

An aerial photograph of a road intersection, likely a roundabout or a T-junction, with a semi-transparent blue overlay. The overlay contains the title and subtitle. The background shows asphalt roads, green grass, trees, and a few cars. The text is centered in the upper half of the image.

Moving Stark Forward 2050

Stark County's 2050 Transportation Plan

FINAL May 2021

Prepared By:
Stark County Area Transportation Study
201 3rd St. NE, Suite 201, Canton, OH 44702-1211

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Last Updated: 05/24/2021

Stark County Area Transportation Study

201 3rd Street NE, Suite 201, Canton, Ohio 44702-1211

<https://www.starkcountyohio.gov/transportation>

(330) 451-7389

SCATS Policy Committee Members:

City of Alliance

Alan Andreani, Mayor
Curtis Bungard, alt.
Joe Mazzola, alt.

City of Canal Fulton

Joe Schultz, Mayor

City of Canton

Thomas Bernabei, Mayor
John Highman
Dan Moeglin
Nick Loukas, alt.
Chris Barnes, alt.
Rick Bodenschatz, alt.

City of North Canton

Stephan Wilder, Mayor
Robert Graham, alt.

City of Louisville

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Vince Marion, alt.

City of Massillon

Kathy Catazaro-Perry, Mayor
Jason Popiel, alt. (OHM Advisors)
Greg McCue, alt.

TAC Committee Chairman

Dave Torrence

ODOT District 4

Gery Noirot, Deputy Director
Lauren Phillis, alt.
Chad Root, alt.

Stark County Township Assoc. Appts.

Gerald Hollinger

Stark County Park District

Andy Hayden
Robert Fonte, alt.
Sarah Buell, alt.

Stark Area RTA

Charles DeGraff, President
Kirt Conrad, alt.
Debbie Swickard, alt.

Stark County Engineer

Keith Bennett, Engineer
Dave Torrence, alt.

Stark County Commissioners

William Smith
Janet Weir Creighton
Richard Regula
Brant Luther, alt.
Chris Nichols, alt.
Rick Flory, alt.

SCATS Staff:

Bob Nau
SCRPC Executive Director

Jeff Dotson
SCATS Technical Director

Karl Lucas
Senior Planner

Dan Slicker
Senior Transportation Engineer

Jeff Brown
Transportation Planner

Katrina Suing
Transportation Planner

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INTRODUCTION

The Stark County Area Transportation Study (SCATS) was formed in November of 1962 in order to prepare a long-range transportation plan that would meet 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 Plans over the years:

Table 1.1 Plan Years

Plan Adoption	
Year	Horizon Year
1971	1985
1979	2000
1985	2010
1995	2010
1999	2020
2002	2030
2005	2030
2009	2030
2013	2040
2017	2040
2021	2050

SCATS is the Metropolitan Planning Organization (MPO) for Stark County and is designated by the Governor of Ohio as the entity responsible for

transportation planning in Stark County. This document updates the previous transportation plan, which had extended the horizon year to 2040. The Transportation Plan is then incorporated as an element of the Stark County Regional Planning Commission (SCRPC) Comprehensive Plan.

SCATS Organization

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

The Policy Committee

The Policy Committee is composed of county officials, mayors, a township representative, and representatives from Ohio Department of Transportation (ODOT), the Stark Area Regional Transit Authority (SARTA), the TAC Chair, and the CAC Vice-Chair. This committee is responsible for the basic non-technical policies, adopts the Transportation Plan and Transportation Improvement Program, and approves the budget.

The Technical Advisory Committee

The Policy Committee is assisted by the TAC, 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 CAC. The SCATS Citizens Advisory Committee was formed in 1968. During 1976, a Citizens Advisory Council was formed to provide citizen participation for the SCATS program, as well as for the Stark County Regional Planning Commission (SCRPC). The CAC membership is open to all persons living or working in Stark County. Currently the CAC meets on an as needed basis, usually for specific issues. Special meetings are also called in order to satisfy public participation requirements.

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, TAC, and CAC. The staff also provides information as requested to the public.

Summary

One of the primary objectives of SCATS, as the MPO for Stark County, is to develop the Long Range Transportation Plan and Transportation Improvement Program (TIP) for Stark County in accordance with federal regulations. This plan is completed not only with the cooperation of the above groups and SCATS and SCRPC staff, but through contributed efforts of ODOT, SARTA, FHWA and FTA staff as well.



12th Street Roundabout in Canton, 2017

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PLAN SUMMARY

Issues addressed in the 2050 Transportation Plan continue to be traffic congestion and delay identified by local officials and ease of mobility and accessibility as identified by Stark County residents. In addressing these issues SCATS plans for the continual improvement of a balanced multimodal system. This is accomplished by highway rehabilitation, safety improvements at intersections, signalization coordination, trip demand reduction through improved public transportation, pedestrian and bicycle transportation enhancements, and other projects. 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 2050 Transportation Plan includes three major components: highways, transit, and bicycle/pedestrian facilities. Projects will be described in four time periods: projects proposed to be completed from 2021 through 2025 (TIP projects are included within this period), projects from 2026 through 2030, projects from 2031 through 2040 and projects from 2041 through 2050. These time periods have been selected in order to facilitate air quality calculations.

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 11 in Columbiana County, and the major reconstruction of US 62 east of Canton.

Arterial highways- are high capacity urban roads taking

traffic from local collector roads to freeways and expressways. The Plan proposes projects to improve traffic circulation in and around major traffic generators. These projects include improvements to the West Tuscarawas Street Corridor through the City of Canton, the extension of US 30 from Trump Avenue to SR 44 and road widening, intersection and safety improvements on SR 44, SR 153, SR 172, SR 241, SR 619, SR 627.

Several safety improvements include many intersection improvements. Numerous bridge and resurfacing projects listed in the early portion of the plan (a number of which are in the FY 2021-2024 TIP) underscore the cost of system preservation. The reconstruction of the I-77/US 30 interchange is the most significant system preservation project listed in the plan.

Public Transit

The public transit system is a major factor in meeting the transportation needs of Stark County residents. The Stark Area Regional Transit Authority (SARTA), Stark County's public transit agency, has seen continual growth over the past years as infrastructure and other improvements encourage ridership. SARTA provided more than two million trips via conventional fixed-route bus service, paratransit demand-response service, special shuttles, and other activities annually.

SARTA, as well as other for profit and non-profit transportation providers assist in providing a balanced transportation system available to all residents of Stark County.

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

- Buses and Paratransit Vehicles Replacement- due to age, excessive mileage, wear and conversion to alternate fuels, primarily Compressed Natural Gas (CNG).
- Bus Rapid Transit (BRT) Corridors- in high ridership corridors improvements are being made to encourage and improve ridership. Bus pull-off lanes, shelters, and other pedestrian and bicycle facilities are being added to facilitate intermodal transportation. The Mahoning BRT Corridor is currently under development. Several other corridors (Tuscarawas Street and Whipple Avenue) may be planned once the current project is completed.
- Completion of improvements and capacity increases for CNG and Hydrogen Fuel projects at the Gateway Facility.

