St	New 2-lane connector	3,950,000	1.00
24	Market Ave SR 43	Applegrove St to Mt Pleasant St	Widen to 4 lanes	3,500,000	1.12
41	Navarre Rd CR 511	SR 21 to 1 Mile E of SR 21	Widen to 3 lanes	2,000,000	1.00
87	Perry Dr CR 225	Southway St to Tuscarawas St	Widen to 4 lanes / RR bridge	6,000,000	0.73
12	Reno Drive	SR 44 to Nickleplate Ave	New 2-lane connector	250,000	0.25
88	SR 44 Bypass	SR 44 to SR 153 to Frana Clara	2-lane bypass / RR Bridge	4,815,000	1.70
11	Sterilite St Extension	Navarre Rd to Fohl St	New 2-lane connector	4,000,000	1.00
35	Trump Ave CR 170	SR 43 to New US 30	2 Lanes / new connector	4,000,000	2.00
26	Trump Ave CR 170	Lincoln St to SR 153	Widen to 4 lanes	6,900,000	2.30
27	Wales Ave SR 241	Portage Street to Summit County	Widen to 4 lanes	3,850,000	2.37
13	Whipple Ave	Shuffel Dr to Mt Pleasant St	New 3-lanes	2,500,000	0.60
N/A	SARTA Preventive Maintenance 2021-2030		Preventive Maintenance	11,150,000	
N/A	STP Vehicles \$60,000/year		Purchase Vehicles	600,000	
N/A	SARTA Bus Replacements 2021-2030 \$2,280,000 per year		Bus Replacements	22,800,000	
N/A	SARTA Equipment Replacement 2021-2030 \$100,000 per year		Equipment Replacement	1,000,000	
N/A	SARTA Project Planning \$100,000 per year		Yearly Planning	1,000,000	
B 8	Hoover Park Connector	Dogwood Park to Middlebranch Trail	Trail	376,000	4.70
B 11	Lower Middlebranch Trail	Thurman Munson Stadium to East Sparta	Trail along Creek & Roads	180,000	9.00
B 13	Nickleplate Trail	Swallen Ave to Stuckey St	Trail	500,000	1.00
B 19	Sandy Valley Loop	Magnolia to Minerva	Trail along roads & Canal	976,000	12.20
B 21	Stark Electric Trail	Stone Bridge Trail to Alliance	Trail	1,088,000	13.60
B 5	Deer Creek Trail	Deer Creek Reservoir to Early Hill Park	Trail	320,000	4.00
B 21	Stark Electric Trail	Canton East Corp Line to Louisville	Trail	240,000	3.00
N/A	ODOT System Preservation 21-30	\$19,848,000 per year	System Preservation Projects	198,480,000	
N/A	Safety Projects (21-30)	\$2,367,778 per year	Future Safety Projects	\$23,677,780	

Figure 1. – Transportation Plan Map

CHAPTER 3 – TRANSPORTATION PLANNING PROCESS

Transportation Goals, Objectives and Strategies

This first step in transportation planning is the development of goals or policies to guide the selection of projects and planning recommendations. The full Comprehensive Plan describes and lists the goals, objectives and strategies for the entire Plan. The transportation specific objectives and strategies are repeated below:

Objective 1. Adopt a “system preservation” policy towards Stark County roadways in conjunction with ODOT’s system preservation policy.

Strategies:

- A. Prioritize funding for system preservation
- B. Implement Intelligent Transportation System strategies

Objective 2. Provide a multi-modal transportation system which includes various modal options, such as pedestrian access, bikeways, mass transit, rail, and air facilities.

Strategies:

- A. Evaluate and adjust SARTA’s routes to provide adequate transportation to and from suburbs and center cities for jobs
- B. Support SARTA’s continued curb to curb programs to serve the aging population
- C. Utilize federal transportation dollars for scenic improvements, historic improvements, and pedestrian and bike trails
- D. Structure new subdivisions to include pedestrian and bicycle facilities (sidewalks and trails), tying into the countywide trail system where possible
- E. Make places walkable for aging populations in response to new demographics and special needs

Objective 3. Provide a congestion free transportation system.

Strategies:

- A. Work cooperatively with appropriate agencies to create and implement countywide access management regulations
- B. Solve existing congestion before building new roads in undeveloped areas

Objective 4. Provide an efficient, safe and economically sound transportation system.

Strategies:

- A. Identify and target high crash locations for safety improvements
- B. Ensure projects are sensitive to social, economic and environmental effects

Traffic Safety and Congestion Problem Areas

A second step in the planning process is the identification of deficiencies in the existing transportation system. The Traffic Congestion Management System (TCMS) is used to

identify congestion deficiencies on the existing transportation system. Results of the latest TCMS analysis were published in the 2004 *Congestion Management Report*. The report examined highway congestion based on two scenarios: existing traffic on the base highway system and future 2030 traffic on the 2030 Plan adopted in 2002.

The base highway system includes all highway facilities that currently exist plus those facilities which are under construction or for which construction funding is committed in the immediate future. This system includes the widening of I-77 to six lanes between US 30 and the airport as well as the construction of the Shuffel Drive interchange. Congested locations included Fulton Road, Wales Avenue and Lincoln Way between Massillon and Canton. Other locations included 12th Street in Canton, SR 619 in Lake Township, SR 43 both north and south of Canton and SR 44 in Louisville. Interstate 77 congestion was low because the base condition assumed that it is widened to six lanes.

The future congestion analysis showed many of the existing congested locations were still congested with 2030 traffic volumes. New areas of congestion included the Carnation Mall area of Alliance, the Canal Fulton area and SR 21 in the Navarre area. I-77 showed congestion in several locations.

SCATS also gathers traffic crash records and publishes an annual traffic crash report identifying and ranking high hazard intersections. Information from these systems reports were presented to local officials and the general public at the January 2005 series of public meetings. After an explanation of the transportation planning process, participants at these meetings were asked to identify problem areas on the existing system and identify any projects or solutions they would like to see incorporated into the Plan.

Demographic Projections

Transportation planning relies on future population, employment and land use projections. The distribution of future population, employment and land use is as important or more important than the total numbers. Population and employment distributions affect the number and lengths of future trips. Transportation also affects the distributions. Where people will live depends in part on access to jobs. Where the jobs are located will be determined to some extent by accessibility to major highways. Thus, most new regional growth in Stark County is projected to take place along major transportation corridors, evidence of a strong population/employment/transportation/land use connection.

Table 3-2 Demographic Projections

Demographic Projections	2000	2030
Population	378,098	368,900
Dwelling Units	157,024	170,432
Vehicles	266,837	294,604
Labor Force	175,401	178,643
Total Employment	204,702	247,186

Table 3.2 shows the existing and future totals for several key demographic items. The population shown in the table is the latest Ohio Department of Development population projection for Stark County: SCATS is required by an interagency agreement to use this number for its transportation planning. The other numbers are documented in the demographic section of the Comprehensive Plan.

Traffic Zones

The Land Use Plan provides the overall framework for the Transportation Plan but does not include the detail necessary for travel forecasting purposes. To forecast travel, the transportation planning models require detailed characteristics for small areas. For this reason, the SCATS planning area is divided into 614 traffic zones. Two criteria were used to divide the area into zones:

- Zones should produce a similar amount of activity so similar amounts of trips would be produced.
- The activity in each zone should be relatively homogeneous and special zones should be created for special uses such as hospitals, colleges, shopping centers and major industrial plants.

Other considerations in creating traffic zones include not splitting zones with travel barriers such as rivers and railroads and having zone boundaries not cross census tracts to make obtaining population and employment data collection easier.

For each of the traffic zones, key demographics are sub allocated to the traffic zone level. The following data was sub allocated to the zone level:

SCATS Independent Variables				
Residential	Employment	Floor Area	Acres	Special
Population	Industrial	Industrial	Service	Cordon Distance
Dwelling Units	Commercial	Commercial		College Enrollment
Labor Force	Service	Service		
Vehicles Available	Total			

Table 3-2. SCATS Independent Variables

These data sets are referred to as independent variables because they are used as input data in the trip generation models.

Travel Forecasting

The next step in the development of the plan is forecasting of future travel. This involves the use of following three mathematical models:

Trip Generation (how many trips?)