- Equipment and Preventive Maintenance – equipment purchases and capitalized preventive maintenance of SARTA vehicles and facilities.
- SARTA is the designated recipient to pass through sub-allocated funds for the Enhanced Mobility for Seniors and Individuals with Disabilities Program (5310). Various programs operated by SARTA and non-profit and for-profit transit providers derived from the locally-developed Coordinated Public Transit-Human Services Transportation Plan:
 - Assisting veterans in their transportation needs;
 - Assisting returning ex-offenders with transportation to work or interviews;
 - Transporting low-income dialysis patients not meeting medicaid transport qualifications;
 - Transporting excessive weight persons not able to use conventional handicap vehicles;
 - The creation of a one-call/one click information/dispatch system (now being designed)

Bikeways and Pedestrian Facilities

Bicycle and pedestrian facilities are a valuable resource for short-distance transportation as well as for recreation and tourism. The demand for long-distance facilities, such as bike lanes, increases as sustainability, green living, and low impact lifestyles become more attractive to the public. Stark Parks has completed a number of bicycle and pedestrian facilities since the development of the Congressman Ralph Regula Towpath Trail in the Ohio and Erie National Heritage Canalway. These include major projects in the City of Canton, City of North Canton, Plain Township, and Lexington Township. Interconnections between many of these trails are under construction and included in the plan.

The City of Canton has completed several of the first Complete Streets projects in Stark County as part of the Mahoning BRT Corridor and 12th Street rehabilitation. The City has also developed an extensive plan for bicycle lanes and has been implementing and planning additional projects. These developments are serving as examples of these types of facilities in Stark County. Stark Parks has completed the update of the Stark County Trail and Greenway Plan, which contributes significantly to the bicycle and pedestrian section of this plan.

2050 Plan Listing

Moving Stark Forward 2050 includes a financially constrained list of projects, which are recommended for implementation by the Year 2050.

For ease of locating projects, this listing includes all projects included in Moving Stark Forward, except for specific transit-related projects which are broken down further by SARTA in Chapter 4.



Trump & Georgetown in Canton Township, 2012

Table 2.1 Projects 2021 - 2025

NAME/LOCATION	TYPE OF WORK	ESTIMATE	YEAR
Eastwood St. NE	On Road Bike Inf.	\$5,000	2021
US 62 from Market to Middlebranch	Major Recon/Access Control	\$21,600,000	2021
12th/13th St Trail	On Road Bike Inf.	\$20,000	2022
3rd St. SE at Walnut and Cherry	On Road Bike Inf.	\$15,000	2022
Colonial Blvd Complete Streets Phase 1	Berm/Sidewalk	\$2,151,000	2022
McKinley/6th St Streetscape Phase 2 (Park)	Streetscaping	\$270,000	2022
11th & Cherry Roadway Reconstruction	Road/Intersect. Improvements	\$10,161,000	2023
15th St SW Bridge Rehab	Bridge Rehab	\$1,425,000	2023
9th St SW Bridge Replacement	Bridge Replacement	\$1,515,000	2023
Market Ave S Streetscape Phase 3	Streetscaping	\$1,500,000	2023
Walnut/15th/Harvard 1	On Road Bike Inf.	\$15,000	2023
Walnut/15th/Harvard 2	On Road Bike Inf.	\$15,000	2023
Walnut/15th/Harvard 3	On Road Bike Inf.	\$15,000	2023
Nickel Plate & E Main St Intersection	Intersection Improvement	\$1,650,000	2023
Fulton Streetscape Phase 1	Streetscaping Improvements	\$6,000,000	2024
Pioneer Trail Market Sidewalk	Pedestrian	\$100,000	2024
18th St NW Roadway Reconstruction	Brick Reconstruction	\$3,300,266	2025
47th St NW	On Road Bike Inf.	\$10,000	2025
49th St NW 1	On Road Bike Inf.	\$10,000	2025
49th St NW 2	Off Road Path	\$10,000	2025
49th St NW 3	On Road Bike Inf.	\$10,000	2025
Cleveland at Wright	Intersection Improvement	\$2,400,000	2025
Covered Bridge Park	Off Road Path	\$1,000,000	2025
Dressler from Fulton to Belden Village	Access Management	\$2,500,000	2025
Erie St S to Tremont Ave SE (SR241 Improvements)	Improvements	\$1,000,000	2025
Lesh Realignment Safety Project Phase 1	Safety Improvements	\$1,000,000	2025
Lincoln Way	Streetscaping, widening, signals	\$7,400,000	2025
Logan Ave NW	On Road Bike Inf.	\$5,000	2025
Market Ave	Streetscaping	\$5,000,000	2025
Mt. Pleasant, Market Ave, & Kent Intersection	Intersection Improvements	\$1,250,000	2025
Navarre from 21 to Sterlite	Widen to 3 lanes	\$2,000,000	2025
Nave & Erie Intersection	Intersection Improvements	\$5,000,000	2025
Park Drive Reconstruction Phase 1	Road & Ped Improvements	\$5,000,000	2025

Table 2.1 Continued

NAME/LOCATION	TYPE OF WORK	ESTIMATE	YEAR
Portage - Pittsburg to Willaman	Widen to 3 lanes	\$4,000,000	2025
Richville from Nave to Southway	Widen to 3 lanes	\$2,500,000	2025
SR 687 (Fulton Dr) & Frank/Siblia Intersection	Intersection Improvements	\$1,500,000	2025
Sterlite Extension	New 2-lane Road	\$4,000,000	2025
Tuscarawas and 3rd St. SW to McKinley	On Road Bike Inf.	\$100,000	2025
U.S. Route 30 relocation between Trump Ave & SR44	New Route	\$120,000,000	2025
US-30/Richville/SR627 Interchange	Intersection Improvements	\$2,500,000	2025
Warmington St	Improvements	\$2,700,000	2025
West Tusc. Safety Project Phase 1	Safety Improvements	\$13,550,000	2025
State/Federal System Preservation*		\$47,027,951	2021-25
Local System Preservation*		\$35,886,427	2021-25
Various Safety Projects**		\$8,955,414	2021-25
	Total Estimate Cost	\$326,072,058	2021-25
	Total Estimate Funds	\$414,571,889	2021-25

* In general, 20% or more of SCATS funding goes to system preservation projects. See Table 4-17 for more info.