Trip Generation is the process used to forecast the number of trips generated by each traffic zone. Using the data from the 1965 Origin and Destination survey as a base, equations are developed that relate numbers of trips generated to the population, employment and land use data. In 1997, the trip generation equations were revised based upon a model calibration using 1990 as a base year. Six trip types are used in the process:

- Home based work trips
- Home based shopping trips
- Home based other trips
- Non-home based trips
- Truck trips
- Internal-external trips

External through trips are forecast separately. The trip generation equations output either trip ends, either productions or attractions. For instance, Residential zones produce work trip productions based on variables like the number of workers living in a zone. Industrial zones produce work trip attractions based on the employment in the zone. By using these equations and the appropriate forecast data, the number of future trip ends generated by each traffic zone is calculated. Because of the low transit use in the SCATS area, the trip generation equations produce vehicular trips directly rather than person trips, which then require a modal split step to produce vehicle trips.

Trip Distribution (where are the trips going?)

Trip Distribution is the process that distributes trips produced in each zone to other zones with trip attractions. This is accomplished using a gravity model, which distributes trips in direct proportion to the relative attractiveness of zones and in inverse proportion to the square of the time distance between them. The result of the model is a current or future trip table, which shows how many trips go from each zone to every other zone.

Traffic Assignment (what route do the trips take?)

Traffic Assignment is the process whereby the trip table is assigned by a computer to a given highway network. The highway network includes all major highway facilities. Each link in the network has a distance and speed coded. The computer assigns the trips between two zones to the highway links that form the minimum time path between those two zones. Two types of traffic assignment were used, "free" and "capacity restraint." The "free" assignment assigns all trips to the minimum time path while the "capacity restraint" diverts some trips to alternate paths if the assigned volume reaches the capacity of the links on the minimum time path. The result of the models is a forecast of traffic on each link of a highway network. In 1997, the SCATS travel models were converted to a PC based model called TRANPLAN. Previously, the travel models were run on an old mainframe computer software package called PLANPAC.

Future traffic is assigned to alternate networks to produce future traffic volumes and evaluate the effectiveness of the projects. The models also provide data for calculating the future air quality impacts and energy consumption of each alternate. Finally, the models provide the basic design data used to determine the number of lanes and other features of future highways.

Transportation Plan Development

The SCATS Transportation Plan draws on many different sources. Important sources included ODOT's *Access Ohio 2004-2030 Statewide Transportation Plan* and the Governor's *Jobs and Progress Plan*. Other plans and studies used as input into the Plan include the Transportation Improvement Program, local communities capital improvement reports, the Transit Development Plan and the Stark County Park District trail planning studies.

Major Investment Studies

A federal transportation-planning requirement is the major investment study (MIS) for metropolitan transportation corridors. The MIS is undertaken to refine the Transportation Plan and lead to decisions by SCATS, in cooperation with participating agencies, on the design concept and scope of the investment. It is a multimodal analysis to clarify the purpose and need, the appropriate mode to meet the purpose and need, and to define the design concept and scope of the project.

Major metropolitan transportation investments are defined as: "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub area scale

Several projects in the Transportation Plan meet this definition. They include the extension of US 30 from Trump Avenue to SR 11, the completion of US 62 from the City of Alliance to Salem, and projects to widen I-77 to six lanes from US 30 north to the Summit County line. MIS studies have been completed for the I-77, US 30 and US 62 projects.

CHAPTER 4 – HIGHWAY PLAN

This chapter presents the Highway Plan for Stark County. Also included in the chapter are recommendations for preservation of existing facilities.

Highway Plan

The following sections describe the highway projects included in the Plan. Included in the descriptions are the recommended projects and other projects considered in each corridor or planning area.

I-77 Corridor

A Major Investment Study (MIS) for the I-77 corridor from US30 in Canton to I-277 in Akron was completed in 1997. This study was made by ODOT in conjunction with SCATS and AMATS. The MIS evaluated a number of alternatives before recommending the widening of I-77 by one additional lane in each direction between US 30 and Arlington Road in Summit County. The MIS was adopted and approved by SCATS at its March 17, 1997 meeting. Its recommendations are included in the Plan. The widening of I-77 is now under way with three projects completed and two projects under construction. The last project is the section from just South of SR 172 to just north of 13th Street. This \$35 million project is scheduled for FY 06 and will complete the widening of I-77 from US 30 to the Summit County line

Road	Location	Type Work	Cost	Length (miles)	Complete by
I-77*	At Gracemont	New interchange	10,340,000	1.00	2020
I-77	US 30 to Summit County	Freeway management system. Includes traffic flow detection, cameras, dynamic message signs and control center equipment.	2,700,000	9.26	2010
I-77	At US 30 Interchange	Interchange Safety & Capacity improvements	40,000,000	1.00	2020
I-77	Just S of SR 172 to just N of 13th St	Widen Freeway to 6 lanes	36,600,000	1.14	2010

Even with the proposed widening, I-77 would not operate at an acceptable level with the traffic increases forecast for 2030. In order to increase capacity and reduce delay, intelligent transportation system (ITS) improvements are recommended for the I-77. A freeway management system for I-77 is included in the Plan. The freeway management system will cover all the major freeways in the Akron Canton area north of US 30.

Another major project included in the Plan is the upgrading of the I-77 –US 30 interchange to improve capacity and safety. This interchange was identified as a safety problem by ODOT.

The Tri-County Solid Waste District has completed a feasibility study recommending an interchange with I-77 at Gracemont Avenue to serve a large landfill. ODOT is preparing an interchange justification study for this location. SCATS traffic assignments show low existing and future traffic volumes on these facilities. However, most of the traffic using the proposed interchange would be large tractor-trailer trucks and straight trucks hauling waste to the landfill. These trucks have been damaging the local roads in the area, which were not designed to handle truck traffic. In addition, the new interchange is to be paid for entirely with the a congressional earmark, Solid Waste District funds and contributions from the landfill owners. Therefore, SCATS is recommending construction of the new interchange at Gracemont.

US 30 Corridor

US 30 is a Macro Corridor in Access Ohio, the state’s multimodal long-range transportation planning process. As part of this process, ODOT recommended improvements to all segments of US 30 in the state, which were not already 4-lane fully-access-controlled freeways. Within Stark County, US 30 is a freeway from the Wayne County line eastward to Trump Avenue. ODOT District 11 is conducting a corridor study of US 30 from SR 44 to SR 19 in Columbiana County. They have identified two distinct feasible alignments, one going north and the other south of the Village of Minerva. Of the two alignments being studied by ODOT District Eleven, SCATS has always preferred the alignment going north of the Village of Minerva.

The traffic assignments along with consideration of other factors including economic development, system continuity, and overwhelming community support justify improvements to US 30. However, completing US 30 as a freeway all the way from Trump Avenue to SR 9 in Columbiana County will be very expensive. The TRAC has ranked US 30 east of SR 44 as a Tier II project; meaning funds are not available for construction in the immediate future. SCATS is recommending that US 30 be built as a freeway to SR 44 and then be extended as a Super 2 lane road to the county line. The Super 2 concept allows for stage construction and eventual expansion to a full freeway.

Road	Location	Type Work	Cost	Length (miles)	Complete by
US 30	Trump Ave to SR 44	New 4-Lane Freeway	28,020,000	2.85	2020
US 30	SR 44 to SR 183	Super 2 lane	48,600,000	8.00	2030
US 30**	SR 183 to East Rochester	Super 2 lane	4,300,000	1.00	2030

US 62 Corridor

The US 62 corridor runs from I-77 to the Stark-Mahoning County line east of Alliance. ODOT will soon begin a planning study of the section of US62 between Market Avenue and SR 44. The results of this study will determine the final recommendations for improvements in this corridor. Until completion of this study SCATS will continue with its preliminary recommendations from the initial 2030 Plan as follows:

From Market Avenue to Columbus Road, SCATS is recommending a major upgrading on the existing alignment and elimination of driveway and minor cross street access. We are recommending buying all the frontage on the north side of 30th Street between Market and Maple and shifting the through lanes of US 62 to the new right of way. A portion of the existing lanes would be used as a parallel service road for access to the remaining frontage. All cross streets except Maple would terminate at this new service road. On the North side all cross streets would terminate at 31st Street. Access to US 62 would be limited to Maple Street and possibly one other location.

At Harmont Avenue, SCATS recommends bridging Harmont Avenue over US 62. This intersection is usually at the top of the SCATS intersection crash hazard ratings. Access to and from US 62 would be provided by ramps connecting to Lesh Avenue and the service road parallel to US 62 on the south. With innovative design, this project could be built within the existing right of way limits.

From Columbus Road to SR 44 SCATS is recommending intersection upgrades to improve or eliminate some of the existing safety problems at the signalized intersections. These improvements could include grade separations, intersection designs that eliminate left turns or other improvements.

Between SR 44 and the end of new US 62 at SR 225, SCATS is not recommending any improvements. The freeway portion of US 62 ends at SR 225. ODOT is studying the US 62/SR 14 corridor from SR 225 to SR 11. Final recommendations will be determined after completion of the study. SCATS preliminary recommendation is the extension of US 62 as a freeway to Salem.

Road	Location	Type Work	Cost	Length (miles)	Complete by
US 62	Market Ave to SR 44	Corridor Study	500,000	1.00	2010
US 62	Market Ave to Columbus Rd	Major Reconst / Access Control	15,000,000	1.36	2030
US 62	Columbus Rd to SR 44	Intersection Upgrading	19,000,000	4.37	2030
US 62	At Harmont to	Grade Separation	5,000,000	0.30	2030
US 62**	SR 225 to Salem	New 4-Lane Freeway	8,000,000	1.00	2030

Alliance/Marlington Planning Areas

The major project in this area is the extension of US 62 to Salem described earlier in the US 62 corridor. Several improvements in this area are recommended in City of Alliance. SCATS recommends lowering the grade of Union Avenue at the existing railroad underpass north of Main Street. This will reduce or eliminate the numerous accidents involving over height vehicles at this location. To reduce truck traffic and improve

access to new US 62 on the East side, SCATS is recommending that Mahoning Avenue be extended across the river to Armour Road and Armour be improved to SR 225. This project will also tie into proposed industrial development in Lexington Township. On the west side of Alliance SCATS recommends connecting the end of Main Street at Sawburg to the new section of West Main Street in the industrial park. This project will eliminate the existing jog and provide better access to the Carnation Mall area from downtown Alliance. Five bridge replacements and two intersection improvements are also included in the Plan.

Road	Location	Type Work	Cost	Length (miles)	Complete by
Armour St	SR 225 to Mahoning Ave Ext	2 Lane improvement	2,090,000	0.80	2030
Atwater Ave. Bridge	Over Little Beech Creek N of SR 619	Bridge replacement	292,000	0.10	2010
Beech St	At Beechwood Ave	Intersection Improvement	300,000	0.10	2030
Beeson St	At Freshley Ave	Intersection Improvement	400,000	0.10	2030
Freshley Ave	Over Beech Creek N of Beeson	Bridge replacement	324,000	0.10	2020
Greenbower St	CR 12	Bridge replacement	250,000	0.10	2020
Mahoning Extension	Patterson Ave to Armour St	New 2-lane connector	3,950,000	1.00	2030
Main St Connector	Old Main St to New Main St at Sawburg	New 2-lane connector	1,000,000	0.30	2020
Price St	Over Walborn Reservoir	Bridge	120,000	0.10	2020
Union Ave SR 183	Alliance Underpass	Grade Separation Improv	2,000,000	0.10	2020
Walnut Ave	Over Mahoning River	Bridge replacement	500,000	0.10	2010

Canal Fulton/Lawrence Township Planning Area

The major highway facility in this area is SR 21. No major improvements are planned for SR 21 although SCATS will be looking at the intersection of SR 21 and Butterbridge for a possible safety improvement. A new connector is proposed to connect Locust Street in Canal Fulton to Butterbridge Road at Erie Avenue. This will provide better access to the Locust St commercial area from SR 21. Two intersection improvements are planned along Strausser Street.

Road	Location	Type Work	Cost	Length (miles)	Complete by
Canal Fulton Connector	Butterbridge to Locust St	New 2-lane connector	2,750,000	1.10	2030
Strausser St	At SR 236	Intersection improvement	600,000	0.10	2020
Strausser St	At High Mill Ave	Intersection improvement	500,000	0.10	2020

Canton/Canton Township Planning Area

Major highways in this planning area include I-77, US 30 and US 62. Projects on these facilities are detailed in the corridor descriptions. Major widening projects in this planning area are planned for the Trump Avenue corridor.

Three projects are recommended in the Trump Avenue corridor. At the southern end, Trump is recommended to be connected to SR 43 and the existing two lanes be upgraded to the new US 30 interchange. From new US 30 to Lincoln Street, Trump Avenue has been widened. North of Lincoln Street SCATS is recommending Trump be widened to four lanes to SR 153. From SR 153 to US 62, Harmont Avenue is recommended to be widened to four lanes. During the public involvement process, SCATS was asked to consider a new road connecting US 30 to US 62 on the east side of Canton or in the unincorporated areas east of Canton. SCATS studied this proposal, considered the widespread opposition to SR 333 in the 1970's, the cost of a new facility, and the lack of serious congestion in this area, and determined that the Trump Avenue corridor improvements would serve the need.

In the City of Canton, the intersection of 12th Street and Market Avenue North is recommended for widening to solve safety and congestion problems and several signal-upgrading projects are included.

In Canton Township, ODOT will be adding a two way left turn lane to SR 800 and SR 43.

Other projects will replace bridges, resurface roads or improve intersections in the planning area.

Road	Location	Type Work	Cost	Length (miles)	Complete by
12th St NW	At Market Ave	Intersection Widening	350,000	0.10	2030
30th St NE	At Harrisburg	Intersection Improvement	500,000	0.10	2020
Cleveland Ave SR 800	45th St to Mill St	Widen for TWLTL thru section;	3,190,000	1.60	2010
Cleveland Ave bridge	Over Nimishillen Creek in the City of Canton	Bridge replacement	400,000	0.10	2010
Fulton Dr NW Signals	Signal systems.	Signals	721,000	1.00	2010
Fulton Dr NW Signals Phase2	Signal systems.	Signals	357,000	1.00	2010

Fulton Rd	At Park Dr	Signal & Turn Lane N of Fulton. Storm Water & Sewer, Sidewalk	742,000	0.20	2020
Guilford Ave Bridge	Over Nimishillen Creek S of 38th St	Bridge replacement	379,086	0.10	2020
Harmont Ave CR 170	SR 153 to US 62	Widen to 4 lanes	2,800,000	1.40	2020
Market Ave Signals	Signal systems.	Signals	2,281,000	1.00	2010
Navarre Signals	Signal systems.	Signals	1,177,000	1.00	2010
Trump Ave CR 170	SR 43 to New US 30	2 Lanes / new connector	4,000,000	2.00	2030
Trump Ave CR 170	Lincoln St to SR 153	Widen to 4 lanes	6,900,000	2.30	2030
Trump Ave CR 170	At Georgetown	Intersection improvement	750,000	0.10	2020
Tuscarawas St SR 172	Shroyer Ave to Cherry Ave	Center turn lane. Streetscape	3,210,000	1.30	2010
Waynesburg Dr SR 43	17th St to New US 30	Widen for TWLTL thru section and LT storage lanes on SR 43 at 17 th Street intersection; RR crossing upgrade	1,890,000	0.46	2010
Various Road Resurfacing	Harmont, Columbus, Harrisburg, 8th/Georgetown, Shepler, Gambrinus	Resurfacing	671,947	6.92	2010

Fairless Planning Area

The Gracemont Interchange with I-77 is a major project within this planning area. This interchange will eliminate the heavy truck traffic on roads leading to the landfill. Industrial Development on the old county farm property is expected to generate heavy truck volumes in the future. One project will improve Fohl Road from the Village of Navarre east to I-77. This ties in with an extension of Sterilite Ave through the county farm property to connect Navarre Road to Fohl Street. These improvement will provide better access to this area from I-77. Other projects in this area include a Streetscaping project in Brewster, two intersection improvements, two bridge replacements and a resurfacing project.

Road	Location	Type Work	Cost	Length (miles)	Complete by
Wabash Ave SR 93	4th St S to RR Overpass	Streetscape	756,000	0.30	2020
Elton St	At Pigeon Run	Intersection Improvement	400,000	0.10	2030
Riverland Ave	Over the Tuscarawas River in Bethlehem	Bridge replacement	1,300,000	0.10	2010

	Township				
Fohl St	Navarre to I-77	2 Lane improvement	5,230,000	5.23	2030
Fohl St	At Shepler Church	Intersection Improvement	300,000	0.10	2030
Shepler Church Ave	Tusc Co Line to Cleveland Ave	Resurfacing	650,000		2010
Sherman Church Ave	Over Tuscarawas River	Bridge	1,800,000	0.10	2010

Hartville/Lake Township Planning Area

The Route 619 corridor has experienced traffic growth due to residential development in Lake Township and commercial development on the west side of Hartville. Traffic problems are especially acute on days when the Hartville Flea Market is in operation. Market Avenue through the Township is also becoming congested and safety has become a concern at several intersections. ODOT is beginning a study of SR 619 in Lake Township. Pending the results of the study, SCATS recommends improving SR 619 between Cleveland Avenue and SR 43 (Kent Avenue) by widening to four lanes. Five intersections are also recommended for improvement, as well as resurfacing Duquette Avenue.