**Federal funds reserved for Safety studies are estimated at 8% of the projected STIP. See Table 4-17 for more info.

Map 2.1 Projects 2021 - 2025

- Bridge
- New Road
- Widening
- Resurfacing
- Bike/Pedestrian
- Intersection
- Streetscaping
- Transit Corridor

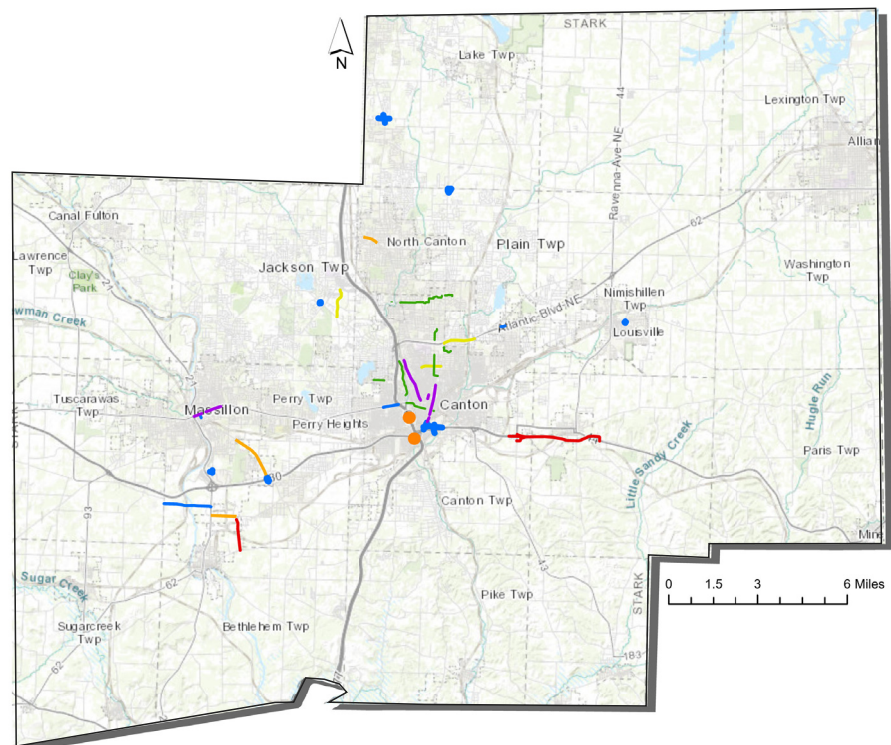


Table 2.2 Projects 2026 - 2030

NAME/LOCATION	TYPE OF WORK	ESTIMATE	YEAR
4th St SE Bridge Rehab	Bridge Rehab	\$2,000,000	2026
Cleveland Ave Streetscape 1	Streetscaping	\$1,000,000	2026
Cleveland Paving	Resurfacing	\$2,504,000	2026
Colonial Blvd Complete Streets Phase 2	Berm/Sidewalk	\$2,151,000	2026
Fulton Streetscape Phase 2	Intersection Improvement	\$5,000,000	2026
Norman Reconstruction	Reconstruction	\$4,000,000	2026
19th St NW Roadway Reconstruction	Brick Reconstruction	\$3,300,266	2030
236 & Strausser	Intersection Improvement	\$2,000,000	2030
25th NW Streetscape	Streetscaping	\$825,000	2030
30th St NW Reconstruction	Reconstruction	\$5,000,000	2030
3rd St SW Reconstruction	Reconstruction	\$5,000,000	2030
3rd St. SW Between McKinley and Market	On Road Bike Inf.	\$15,000	2030
Alabama & Stanwood	Intersection Improvement	\$800,000	2030
Alambama at Orrville	Intersection Improvement	\$1,500,000	2030
Amherst Rd	Improvements	\$2,400,000	2030
Applegrove - Frank to Whipple	Widen to 5 lanes	\$13,000,000	2030
Beech & Beechwood	Intersection Improvement	\$2,500,000	2030
Beech St at Oakhill	Intersection Improvement	\$2,000,000	2030
Beechwood & Georgetown	Intersection Improvement	\$1,500,000	2030
Belden SE Bridge Replacement	Bridge Replacement	\$2,000,000	2030
Cherry/Earl/Wooster/17th Roundabout	Roundabout	\$4,000,000	2030
Clarendon Pedestrian Bridge Demo	Bridge Demolition	\$300,000	2030
Cleveland at State	Intersection Improvement	\$2,500,000	2030
Cleveland Ave S (Market to Ridge)	On Road Bike Inf.	\$20,000	2030
Cleveland Ave S (Market to Ridge)(SBR 77 TEMP)	On Road Bike Inf.	\$20,000	2030
Columbus & Paris	Intersection Improvement	\$1,250,000	2030
Covered Bridge	Off Road Path	\$500,000	2030
Covered Bridge Trail	Trail	\$250,000	2030
East Canton Connector	Trail	\$50,000	2030
Easton at Bentler	Intersection Improvement	\$1,500,000	2030
Easton at Glen Oak Entrance	Intersection Improvement	\$3,000,000	2030
Edison from Cleveland to 43	Widen to 4 lanes	\$5,000,000	2030
Erie and Navarre Rd SW	Intersection Improvement	\$2,700,000	2030

Table 2.2 Continued

NAME/LOCATION	TYPE OF WORK	ESTIMATE	YEAR
Erie St N to Federal Ave NE - Improvements	Improvements	\$1,500,000	2030
Fohl at Dueber	Intersection Improvement	\$2,500,000	2030
Fohl from Navarre to I-77	2-lane improvements	\$5,230,000	2030
Frank from Applegrove to Shuffel	Widen to 5 lanes	\$6,000,000	2030
Fulton Bridge Replacement	Bridge Replacement	\$5,000,000	2030
Georgetown at Paris	Intersection Improvement	\$1,500,000	2030
Hess & Tremont Roundabout	Roundabout	\$5,000,000	2030
Hoover Trail	Trail	\$200,000	2030
SR 183 and US 62 in Alliance	Intersection Improvement	\$2,000,000	2030
Iron Horse Trail	Trail	\$500,000	2030
Jackson Connector Trail	Trail	\$1,900,000	2030
Lake Ave NE	Improvements	\$1,500,000	2030
Lesh Realignment Safety Project Phase 2	Realignment	\$1,000,000	2030
Lincoln Way & Main	Intersection Improvement	\$1,000,000	2030
Main Ave W	Improvements	\$1,000,000	2030
Market from Applegrove to Mt Pleasant	Widen to 4 lanes	\$3,500,000	2030
Market S (11th to Cleveland)(SBR 77 TEMP)	On Road Bike Inf.	\$100,000	2030
Middle Branch Trail	Trail	\$150,000	2030
Monument	Berm/Sidewalk	\$50,000	2030
Navarre Main Intersection	Intersection Improvement	\$2,500,000	2030
Navarre Rd SW at Millennium & Sterilite	Intersection Improvement	\$1,500,000	2030
Nimishillen Trail (8th to 12th)	Off Road Path	\$200,000	2030
Orchard View/Argyle Intersection Improvement	Intersection	\$1,000,000	2030
Park Drive Reconstruction Phase 2	Road/Intersect. Improvements	\$10,000,000	2030
Perry at Harris	Intersection Improvement	\$2,000,000	2030
Pittsburg - Applegrove to Shuffel	Widen to 3 lanes	\$1,000,000	2030
Portage-Mega Connector	New road	\$5,000,000	2030
Quail Hollow Trails	Trail	\$300,000	2030
SR 173 State at Paris	Intersection Improvement	\$2,000,000	2030
SR 21 & Cherry	Intersection Improvements	\$2,500,000	2030
SR 21 & Lake Ave	Intersection Improvements	\$2,500,000	2030
SR 21 & Lillian Gish	Intersection Improvements	\$2,500,000	2030
SR 21 & Walnut	Intersection Improvements	\$2,500,000	2030

Table 2.2 Continued

NAME/LOCATION	TYPE OF WORK	ESTIMATE	YEAR
SR 241 & Hills & Dales	Roundabout	\$400,000	2030
SR 241 Wales at Strausser	Intersection Improvement	\$2,000,000	2030
SR 627 at Navarre	Intersection Improvement	\$2,500,000	2030
SR 93 & Strausser	Intersection Improvement	\$2,000,000	2030
Stark Electric Railway Trail	Trail	\$500,000	2030
Tremont Ave SE	Improvements	\$1,500,000	2030
Wales from Hills & Dales to Portage	Widen to 4 lanes	\$8,935,000	2030
Walnut from Southway to 16th	2-lane improvements	\$800,000	2030
West Tusc. Safety Project Phase 2	Safety Improvements	\$15,000,000	2030
Whipple from Applegrove to Shuffel	Widen to 5 lanes	\$3,000,000	2030
Whipple from Southway to 13th SW	New road	\$8,000,000	2030
State/Federal System Preservation*		\$51,373,041	2026-30
Local System Preservation*		\$36,792,604	2026-30
Various Safety Projects**		\$9,760,878	2026-30
Total Estimate Cost		\$301,276,788	2026-30
Total Available Funds		\$440,828,223	2026-30

* In general, 20% or more of SCATS funding goes to system preservation projects. See Table 4-17 for more info.

**Federal funds reserved for Safety studies are estimated at 8% of the projected STIP. See Table 4-17 for more info.

Map 2.2 Projects 2026 - 2030

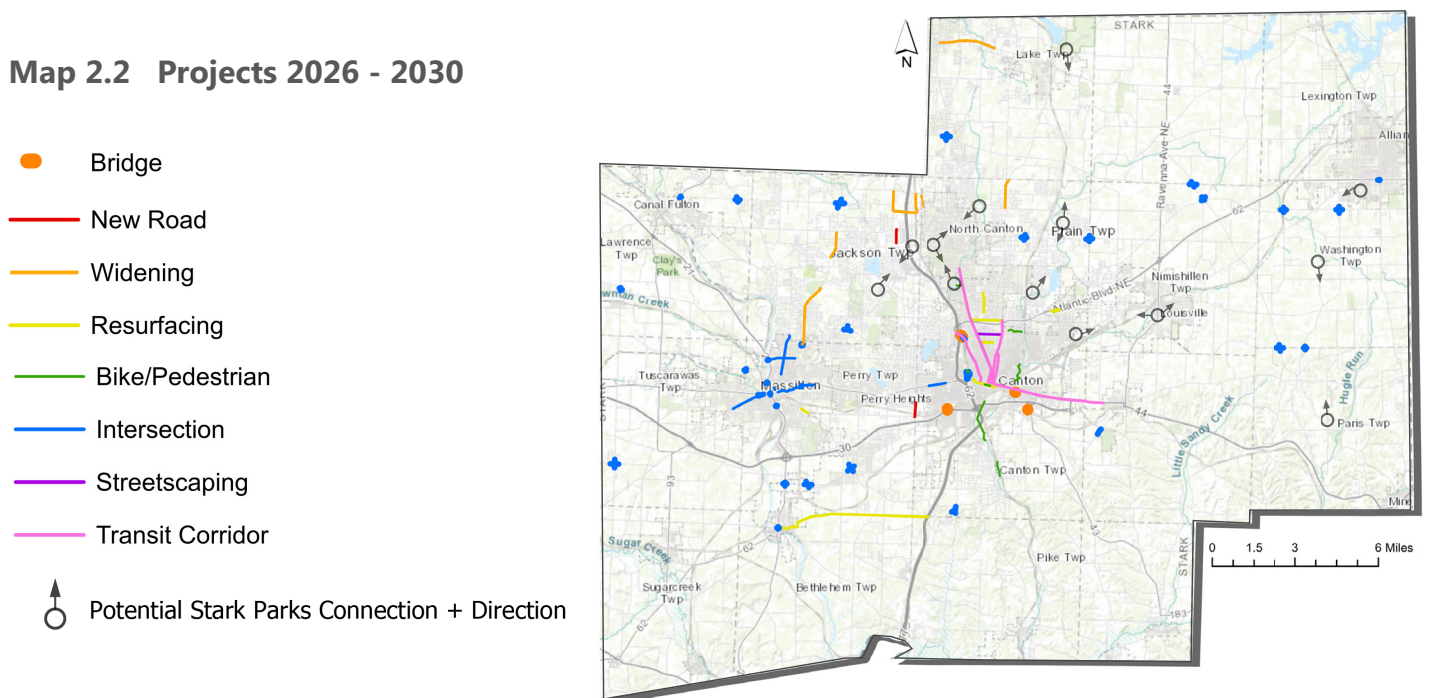


Table 2.3 Projects 2031 - 2040

NAME/LOCATION	TYPE OF WORK	ESTIMATE	YEAR
Sandy Valley Trail	Trail	\$3,750,000	2031
55th NE	Berm/Sidewalk	\$5,000	2035
Aultman Trail	On Road Bike Inf.	\$50,000	2035
Babe Stearn Trail	Off Road Path	\$300,000	2035
Barr Elementary	Off Road Path	\$100,000	2035
Cleveland Ave Streetscape 2	Streetscaping	\$8,000,000	2035
East Tusc Streetscape	Streetscaping	\$7,000,000	2035
Maryland Ave SW Trail	On Road Bike Inf.	\$25,000	2035
Ojays/Rowland/7th St NE Roundabout	Roundabout	\$5,000,000	2035
Skyland Pines	Off Road Path	\$750,000	2035
Timken Co Trail	On Road Bike Inf.	\$20,000	2035
Trail Off Of 55th St. NE	Off Road Path	\$50,000	2035
West Tusc. Safety Project Phase 3	Safety Improvements	\$15,000,000	2035
17th St SW	Improvements	\$4,500,000	2040
23rd St. NW Extension	Road Extension	\$1,800,000	2040
29th St NW	Improvements	\$680,000	2040
38th NW	On Road Bike Inf.	\$5,000	2040
3rd St NW	Improvements	\$1,000,000	2040
Applegrove & Whipple	Roudabout	\$5,000,000	2040
Arboretum Park	Off Road Path	\$250,000	2040
Battlesburg at Briggle	Intersection Improvement	\$2,000,000	2040
Beeson at McCallum	Intersection Improvement	\$2,000,000	2040
Belden Village St NW	Access Management	\$3,000,000	2040
Broadway from US 30 to Georgetown	Reconstruction	\$2,500,000	2040
Cherry Ave Streetscape	Streetscaping	\$9,000,000	2040
Cleveland & Lake Center	Intersection Improvement	\$2,000,000	2040
Cleveland Ave South Streetscape	Streetscaping	\$9,000,000	2040
Columbus at Beeson & Reeder	Roundabout	\$1,000,000	2040
Dressler NW and Strip Ave. Pedestrian Imp.	Pedestrian Improvements	\$1,400,000	2040
Everhard from Fulton to Dressler	Access Management	\$4,000,000	2040
Flyway Byway Trail	Trail	\$500,000	2040
Frank from Fulton to University	Widen to 3 or 5 lanes	\$2,800,000	2040
Harmont from 153 to 62	Widen to 4 lanes	\$2,800,000	2040