Road	Location	Type Work	Cost	Length (miles)	Complete by
Duquette Ave	SR 619 to Port Co Line	Resurfacing	250,000	2.50	2020
Edison St SR 619	Cleveland Ave to SR 43 North	Widen to 4 lanes	9,390,000	3.13	2020
Market Ave	Four intersections from Lake Center St. north To Route 619 in Lake Township	Intersection Improvements	2,200,000	0.40	2010
Middlebranch Ave	At State St	Intersection Improvement	500,000	0.10	2020

Jackson Planning Area

The Jackson planning area includes several arterial widening recommendations. Along SR 241, SCATS recommends widening SR 241 to four lanes from Hills & Dales Rd to Portage Street and from Portage Street to the county line. A separate intersection widening project is scheduled at Fulton Road. This project ties into two projects along Fulton. The first project calls for widening Fulton Road to five lanes from Wales to Brunnerdale. A second project would widen Fulton to five lanes from Everhard Road to Hills & Dales Road.

A new bridge on Dressler Road across I-77 to connect Strip Avenue to Dressler Rd at the railroad tracks east of I-77 is now under construction. A second project would complete the widening of Dressler from the railroad tracks east to Whipple Avenue.

Also included in the plan is a project to widen Frank Avenue to five lanes from Fulton Road to University Street. Frank Ave was recently widened to three lanes from University Street to Portage Street.

Portage Street is recommended to be widened to four lanes from Wales Avenue to Lake O'Springs and from Lake O'Springs to Frank Avenue. Additional left turn lanes are recommended for Portage from the I-77 interchange extending eastward to Pittsburg.

Hills & Dales Road is recommended to be widened from Wales Avenue to Sir Thomas and from Woodlawn Avenue to Whipple Avenue. Several other smaller projects would improve intersections, connect Applegrove to Strausser, and extend Whipple Avenue to Mt Pleasant.

Road	Location	Type Work	Cost	Length (miles)	Complete by
Applegrove Strausser Connector	Frank Ave to Applegrove	Intersection Improvement	2,000,000	0.30	2020
Arlington Ave	At Strausser St	Intersection Improvement	375,000	0.10	2010
Everhard Rd	At Whipple	Widen intersection to 5 or more Lanes	2,070,000	0.22	2020
Frank Ave CR 229	Fulton Rd to University St	Widen to 5 lanes	2,826,000	1.25	2020
Fulton Rd SR 687	0.28 miles E of SR 241 to Brunnerdale Ave	Widen to 5 lanes	3,600,000	1.00	2020
Fulton Rd SR 687	Everhard Rd to Hills & Dales Rd	Widen to 5 lanes	8,750,000	2.43	2010
Hills & Dales Rd CR 98	Wales Ave to Sir Thomas	Widen to 4 lanes	6,050,000	2.20	2010
Hills & Dales Rd	Woodlawn Ave to Whipple Ave	Widening from 2 lanes to 5 lanes	2,000,000	0.60	2010
Portage St NW CR 228	At Lutz Ave	Intersection Improvement	1,176,118	0.60	2010
Portage St NW CR 228	At Sunset Dr	Intersection Improvement	200,000	0.10	2020
Portage St NW	I-77 to 300' W of Whipple	Widen to 5 lanes	2,400,000	0.43	2010
Strausser St/Lutz CR 231	Hardin to Arlington	Turn lanes	1,833,776	0.00	2010
Strausser St CR 231	At Lake O Springs Ave	Intersection Improvement	500,000	0.10	2020
Wales Ave SR 241	Hills & Dales Rd to Portage St	Widen to 4 lanes	8,935,000	5.50	2020

Wales Ave SR 241	Portage Street to Summit County	Widen to 4 lanes	3,850,000	2.37	2030
Wales Ave SR 241	.60 miles S of SR 687 to .34 m N of Mudbrook	Widen to 5 lanes	6,500,000	1.50	2010
Whipple Ave	Shuffel Dr to Mt Pleasant St	New 3-lanes	2,500,000	0.60	2030
Whipple Ave	11th St NW to 38th ST NW	Resurfacing	600,000	0.00	2010
Whipple Ave	Applegrove St to Shuffel Dr	Widen to 5 lanes	840,000	0.56	2020

Louisville/Nimishillen Planning Area

SCATS evaluated two alternative projects on SR 44 in the City of Louisville. Both projects would provide a grade separation over the NS railroad mainline. SCATS recommends the bypass alternative, which includes a railroad grade separation at Constitution Avenue and relocating SR 44 to bypass the downtown center. SCATS recommends an extension of Reno Drive to connect SR 44 to Nickleplate Avenue. Within Louisville, West Main Street would be reconstructed from the Louisville city limit to SR 44. The Broadway Avenue bridge over Nimishillen Creek is to be replaced and three intersections along Paris Avenue will be improved.

Road	Location	Type Work	Cost	Length (miles)	Complete by
SR 44 Bypass	SR 44 to SR 153 to Frana Clara	2-lane bypass / RR Bridge	4,815,000	1.70	2030
Broadway Ave CR 199	Over Nimishillen Creek S of SR 153	Bridge replacement	225,000	0.10	2020
Columbus Ave CR 67A	At Paris Ave	Intersection Improvement	250,000	0.10	2020
Main St SR 153	Louisville WCL to SR 44	Reconstruction	4,111,375	1.60	2010
Paris Ave CR 44	At Meese Rd. and Easton St intersections in Nimishillen Township	Safety improvements	1,500,000	0.20	2010
Reno Drive	SR 44 to Nickleplate Ave	New 2-lane connector	250,000	0.25	2030

Massillon/Perry Planning Area

Two projects in this area will improve access from US 30 to southeast Massillon. The first project would improve Richville Drive from Nave St to Southway St. This project would include some realignment of the intersection at Southway Street. Another project would extend this improvement along Walnut Avenue to 16th Street SE.

There are no railroad grade separations of the Norfolk Southern System railroad between Erie Avenue in Massillon and Harrison Avenue in Canton. SCATS is recommending

Perry be improved by widening to four lanes and building a grade separation between Southway and Tuscarawas. Jackson Avenue is recommended to be extended as a 2-lane improvement and a grade separation between Southway and Lincoln Way.

On SR 241 between Lincoln Way and Hills & Dales Rd, widening for additional turn lanes was recommended to supplement the existing two lanes. A specific recommendation is for an upgrade of the Lake Avenue intersection.

In the 12th St corridor beginning in the west, the first project would be a 2-lane improvement on Hankins from Wales Avenue to Louisa Marie Avenue. Between Louisa Marie and Ashton, Hankins and 12th Street were recently realigned to eliminate the jog at Jackson. From Genoa to Perry Drive, 12th street would be improved as a 2-lane road and upgraded to eliminate roadway problems due to poor soils. From Perry to Woodlawn and from Woodlawn to Whipple, 12th Street would be improved as a 3-lane roadway.

South of US 30, Navarre Road would be widened from SR 21 for one mile and Sterilite Street extended south to Fohl Street. These two projects will serve future traffic from the industrial and commercial development of the county farm and other property in this area.

At SR 21 and Erie Avenue, the existing bridge would be widened to allow three full lanes. Other projects in the Massillon/Perry area include intersection improvements, and system preservation projects.

Road	Location	Type Work	Cost	Length (miles)	Complete by
12th St NW	Genoa Ave to Perry Dr	2 Lane Improvement – Soils Correction	2,000,000	1.00	2020
12th St NW	Perry Dr to Woodlawn	Widen to 3 lanes	2,000,000	0.75	2030
12th St NW	Woodlawn to Whipple	Widen to 3 lanes	1,800,000	0.30	2010
Erie St bridge	Over SR 21 in Massillon	Widening, redecking, curbs, resurfacing	1,650,000	0.05	2010
Erie St	Nave Rd to Treemont Ave	Resurfacing, Curb Ramps & Traffic Signals	1,051,000	1.91	2010
Hankins St CR 240	Wales Ave to Louisa Marie Ave	2 Lane Improvement	1,800,000	1.30	2020
Jackson Ave TR 242	Richville Dr to Lincoln Way	2 Lane/RR Bridge	5,200,000	1.50	2020
Jackson Ave TR 242	Lincoln Way East to Hankins St	Road Rehab	2,603,000	1.00	2020
Lincoln Way West SR 172	At Main St	Upgrade intersection	1,000,000	0.10	2030
Main St	At Treemont	Upgrade intersection	1,000,000	0.10	2020
Navarre Rd CR 511	SR 21 to 1 Mile E of SR 21	Widen to 3 lanes	2,000,000	1.00	2030
Perry Dr CR 225	Southway St to Tuscarawas St	Widen to 4 lanes / RR bridge	6,000,000	0.73	2030
Richville Dr CR 248	Nave St to Southway St	Minor widening resurfacing, shoulders & ditches	571,200		2010

Sterilite St Extension	Navarre Rd to Fohl St	New 2-lane connector	4,000,000	1.00	2030
Wales Rd SR 241	At Lake Ave	Upgrade intersection	1,500,000	0.10	2020
Wales Rd SR 241	Lincoln Way East to Hills & Dales Rd	2 lanes + Turn lane	4,500,000	1.49	2020
Walnut Rd CR 248	Southway St to 16th St SE	2 Lane improvement	450,000	0.25	2020

Minerva/Paris Planning Area

The US 30 extension projects are the major projects within this planning area. The only other project in this area is a streetscape project on existing US 30 in the village of Minerva.