Table 2.3 Continued

NAME/LOCATION	TYPE OF WORK	ESTIMATE	YEAR
Harmont from Mahoning to 62 S	Transit Corridor	\$-	2040
Harrisburg NE	Berm/Sidewalk	\$1,000,000	2040
Harrisburg NE	Off Road Path	\$500,000	2040
Harsh Ave SW	Improvements	\$750,000	2040
Holiday St NW	Pedestrian Improvements	\$2,000,000	2040
Jackson from Richville to Lincoln Way	New 2-lane road	\$8,000,000	2040
Lincoln Way from Bonnieview to Columbiana	Streetscaping	\$300,000	2040
Mahoning Extension	New 2-lane road	\$3,950,000	2040
Mallon Park Trail	Off Road Path	\$10,000	2040
Mallon Park Trail	Off Road Path	\$500,000	2040
McKinley Ave Streetscape	Streetscaping	\$5,000,000	2040
Mt Pleasant Dogwood Trail	Trail	\$150,000	2040
Nave St	Improvements	\$3,100,000	2040
Orion - Pittsburg to Cleveland	Widen to 3 lanes	\$4,000,000	2040
Pittsburg & Applegate	Roundabout	\$5,000,000	2040
Pontius at Duquette	Intersection Improvement	\$2,000,000	2040
Portage - Willaman to Orchard	2-lane improvements	\$2,000,000	2040
Raff Rd Trail	On Road Bike Inf.	\$50,000	2040
Shuffel - SR 241 to Frank	Widen to 3 lanes	\$3,000,000	2040
SR 153 at Beechwood	Intersection Improvement	\$2,500,000	2040
SR 44 at Orchard View	Intersection Improvement	\$2,500,000	2040
Strausser - SR 241 to Frank	Widen to 3 lanes	\$3,000,000	2040
Strausser & High Mill	Intersection Improvement	\$3,000,000	2040
Sugar Creek Connector Trail	Trail	\$500,000	2040
Tremont & Main	Roundabout	\$3,000,000	2040
Trump from 43 to New 30	2-lane improvements	\$4,000,000	2040
Tusc. from Erie & Cherry	Transit Corridor	\$-	2040
US 30 Connector from SR 44 to Sr 172	New 2-lane connector	\$4,000,000	2040
US-30 from SR-183 to East Rochester	New super 2-lane	\$4,300,000	2040
US-30 from SR-44 to SR 183	New 4-lane road	TRAC/RTIP	2040
Wales from Portage to Summit County Line	Widen to 4 lanes	\$3,850,000	2040
West Branch Trail	Trail	\$400,000	2040

Table 2.3 Continued

NAME/LOCATION	TYPE OF WORK	ESTIMATE	YEAR
Whipple from Tusc. to Everhard	Transit Corridor	\$-	2040
State/Federal System Preservation*		\$117,652,653	2031-40
Local System Preservation*		\$76,395,846	2031-40
Various Safety Projects**		\$22,354,004	2031-40
	Total Estimate Cost	\$384,047,503	2031-40
	Total Available Funds	\$970,242,495	2031-40

* In general, 20% or more of SCATS funding goes to system preservation projects. See Table 4-17 for more info.

**Federal funds reserved for Safety studies are estimated at 8% of the projected STIP. See Table 4-17 for more info.

Map 2.3 Projects 2031 - 2040

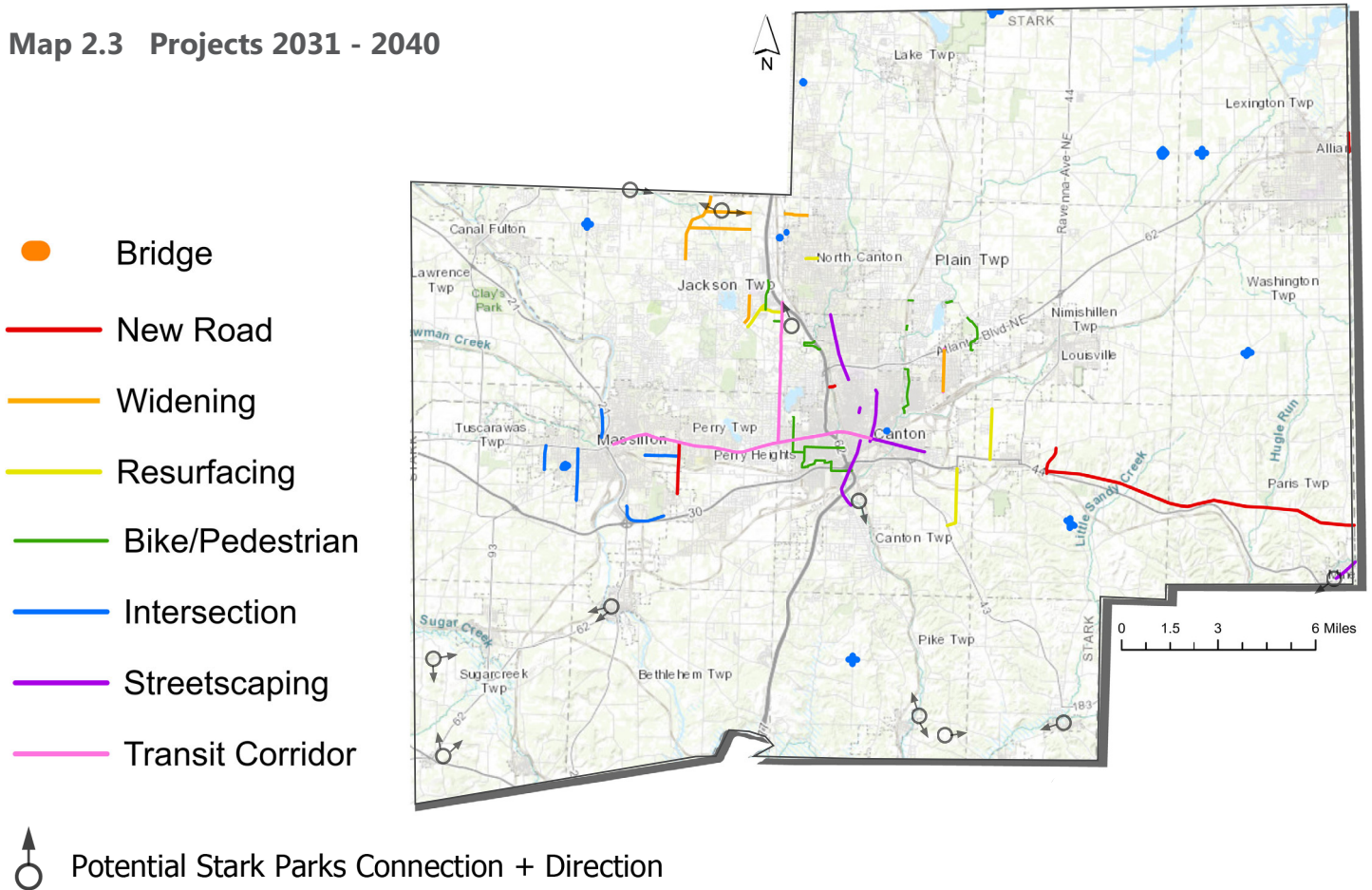


Table 2.4 Projects 2041-2050

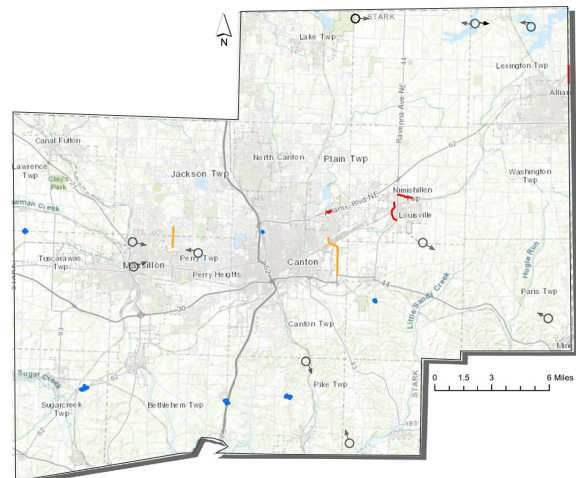
NAME/LOCATION	TYPE OF WORK	ESTIMATE	YEAR
Alabama at Wooster	Intersection Improvement	\$2,000,000	2045
Battlesburg at Ridge	Intersection Improvement	\$4,000,000	2045
Harmont Interchange	New interchange	\$5,000,000	2045
Jackson - 12th to Perry	Widen to 3 lanes	\$2,000,000	2045
Mahoning Extension	New 2-lane road	\$3,950,000	2045
North County Trail	Trail	\$400,000	2045
Sherman Church at Haut	Intersection Improvement	\$5,000,000	2045
Trump from Lincoln to 153	Widen to 4 lanes	\$6,500,000	2045
Wood & Orchard View	Intersection Improvement	\$2,500,000	2045
Fulton, Harrison, & 25th St NW Intersection	Intersection Improvements	\$6,000,000	2050
Nickel Plate Trail	Trail	\$550,000	2050
Pleasant Valley Trail	Trail	\$500,000	2050
Reno Extension	New 2-lane road	\$2,000,000	2050
Sippo Valley Connector Trail	Trail	\$1,000,000	2050
SR-44 Bypass	New 2-lane road	\$5,500,000	2050
SR-44 Bypass	New 2-lane road	\$5,500,000	2050
US 62 at Pigeon Run/Justus	Intersection Improvement	\$8,000,000	2050
State/Federal System Preservation*		\$141,173,508	2041-50
Local System Preservation*		\$80,302,740	2041-50
Various Safety Projects**		\$26,822,966	2041-50
	Total Estimate Costs	\$308,699,214	2041-50
	Total Available Funds	\$1,107,381,238	2041-50

* In general, 20% or more of SCATS funding goes to system preservation projects. See Table 4-17 for more info.

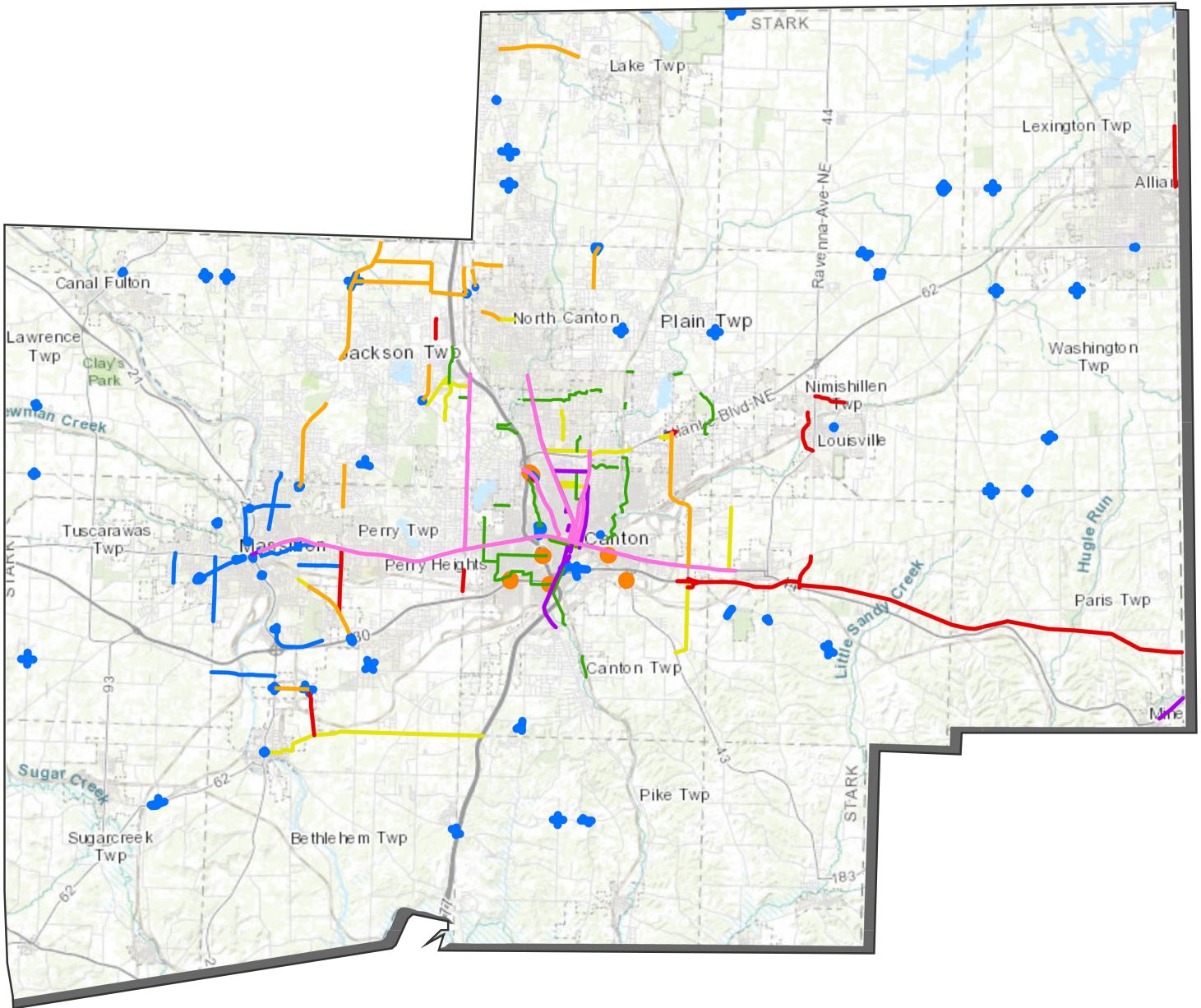
**Federal funds reserved for Safety studies are estimated at 8% of the projected STIP. See Table 4-17 for more info.