Road	Location	Type Work	Cost	Length (miles)	Complete by
Lincoln Way US 30	Bonnieview to Columbiana Co Line	Streetscape	300,000	0.30	2030

North Canton/Plain Planning Area

Within this planning area, SR 43 is recommended to be widened to four lanes from 55th Street to the intersection of Market and Kent just south of Mt. Pleasant Street. Other major widening projects include the widening of Applegrove to four lanes from Main Street to Market Avenue and the widening Dressler to four lanes from the railroad tracks to Whipple Avenue. Two projects are planned for South Main Street in North Canton. The two projects will widen and reconstruct South Main from Knoll Street north through the Everhard and Easthill intersections to Rose Lane. Additional turn lanes at Everhard and Easthill will ease congestion. Intersection improvements are planned at 20th St NW and Lakeside, at Columbus and Harmont, at Market and Mt Pleasant and at intersections along US 62. A streetscaping project is planned at Walsh University along East Maple Street and Middlebranch Avenue is to be resurfaced.

Road	Location	Type Work	Cost	Length (miles)	Complete by
20th St NW	At Lakeside	Intersection Safety Improvement	250,000	0.10	2020
Applegrove St CR 190	Main St to Market Ave	Widen to 4 lanes	3,249,000	2.24	2020
Columbus Ave	At Harmont	Turn lanes, signals, Storm sewer, Water & Sewer	2,041,692	0.80	2010
Dressler Rd CR 98	RR tracks to Whipple Ave	Widen to 5 Lanes	400,000	0.20	2020
Main St	Easthill St SE to Rose Lane	Minor widening, Turn Lane, pavement signals Curbs etc	1,547,565	0.50	2010
Main St at Everhard	Knoll St SE to Easthill St SE	Turn lanes and bridge replacement	1,863,000	0.30	2010

Maple St Improvements	Walsh University to Market Ave	Streetscaping, sidewalk & Storm Sewer	1,000,639	0.50	2020
Market Ave SR 43	55th St to Applegrove St	Widen to 4 lanes	9,730,000	2.00	2020
Market Ave SR 43	Applegrove St to Mt Pleasant St	Widen to 4 lanes	3,500,000	1.12	2030
Market Ave	At Mt Pleasant	Intersection Safety Improvement	200,000	0.10	2020
Middlebranch Ave CR 192	US 62 to State St	Resurfacing	900,000	6.69	2010
US 62	At Rowland, Maple, Harrisburg, Regent, Harmont, Broadway, and California.	Signal work at 7 intersections. Offset LT lanes & right turn slots at 4 intersections. Install closed Loop Signal System. Structure & drainage work.	2,500,000	7.20	2010

Osnaburg Planning Area

Major highway projects planned for the Osnaburg Planning Area include the extension of US 30 to SR44 described in the US 30 corridor section. A related project is a new connector from the new US 30 interchange with SR 44 to the intersection of SR 172 at Miday Avenue. Since SR 44 is likely to be the terminus of the US 30 freeway for a number of years, this connector will allow US 30 traffic a choice of US 30, SR 44 or SR 172 to continue south or east. Other improvements planned include three intersection upgrade projects.

Road	Location	Type Work	Cost	Length (miles)	Complete by
Broadway Ave CR 199	At Georgetown	Intersection Improvement	1,250,000	0.10	2020
Ravenna Ave SR 44	At Mapleton	Upgrade intersection	500,000	0.10	2010
Lincoln St US 30	At Broadway Ave	Intersection improvement	1,000,000	0.10	2020
US 30 Connector	SR 44 Interchange to SR 172 at Miday	New 2-lane connector	4,000,000	1.00	2020

Sandy Valley Planning Area

Major projects affecting the Sandy Valley area include the Gracemont Interchange at I-77 and the extension of US 30 east to SR 44. This area includes two major landfills, which generate high truck volumes. These two projects will reduce truck traffic in this planning area by providing more direct routes from the freeway system to the landfills. ODOT also has plans to add turns lane to the SR 43 and SR 183 intersection north of Waynesburg.

Road	Location	Type Work	Cost	Length (miles)	Complete by
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Waynesburg Dr SR 43	At SR 183	Add turn Lane	610,000	0.16	2010
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Tuscarawas Planning Area

Two resurfacing projects are recommended in the Tuscarawas Planning Area along with an intersection safety project.

Road	Location	Type Work	Cost	Length (miles)	Complete by
Alabama Ave CR 314	Elton St to Wooster St	Resurfacing	800,000	6.50	2010
Orrville St CR 348	Wayne Co line to Massillon Corp.	Resurfacing	800,000	7.03	2010
Alabama Ave CR 314	At Stanwood St	Intersection Improvement	400,000	0.10	2030

System Preservation Projects

The Highway Plan does not list individual system preservation projects. SCATS recognizes the need to reserve funding for system preservation but cannot accurately forecast system preservation needs. System preservation projects include safety projects, resurfacing, bridge rehabilitation and replacement projects and other projects such as guardrail replacement, pavement markings, lighting and traffic signals. ODOT has made system preservation a priority for its budget. ODOT system preservation needs are met through district allocations both resurfacing and bridges. ODOT is committed to using the results of its management systems to assess current conditions and adjust funding levels to maintain the highway system to its standards.

In order to preserve funds for these projects, SCATS has included the following projects in the Project listings:

- ODOT System Preservation Projects
- Various Safety Improvements

For the 2005-2010 period the Plan amount is the total of the all the ODOT system preservation projects listed in the district work program. There are 33 projects in this list ranging in cost and scope from sign replacement projects to a \$6.2 million dollar resurfacing of SR 21. For the years 2011 – 2030, the amounts listed equal the total amounts forecasted by SCATS for the ODOT district system preservation and safety fund categories.

Road	Location	Type Work	Cost	Complete by
ODOT System Preservation 2005 -2010	From District Work Program	System Preservation	\$52,631,555	2010

ODOT System Preservation 2011-2020	\$19,848,000 per year	System Preservation	\$198,480,000	2020
ODOT System Preservation 2021-2030	\$19,848,000 per year	System Preservation	\$198,480,000	2030
Safety Projects 2011-2021	\$2,367,778 per year	Safety Projects	\$23,677,780	2020
Safety Projects 2021-2030	\$2,367,778 per year	Safety Projects	\$23,677,780	2030

System preservation projects off the state highway system do not rely on the federal funding programs for funding. The project listings in this chapter include some system preservation projects that local communities have identified in their capital improvement reports as candidates for federal funding. Other system preservation projects, especially resurfacing projects are funded with local funds. Since the financial resources forecasts do not include non-federal funding categories, system preservation funding is not reserved for these projects. The County Engineer and the municipalities and townships in Stark County depend on gas tax, vehicle registration fees, municipal income taxes and local road and bridge levies to maintain 4,144 miles of roads in the county. These funds are supplemented by Ohio Public Works Commission funds to pay for some system preservation projects on the roads and bridges in Stark County.

Chapter 5 – OTHER TRANSPORTATION MODES

Introduction

Although the vast majority of travel within Stark County takes place in private automobiles on the highway system, a other transportation modes are important parts of a balanced transportation system. These modes include Public Transit and Bicycle and Pedestrian Facilities. This chapter presents the SCATS Plan recommendations for these modes.

Public Transit Overview

The Stark Area Regional Transit Authority (SARTA) is the legislated authority in Stark County providing public transportation to residents. SARTA is supported by a .25% county sales/use tax approved by the voters and federal and state transit funds. The service primarily includes fixed-route buses and curb-to-curb paratransit service for the disabled and seniors.

SARTA now operates fixed routes serving Alliance, Canton, Massillon, North Canton, Louisville, Uniontown, and other areas daily. SARTA currently has 26 fixed route lines to serve Stark County operating Monday through Saturday, on an hourly basis from approximately 6:00 a.m. to 10:00 p.m. Heavily used routes are run on the half-hour during peak times. Late night runs extend service until 1:35 AM Monday through Saturday. Eight routes operate Sundays between 9:00 a.m. and 6:00 p.m. Several existing and new routes are extended to smaller communities on Saturdays

An express service operates between Akron and Canton Monday through Friday as well as an express service to the Akron-Canton Airport that connects with METRO RTA serving Summit County.