Map 2.4 Projects 2041 - 2050

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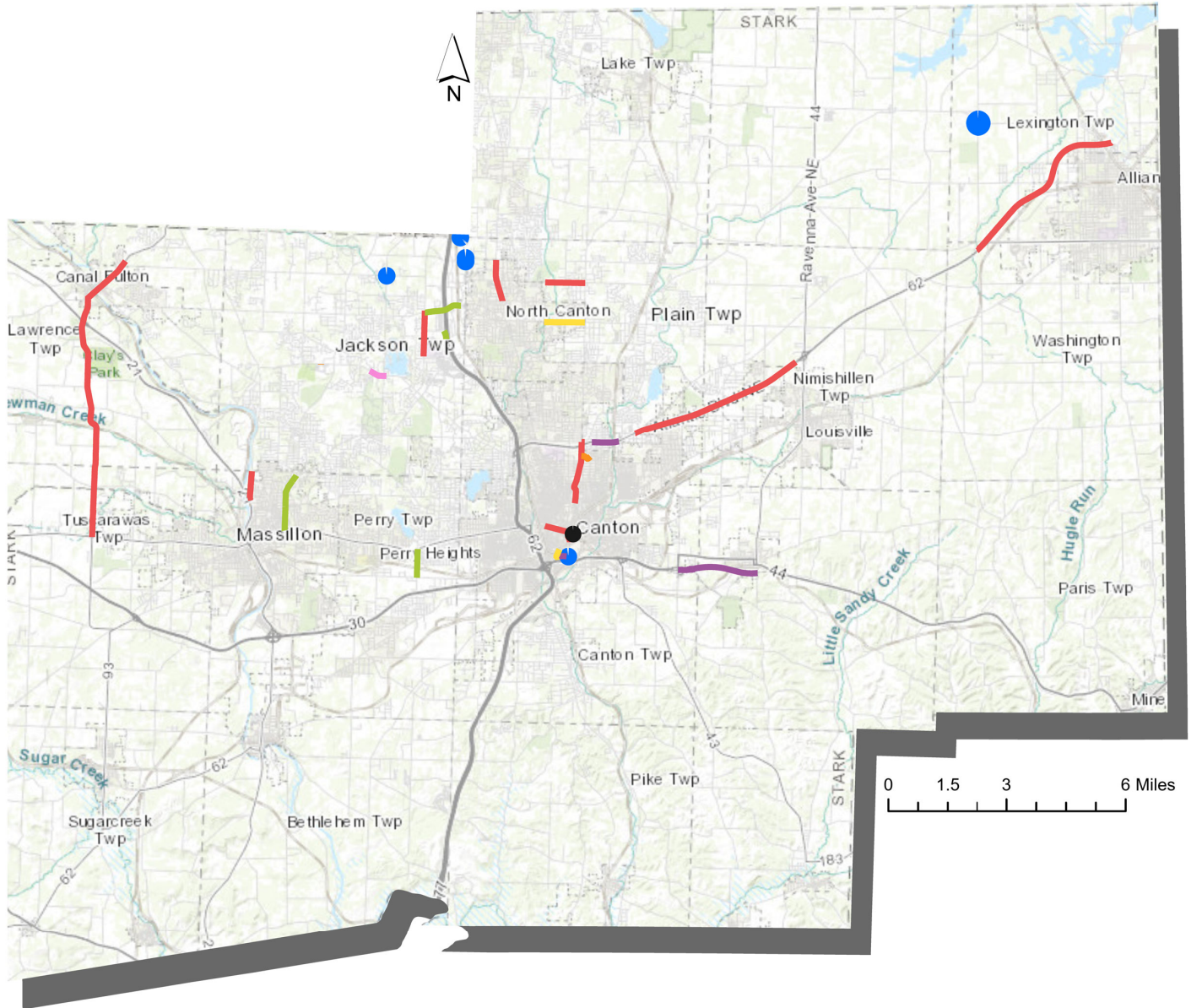


Map 2.5 All Moving Stark Forward 2050 Highway Projects



- Bridge
- New Road
- Widening
- Resurfacing
- Bike/Pedestrian
- Intersection
- Streetscaping
- Transit Corridor

Map 2.6 2021-2026 TIP Projects




- | | | |
|--|---|--|
|  Intersection Improvement |  Off-road Trails |  Realignment |
|  Bike Lanes |  On-road Trails |  Bike/Ped Lanes/Trail |
|  Bridge |  Resurfacing |  Streetscaping |
|  New Road |  Roundabout | |
|  Transit |  Widening | |

Table 2.5 2021-2026 TIP Projects

FY21						
FY 2021 Available Budget			7,307,082	3,088,170	685,112	11,080,364
100471	Wales Road (SR241) Rehab	Massillon	3,272,827			3,272,827 CON
106919	Massillon Bike Share Program	Massillon	69,773			69,773 Con
87660	STA TID SR 687	TID		1,200,000		1,200,000 Con
107649	Pittsburg/Mt Pleasant	Co. Eng		32,170		32,170 Dev.
103294	Bus Purchase	SARTA		1,856,000		1,856,000 Purch
104739	STA CR 0228.32 Portage Street	Co. Eng	1,230,000			1,230,000 Con
103288	STA CR 0216 00.89 Pittsburg	Co. Eng	1,000,000			1,000,000 ROW
110433	Applegrove Resurfacing	Co. Eng	275,000			275,000 Con
90465	11th St. SE Improvements	Canton	120,000			120,000 ROW
Total Project Allocation			5,967,600	3,088,170	-	9,055,770
End of Year Balance			1,339,482	-	685,112	
FY22						
FY 2022 Available Budget			6,576,260	11,600,000	1,208,790	19,385,050
111049	STA-North Main St Paving 7th-Orion	North Canton	768,000			768,000 Con
100824	STA-US62 (Market - Middlebranch)	ODOT		11,000,000		11,000,000 Con
103288	STA CR 0216 00.89 Pittsburg	Co. Eng	1,660,000			1,660,000 CON
107649	Pittsburg/ Mt Pleasant	Co. Eng		600,000	250,000	850,000 ROW
111043	STA-CR 225-2.23 Perry Dr	Co. Eng	372,000			372,000 ROW
110429	Jackson Tunnel	Parks			789,869	789,869 Con
96516	US 62 Paving	Canton	699,000			699,000 Con
111059	STA-Colonial Blvd NE Ph. 1	Canton	1,263,190		117,914	1,381,104 Con
Total Project Allocation			4,762,190	11,600,000	1,157,783	17,519,973
End of Year Balance			1,814,070	-	51,007	
FY23						
FY2023 Available Balance			7,050,848	2,400,000	574,685	
102743	SR 43 & SR 172 Paving	Canton	429,000			429,000 Con
90465	11th St. SE Improvements	Canton	5,745,600		300,000	6,045,600 CON
111050	STA-CR 231-6.62 Strausser St	Co. Eng	520,000			520,000 ROW
107649	Pittsburg/ Mt Pleasant	Co. Eng		2,400,000	300,000	2,700,000 Con
Total Project Allocation			6,694,600	2,400,000	600,000	9,694,600
End of Year Balance			356,248	-	(25,315)	