SARTA also operates a curb-to-curb demand responsive service called the Pro-line. In accordance with the Americans with Disabilities Act (ADA), SARTA offers Paratransit service to transport individuals who, because of a functional, disability (physical or cognitive) cannot access or use the fixed route bus system. Qualified riders can make reservations up to seven (7) days in advance and no less than 24 hours in advance. Paratransit service and hours reflect the days and hours of fixed route service. All rides are "curb-to-curb". Curb-to-curb means the driver picks the passenger up at the curb and drops the passenger off at the curb.

Public Transit Recommendations

- A. **Bus Replacements** - SARTA does not plan to expand the size of the current bus fleet. Existing vehicles will have to be replaced simply due to age and "wear-and-tear." SARTA is revising the bus replacement schedule to reflect the higher wear rate of its Paratransit vehicles. The replacement schedule will also take into account the new specifications for <30' higher duty buses to be purchased in the future. SCATS is projecting fleet replacement needs for the 2005-2010 period will be \$10,936,058,1,500,000 and will average \$2,280,000 per year after that. **Plan total = \$56,536,058**
- B. **Alliance Transfer Center** –expansion and purchase of a facility to include a multipurpose community meeting room. **\$1,237,536**
- C. **Bicycle Racks** - SARTA would like to encourage the use of bicycles in tying into public transit. Installation of 100 bicycle racks on suitable buses. Installation to be done by SARTA mechanics. **\$94,000**
- D. **Bus lift replacement** - **\$79,000**
- E. **Computer Upgrade** - **\$50,000**
- F. **Equipment replacement** – funding of equipment replacement. SCATS is projecting equipment replacement needs at \$100,000 per year. **Plan total = \$2,600,000**
- G. **Fare Box Replacement** - Replace fare boxes in each of the fixed routes and curb-to-curb fleet of 86 buses. The current fare box technology dates back to 1965. Fare box replacement would significantly reduce the cost of printing monthly passes. The new fare box system has magnetic cards that contain an expiration date based on the date the pass was purchased by the rider. A new fare box system will also provide SARTA with the opportunity to upgrade the software that generates the necessary fare collection reports. - **\$1,453,865**
- H. **Fuel Management System** - Computerized link to buses - **\$70,000**
- I. **HVAC - Bus Storage** -Replacement of current HVAC System in Bus Storage area. - **\$900,000**
- J. **Improved Shelters/Bus Stops** - In some areas SARTA would like to place lighted and possibly heated shelters. These shelters would be placed in areas of high demand and/or where express services would intersect community circulators. In other areas, SARTA would like to upgrade bus stops to provide easier access. This would include paved waiting areas at bus stops to assist in the ingress/egress of disabled passengers. Installation of Bus Shelters with ADA accessibility, improvements at Bus Stops with lighting and Braille schedules - SARTA has projected the cost of this project at \$113,600. Only **\$56,800** of this project is included in the fiscally constrained Plan.

- K. **Lincoln Way Corridor** - Bus pull-offs and decorative shelters along the Lincoln Way corridor. The Lincoln Way Corridor Association was formed in 2003 and is responsible for future development of this corridor extending from Whipple to Jackson Avenue along this historic roadway. **-\$321,166**
- L. **Preventive Maintenance** - Capitalized Preventative Maintenance on assets - SCATS is projecting needs at \$2,000,00 per year. During the 2005 through 2010 period, \$8,900,000 is in the fiscally constrained Plan. During the 2011 through 2030 period, only \$1,150,000 per year in preventive maintenance is included in the Plan. **Plan total = \$31,200,000**
- M. **Project Planning** –Annual Project Planning at \$100,000 per year – **\$ 2,600,000**
- N. **Route/Timing Adjustments** SARTA is primarily based on a “pulse” fixed-route system (i.e. most fixed-route buses are timed to meet and depart the Cornerstone Transit Center within the same time period) and most routes are operated on an hourly basis. SARTA is considering a hybrid pulse/drive-through system where not all routes would meet and depart at the same time. This project includes Route adjustments, timing and professional services/software needed to assist SARTA staff in planning and development of increased runs and creation of hybrid pulse/pull-through runs. The FX-Trapeze Run-Cutting, Routing, Blocking, Roster software would be conducive to SARTA’s current Trapeze Paratransit scheduling and mapping program. This Trapeze software price includes Project Management/support services, customization, on-site training and travel costs associated with implementation. - **\$168,000**
- O. **Trapeze Software** - Upgrade Routing Software for Pro-Line - **\$100,000**
- P. **Software** - Software upgrades and new software - **\$25,000**
- Q. **Specialty Counters for Dispatch** - Dispatch Furniture **-\$40,000**
- R. **Specialized Transportation Program (STP) Vehicles** – Purchase of vehicles for private, non-profit social service agencies to serve persons with disabilities and the elderly. SCATS administers this program in Stark County on behalf of the Ohio Department of Transportation. - \$60,000/year. **Plan total = \$1,560,000**
- S. **Supervisor Vehicles** – Replacement of supervisor and customer service vehicles **-\$ 218,450**

Unfunded Needs Plan Projects

SARTA prepared a list of Plan projects totaling \$98,132,325 based on the SARTA financial resource projection. They also identified an additional \$30,205,900 in projects beyond their forecast of available funding as listed below.

- a. **Automated Fare Dispensers/Info Kiosks** - SARTA proposes to install kiosks in high traffic areas, such as transfer centers and malls. The initial number of outdoor kiosks proposed is ten, and monitoring of the success of the kiosks will determine if additional kiosks are warranted. Five are proposed at transfer centers and the main offices of SARTA, and five in high volume areas such as Westfield

- Belden Village Mall, Canton Center Mall, and Hartville Market. **Cost = \$ 145,000.**
- b. Automated On-line Trip Planning** Web-site upgrade to include trip planning - **\$75,000**
 - c. Automatic Vehicle Locators-** In combination with a GIS system, vehicle locators would allow dispatchers to provide ETA and other information to riders, simplify locating breakdowns, assist in route analysis, and provide enhanced security - **\$530,600.**
 - d. Belden Village Transfer Center-** In order to make the heavily utilized Belden Village area more rider-friendly, SARTA will place a transit transfer site in immediate proximity to the area of stores and businesses. The site will accommodate the current requirement of six buses pulling in, up to a maximum of ten buses, including circulators for the area. A feasibility study is being conducted which will identify costs and the most promising locations for the site. - **\$1,896,000.**
 - e. Bus Lanes** - Four bus pull-off lanes in high traffic areas. These pull-offs require right-of-way acquisitions, sidewalks, cement pads, shelters and traffic studies to enable SARTA buses egress from high traffic roadways to board and de-board passengers in safe locations along existing SARTA routes. - **\$805,000.**
 - f. Bus Washer** – Replacement of existing bus wash rack. - **\$250,000**
 - g. Community Circulators-** SARTA is examining the potential of expanding community circulators where they exist and extending them into other communities where demand may warrant transit access. These routes (and/or on-demand service) would then tie into express and/or fixed routes that would interconnect the service areas. **\$575,000.**
 - h. Improved Shelters/Bus Stops** - Remainder of project not in fiscally constrained Plan. - **\$56,800**
 - i. Locker Room Upgrade** - Garage personnel locker room at Gateway facility - **\$75,000**
 - j. Park and Ride Lots** - Building of four Park-and-Ride locations including parking lots and coordination with express runs. Locations would include the Interstate 77 (north and south) corridor and the Route 30 (east and west) corridor. The Tri-County Service project will include Park-and-Ride services with specialized consideration given to the Amish community requirements. -**\$322,000**
 - k. Preventive Maintenance** - Preventative Maintenance on assets not included in fiscally constrained Plan. (2005-2010) \$3,900,000, (2011-2020) \$8,500,000, (2021-2030) \$8,500,000. **Total = \$20,900,000**
 - l. Roof** – Replacement of roof in the Gateway facility Bus Area. **\$575,000**
 - m. Supervisor Vehicles** Supervisor & Customer Service vehicle replacements not included in fiscally constrained Plan. - **\$218,450**

- n. **Tri-County Service**- Expansion of service to Holmes and Wayne counties including joint operated bus services and transfer locations between counties. Service would be in the form of community circulators tied to express services possible originating at park & ride lots. Fees to counties would be at SARTA's hourly rate of service. - **\$638,000**
- o. **Underground Storage Tanks** -Replace underground tanks. - **\$200,000**
- p. **Enhanced Security** - Various projects to enhance security within SARTA system including on-board and transit station cameras, security personnel and ongoing SARTA staff training. Retrofit Interior & Exterior Cameras 86 buses. \$ 600,000. Transit Police \$100,000 per year. Training SARTA staff -\$47,000 per year. **Total = \$4,275,000**

Bicycle and Pedestrian Trails

The SCATS trail plan was developed in cooperation with the Stark County Park District. The Park District conducted meetings throughout the county with local officials, bicycle advocates, and the general public to plan a countywide trail system. Since this effort was well underway at the time SCATS was initiating its efforts, it was decided to let the park district take the lead and incorporate the Park District's plan into the SCATS Transportation Plan. Since the initial adoption of the Trail Plan by the Park District in 1999, SCATS has continued to work with the District on refining the recommendations and implementing the Plan.

Although the trail plan was developed in conjunction with the Park District, it is not a system of recreational routes. The trail system is a complete non-motorized transportation system. It connects to the downtown business centers of all the cities in Stark County. It also provides links for intercity travel between cities and connects schools, shopping areas and other traffic generators.

A total of 20 trail projects are planned for completion by the year 2030. The total length and estimated cost is only a "ballpark" figure since many of the routes are shown only as general concepts in the Park District Plan. Most of these facilities will be built as multiuse trails for bicycles, pedestrians and, in some cases, horse riders. In some locations, the trails may be only signed routes on lightly traveled rural routes or neighborhood streets, while other routes may be built as bike lanes on the shoulders of streets and highways. Separate paths will be built in many areas. Finally, particularly along the Towpath Trail, separate facilities parallel may be built to provide hikers or equestrian users with their own facilities. The backbone of the trail system is the Ohio-Erie Canal Corridor. This corridor has been designated as a National Heritage Corridor from Lake Erie in Cleveland to New Philadelphia Village in Tuscarawas County. A Towpath Trail has been planned along the entire length of the corridor. Within Stark County, the Stark County Park District has completed or has under construction nearly all of the 25-mile trail. The remaining trail projects along the Ohio Erie Canal involve a bridge over the Tuscarawas River at Bolivar and construction of connectors, trailheads and parallel facilities. The remainder of the countywide trail system is being constructed

by many different agencies. Several municipalities have begun or are planning to build their own segments of the trail system.

Stark Parks is the county agency working to coordinate and construct elements of the Stark County Trail and Greenway Plan (March, 1999), adopted by the Stark County Park District and SCATS as the bicycle/pedestrian plan for Stark County. The District is usually involved with constructing several miles of trail per calendar year and maximizes efforts based upon local support and advantages provided by other projects. The following descriptions are of the planned trail sections:

- 1. Ohio & Erie Canal Trail** – The remaining trail project along the Ohio Erie Canal involves a bridge over the Tuscarawas River at Bolivar.

Name	From	To	Type Work	Cost	Length	Status
Ohio & Erie Canal Trail	Tuscarawas River Aqueduct		Trail	\$300,000	0.20	2010

- 2. Canton Downtown Trail-** this trail extends from Waterworks Park near Washington Blvd. to Market Street along the Tuscarawas Street W right-of-way. This section will tie the West Branch trail, which follows the West Branch of the Nimishillen Creek, to downtown Canton. Additional sections of this trail will follow Court Ave. north to 4th and 5th Street, east to Cook Park and then to the completed section of the Stark Electric Railway trail.

Canton Downtown Trail	Waterworks Park	Cook Park	Trail along Streets	\$18,000	1.80	2020
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- 3. West Branch Trail-** A pending ODNR grant will be used for the section of trail that follows the West Branch of Nimishillen Creek through Waterworks Park from West Park north to Arboretum Park. Additional sections of this trail will extend to Thurman Munson Stadium (where the Lower Branch trail begins) north to West Park and from Arboretum Park north into North Canton to Price and Dogwood Parks via the creek and city streets.

West Branch Trail	Thurman Munson Stadium	West Park	Trail	\$160,000	2.00	2020
West Branch Trail	West Park	Arboretum Park	Trail	\$240,000	3.00	2010
West Branch Trail	Arboretum Park	Dogwood Park	Trail	\$320,000	4.00	2020

- 4. North Country Loop-** the section to be built along the a sewer trunk line will from Vine Street near Lincoln Ave to Edison (SR619). Other sections will follow township roads to Price Street at Lair Road and into the city along Sawburg Ave.

North Country Loop	Vine St	Price St	Trail	\$400,000	5.00	2020
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5. **Hoover Park Connector-** the City of North Canton is working on sections of trail to extend from completed sections in Hoover Park/Washington Square Shopping Center south into Walsh University and west along branches of the Nimishillen creek into the city towards Dogwood Park. Other sections of this trail will extend east to the Middlebranch of Nimishillen Creek near Applegrove and Middlebranch Ave and south to Glen Oak High School. The west leg will tie the Upper Middlebranch Trail to the West Branch Trail and the southern leg will tie to the Covered Bridge Trail.

Hoover Park Connector	Price & Dogwood Parks	Upper Middlebranch Trail	Trail	\$376,000	4.70	2030
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6. **Jackson Connector-** the first section to be completed will be built through Stark Tech/Kent State Campus and the Strip commercial area across the new Dressler Road Bridge and along Dressler Road to Price Park. Specific termini within Stark Tech/Kent State/the Strip are not known but should approximately follow University Ave., Strip Ave., and Mega St. Other sections of the Jackson Connector will extend west towards Lake Cable, Jackson Community Park, Jackson Bog Nature Reserve, to the O & E Canal Crystal Springs Trailhead at Erie Ave/High Mill via township roads.

Jackson Connector	Crystal Springs Trailhead	Lake Cable	Trail along Twp Roads	\$45,000	4.50	2020
Jackson Connector	KSU/Stark Tech	Price Park	Trail	\$120,000	1.50	2020

7. **Nickel Plate Trail-** the first section to be built will follow the abandoned rail line from just north of Stucky St. midway between Robertsville and Paris Aves to the county line just north of Bayard Ave. in Minerva. The remaining section is from the completed trail near Swallen Ave. midway between Georgetown and Lisbon Streets to the western terminus described previously. This section would involve a tunnel under Lisbon Ave. This would complete this trail from Louisville to Minerva.

Nickleplate Trail	Stuckey St	Minerva	Trail	\$480,000	6.00	2020
Nickleplate Trail	Swallen Ave	Stuckey St	Trail	\$500,000	1.00	2030

- 8. Sippo Lake Connector-** the first section of trail will be built from the O & E Canal Trail to Sippo Lake Park and will be along Lake Blvd., Hankins St, and 12th St. It will connect Springhill Park/Farm, Massillon Sippo Park, and Sippo Lake Park to the O & E trail. Additional sections will extend east to the West Branch Trail in Waterworks Park and will follow 12th St.

Sippo Lake Connector	O & E Canal Trail	Genoa Rd	Trail	\$800,000	2.70	2020
Sippo Lake Connector	Sippo Lake Park	Waterworks Park	Trail	\$200,000	2.50	2020

- 9. Covered Bridge Trail-** the first section to be built would parallel the sewer trunk line from Martindale Park (near Martindale Rd/Plain Center) to 55th St near Firestone Rd. The remainder of the trail would extend west from Martindale Park from 44th St towards to Covered Bridge Park going through North Lawn and Forest Hills Cemeteries.

Covered Bridge Trail	West Branch Trail	Martindale Park	Trail through Cemeteries	\$320,000	4.00	2020
Covered Bridge Trail	Martindale Park	Middlebranch Trail	Trail along Trunk Sewer	\$80,000	1.00	2020

- 10. Stark Electric Railway-** Sections remaining include from Canton’s eastern corp. line to Louisville, through Louisville and then to Alliance paralleling Louisville St. The City of Louisville will be working to complete the section from the existing completed trail at the Canton corp. line to Louisville in the near future

Stark Electric Trail	Canton East Corp Line	Louisville	Trail	\$240,000	3.00	2030
Stark Electric Trail	Stone Bridge Trail	Alliance	Trail	\$1,088,000	13.60	2030

- 11. Iron Horse Trail-** this trail follows an abandoned rail line from Alliance to Minerva.

Iron Horse Trail	Alliance	Minerva	Trail on Abandoned RR	\$1,320,000	16.50	2020
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- 12. East Canton Connector-** this would connect East Canton to the Nickel Plate Trail via city and township roads.

East Canton Connector	Louisville	East Canton	Trail on Co & Twp Rds	\$40,000	4.00	2020
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13. Lower Middlebranch Trail- this trail would extend from Thurman Munson Stadium through East Sparta along the Nimishillen Creek and adjoining roads.

Lower Middlebranch Trail	Thurman Munson Stadium	East Sparta	Trail along Creek & Roads	\$180,000	9.00	2030
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14. Mt. Pleasant/Dogwood Trail- this trail would follow a mix of roads north from the Lake Cable area to the Willowdale Lake area then east to Dogwood Park.

Mt Pleasant - Dogwood Trail	Lake Cable	Willowdale Lake	Trail along Roads	\$60,000	6.00	2020
Mt Pleasant - Dogwood Trail	Willowdale Lake	Dogwood Park	Trail along Roads	\$45,000	4.50	2020

15. Pleasant Valley Trail- this trail will follow Howenstine Drive and Willowdale Ave. from the Nimishillen Creek near Cleveland Ave. to Magnolia.

Pleasant Valley Trail	Howenstine	Magnolia Village	Trail along Roads	\$71,000	7.10	2020
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16. Pontius/Price Connector- this trail would connect Quail Hollow State Park to Walborn Deer Creek parks via the Pontius and Price roads.

Pontius Price Connector	Quail Hollow State Park	Alliance Reservoirs	Trail along Roads	\$105,000	10.50	2020
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17. Sandy Valley Loop- this trail would connect Magnolia/ Waynesburg/ Malvern/ Minerva via the Sandy Beaver Canal and local roads.

Sandy Valley Loop	Magnolia	Minerva	Trail along roads & Canal	\$976,000	12.20	2030
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18. Wilderness Center Trail- this trail would connect the Wilderness Center to the O & E Canal Trail in Navarre via Navarre Road, Mt. Eaton, and Alabama Ave.

Wilderness Center	Navarre	Wilmot	Trail along Roads	\$86,000	8.60	2020
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19. Deer Creek Trail – This trail will run along the Mahoning River and Berlin Reservoir from Early Hill Park to Deer Creek Reservoir. It will connect the reservoir parks with downtown Alliance.

Deer Creek Trail	Deer Creek Reservoir Dam		Trail Bridge over Spillway	\$1,000,000	0.20	2010
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Deer Creek Trail	Deer Creek Reservoir	Early Hill Park	Trail	\$320,000	4.00	2030
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20. Upper Middlebranch Trail- this trail would follow the Middlebranch of Nimishillen Creek from Martindale Park to Quail Hollow State Park via the creek, and local roads such as Gams, Wolf, and William Penn Ave.

Upper Middlebranch Trail	Martindale Park	Quail Hollow State Park	Trail along Creek & Roads	\$330,000	16.50	2020
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CHAPTER 6 – FINANCIAL PLAN

TEA-21 requires a financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources available to carry out the plan and recommends any additional financing strategies for needed projects and programs. A detailed documentation is contained in the Financial Resources Forecast and Fiscal Constraint technical report in the appendix. The purpose of this chapter is to present a financial plan to implement the adopted plan.

Financial Resources

SCATS completed a financial resources forecast in the January 2005. The forecast is based on the Stark County share of existing levels of federal funding. Table 6-1 shows the amount of forecasted funds in each funding category for the duration of the Plan.

Table 6-1. Financial Resources

Funding Program		Local Match	Annual Total	Years	Total
Transportation Review Advisory Council (TRAC)	16,651,000	Included	16,651,000	26	432,926,000
ODOT District Four Allocation	19,848,000	Included	19,848,000	26	516,048,000
SCATS STP Allocation	4,503,640	1,125,910	5,629,550	26	117,094,640
SCATS CMAQ Allocation	2,511,485	627,871	3,139,356	26	81,623,263
County STP	728,036	182,009	910,045	26	23,661,170
County Bridge Program	1,091,000	272,750	1,363,750	26	35,457,500
Safety Program	2,131,000	236,778	2,367,778	26	61,562,222
SCATS Transportation Enhancement Allocation	453,064	113,266	566,330	26	14,724,580
Federal Discretionary	22,685,000	Included	22,685,000	n/a	22,685,000
FTA Section 5307 Urbanized Grant Formula	3,269,000	817,250	4,086,250	26	106,242,500
FTA Section 5310 Specialized Transportation Program	48,000	12,000	60,000	26	1,560,000
Total	73,919,225		77,307,059		1,413,584,875

A total of \$1,413,584,875 is projected to be available to fund projects in the SCATS Plan.

Fiscal Constraint

A simple test of fiscal constraint is to simply total up all planned projects and to compare this total to the forecast of available funding. The SCATS Plan meets this simple test of fiscal constraint. A more meaningful analysis, considers that not all funding sources may be available for all project types. There is some flexibility between most funding categories listed above, allowing STP highway funds, for instance, to be “flexed” to buy transit vehicles. However, ODOT manages funds through program managers. The

various program managers are responsible for funding projects within the program budgets. The next sections look at projects by funding categories and compare them to forecast funds in those categories. Each project in the Plan was assigned a funding category for fiscal constraint.

TRAC Funding

In Ohio, the Transportation Review Advisory Council or TRAC was created to prioritize major transportation projects costing \$5 million or more. Funding for TRAC projects may include BR, IM, NHS, STP and State funds. Project funding is based on a selection process using criteria which to determine which projects contribute most to state, regional and local transportation and economic development goals. It uses quantifiable measures to reflect the TRAC goals that include ACCESS OHIO, Economic Development Criteria, Intermodal Connectivity, Transportation Efficiency Criteria, and Safety Criteria.

SCATS identified nine projects in this category costing an estimated \$202,220,000. This is well within the projected budget of \$432,926,000.

ODOT District Four Allocation

The Ohio Department of Transportation District Four receives an annual allocation of funds for system preservation projects. The allocation to each district is adjusted to maintain the state of the transportation system at an acceptable level in each district. As discussed in the System Preservation section of Chapter 4, SCATS has assumed that beyond the five year period where system preservation projects are included in the Plan, ODOT will fund system preservation projects at a level necessary to keep the system in good repair. Therefore, planned system preservation projects equal forecast system preservation funding and fiscal constraint is satisfied.

Stark Highway Funding

This category includes the Table 2-1 includes the SCATS STP Allocation, SCATS CMAQ Allocation, County STP and County Bridge Program funds. These funding categories are expected to fund most locally initiated highway projects in the Plan. A total of \$257,836,573 is forecast to be available. Projects identified in this funding category total \$195,353,391.

Safety Program

These funds come from the ten percent STP set aside for safety construction activities (HSP) such as hazard elimination and railway crossing improvements. Because safety projects typically do not have long planning horizons, SCATS did not identify safety projects not already funded in the TIP. Other safety program projects were assumed to equal available funds.

Federal Discretionary Funding

This program entails Congressional set-aside projects enacted outside the authority of other funding categories. These funds are often called Demo funds because one of the purposes of the funds is for demonstration projects. A total of \$22,350,000 in funds have been earmarked in various legislation for specific projects in Stark County. Final funding availability in most cases depends on passage of reauthorization legislation now in Congress. SCATS has subtracted this funding from the total cost of the specified projects in analyzing fiscal constraint in other categories.

SCATS Transportation Enhancement Allocation

This category represents the SCATS allocation of Transportation Enhancement funds. \$14,724,580 in funding is forecast to be available. Transportation Enhancement funds can be used for Scenic, Historic and Bicycle/Pedestrian projects. SCATS has identified a total of \$11,626,639 in projects in this category, well within the budget amount.

FTA Section 5307 Urbanized Area Formula Program

FTA Section 5307 funds are granted to urbanized areas based on urbanized area population. SCATS forecast a total of \$106,242,500 in funding would be available. SARTA prepared a list of Plan projects totaling \$98,095,367. They also identified an additional \$27,261,850 in projects beyond their forecast of available funding. Additional funding to meet these needs could come from Section 5309 Discretionary Capital funds, flexed STP funds or CMAQ funding

FTA Section 5310 Specialized Transportation Program

The purpose of this program is to assist public agencies and private non-profit corporations in transporting the elderly and disabled. The Specialized Transportation Program emphasizes assisting those unable to use regular transit service as well as the coordination of these services with the existing transit service. SCATS projected project needs in this category would equal the forecasted funding level of \$60,000 per year.

Summary

The 2030 Plan for Stark County reflects the needs of the county through the year 2030, as local officials are able to perceive that need at this time. Many of the recommendations will take many years to implement. This chapter presents a financial plan to implement the adopted Plan. Resources available to fund the Plan are difficult to predict. However, this financial plan presents a reasonable projection of funding sources and compares it to the transportation needs in order to achieve a fiscally constrained Transportation Plan.