Table 2.5 Continued

FY24						
FY2024 Available Balance			5,593,026		498,363	
111050	STA-CR 231-6.62 Strausser St	Co. Eng	1,440,000		1,440,000	Con
110438	Frank Ave Resurfacing	Co. Eng	576,000		576,000	Con
111043	STA-CR 225-2.23 Perry Dr	Co. Eng	2,704,000		416,000	3,120,000
	Total Project Allocation		4,720,000	-	416,000	5,136,000
	End of Year Balance		873,026	-	82,363	
FY25						
FY2025 Available Balance			6,109,804	2,324,180	606,041	
112040	Dressler Rd Corridor	Co. Eng		2,324,180	2,324,180	Con
92562	W Tusc Corridor	Canton	5,050,000		5,050,000	Con
114032	Minerva Conn Trail/Sandy Cr Bridge	Parks			430,552	430,552
101269	SR 43 Urban Paving	Canton	390,000		390,000	Con
113209	Beechwood/State/Sawburg Int	Alliance	624,177		624,177	Con
	Total Project Allocation		6,064,177	2,324,180	430,552	8,818,909
	End of Year Balance		45,627	-	175,489	
FY26						
FY2026 Available Balance			5,282,405		699,167	
	Cleveland Paving	Canton	2,325,312		2,325,312	Con
114364	STA CR 224 3.39 (Dressler Rd)	Co. Eng	724,000		724,000	Con
	Main St Paving (Roselane - 7th)	North Canton	904,000		904,000	Con
111059	Colonial Blvd Ph. 2	Canton	863,190		517,914	1,381,104
	Total Project Allocation		4,816,502	-	517,914	5,334,416
	End of Year Balance		465,903	-	181,253	

3

TRANSPORTATION PLANNING PROCESS

Transportation Goals, Objectives and Strategies

The first step in transportation planning is the development of goals and 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 such as congestion management, safety planning, and mobility management.

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;
- B. Support the objectives of the Coordinated Public Transit - Human Services Transportation Plan and SARTA’s continued curb to curb programs to serve transit dependent persons;
- C. Encourage the development and creation of 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. Provide for pedestrian friendly transportation systems where appropriate in response to new demographics and special needs.

Objective 3: Provide a congestion free transportation system.

Strategies

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

Objective 4: Provide an efficient, safe and secure transportation system.

Strategies

- A. Identify and target high crash locations for safety improvements;
- B. Implement intelligent transportation systems;
- C. Consult with appropriate agencies to provide for a secure transportation system

Objective 5: Provide an economically, equitable and environmentally sound transportation system.

Strategies

- A. Ensure projects are sensitive to economic, social and environmental factors;
- B. Develop fiscally constrained transportation plans and programs;
- C. Monitor and assess the cost effectiveness of transportation system components;
- D. Encourage projects and programs that minimize the transportation system's impacts on air, water quality and noise levels.
- E. Support projects and programs that aim to restore environmental equity to populations that have been disproportionately impacted by environmental hazards, disasters, or pollution.

Performance Measures

Safety

In January of 2018, SCATS supported ODOT's statewide highway safety targets and adopted the same performance measures and targets. SCATS readopted ODOT's safety targets every year since then. ODOT's

safety performance measures are as follows:



- Reduce the number of fatalities by at least 2% per year
- Reduce the number of serious injuries by 2% per year
- Reduce the rate of fatalities (per million vehicles) by 2% per year
- Reduce the rate of serious injuries (per million vehicles) by 2% per year
- Reduce the number of non-motorized fatalities and serious injuries by 2% per year

It is not expected that each of these targets will drop by 2% every year. As the table shows, there is a lot of fluctuation from year to year. However, the overall trend should be decreasing gradually.

SCATS has been working to achieve these targets. SCATS has made safety a major part of the project scoring in its project selection criteria. Safety makes up 20% of a project's possible score. SCATS ranks locations by a hazard rating in its annual Crash Report and Safety Work Plan. The hazard rating includes the number of crashes at a location, the rate of crashes at a location, and the severity of crashes at a location. Locations with higher hazard ratings get more points in the project selection scoring system.

Table 3.1 Stark County Safety Performance Measures

YEAR	FATALITIES	SERIOUS INJURIES	FATALITY RATE (per 100 Million VMT)	SERIOUS INJURY RATE (per 100 Million VMT)	NON-MOTORIZED FATALITIES & SERIOUS INJURIES
2012	31	227	0.99	7.22	28
2013	26	199	0.82	6.29	24
2014	44	247	1.40	7.84	25
2015	20	210	0.59	6.18	16
2016	32	226	0.97	6.85	15
2017	33	210	0.97	6.19	29
2018	36	203	1.21	6.83	30
2019	29	177	0.98	5.95	19

 Improved From Last Year
 Worsened From Last Year

Transit

On March 28th, 2018, the Stark Area Regional Transit Authority (SARTA) adopted their Transit Asset Management Plan (TAMP) which established their initial Transportation Performance Management (TPM) rolling stock and infrastructure useful life targets, which support FTA’s recommended useful life targets. MPOs are required to establish region-wide useful life targets. Since SARTA is the only transit agency in our region, SARTA’s useful life targets are the region’s useful life targets. Table 3.2 shows SARTA’s performance measures and targets.

Transit projects get funding mostly through the CMAQ program, however, transit projects are also eligible for STBG funding.

Table 3.2 Transit Performance Measure and Targets

Asset Category - Performance Measure	Asset Class	2018 Baseline	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Revenue Vehicles							
Age - % that have met or exceeded their Useful Life Benchmark	BU - Bus	24%	8%			6%	8%
	CU - Cutaway Bus	30%	17%	15%	15%	15%	15%
Equipment							
Age - % that have met or exceeded their Useful Life Benchmark	Non Revenue/Service Automobile	31%	6%		12%	19%	6%
	Trucks and other Rubber Tire Vehicles	100%	1%		1%		1%
	Computer Software/Equipment	85%	7%	7%	7%	7%	7%
	Maintenance Equipment	11%	10%	10%	10%	10%	10%
Facilities							
Condition - % with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	10%	10%	10%	10%	10%
	Maintenance	0%	10%	10%	10%	10%	10%
	Passenger Facilities	0%	10%	10%	10%	10%	10%
	Lifts	0%	5%	5%	5%	5%	5%

Travel Time Reliability

SCATS has chosen to support ODOT’s Travel Time Reliability (TTR) targets. The measure used for travel time reliability is Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to normal travel times (50th percentile). Likewise, the level of Truck Travel Time Reliability (TTTR) is the ratio of longer travel times (80th percentile) to normal travel times (50th percentile).

ODOT TTR targets are as follows:

- On interstates, LOTTR should be less than 1.50 for 85% of the system in four years.
- On non-interstate NHS roads, LOTTR should be less than 1.50 for 80% of the system in four years.
- On interstates, TTTR should be less than 1.50 in four years.

Air Quality

SCATS has chosen to support ODOT’s Air Quality targets. These are the performance measures for Air Quality: emission reduction for nitrous oxide (NO_x) and emission reduction for particulate matter at 2.5 micrometers (PM_{2.5}).

ODOT’s Air Quality targets are as follows:

- Reduce total NO_x emissions by at least 537 kg per day in four years.
- Reduce total PM_{2.5} emissions by at least 36 kg per day in four years.

Emission reduction in the SCATS area can be seen in more detail in Appendix. The following table shows projected emissions through 2050.

SCATS Region On-Road Mobile Emission Conformity Test Results

Table 3.3 PM2.5 Finding Budget Tests

Stark Co.	Tons/Year						
	2015 Budget	2021 Emissions	2025 Budget	2025 Emissions	2030 Emissions	2040 Emissions	2050 Emissions
Direct PM	204.33	46.14	101.50	40.15	36.83	33.91	34.24
NOx Precursors	7,782.84	1500.92	4673.83	1085.18	807.31	624.37	616.08

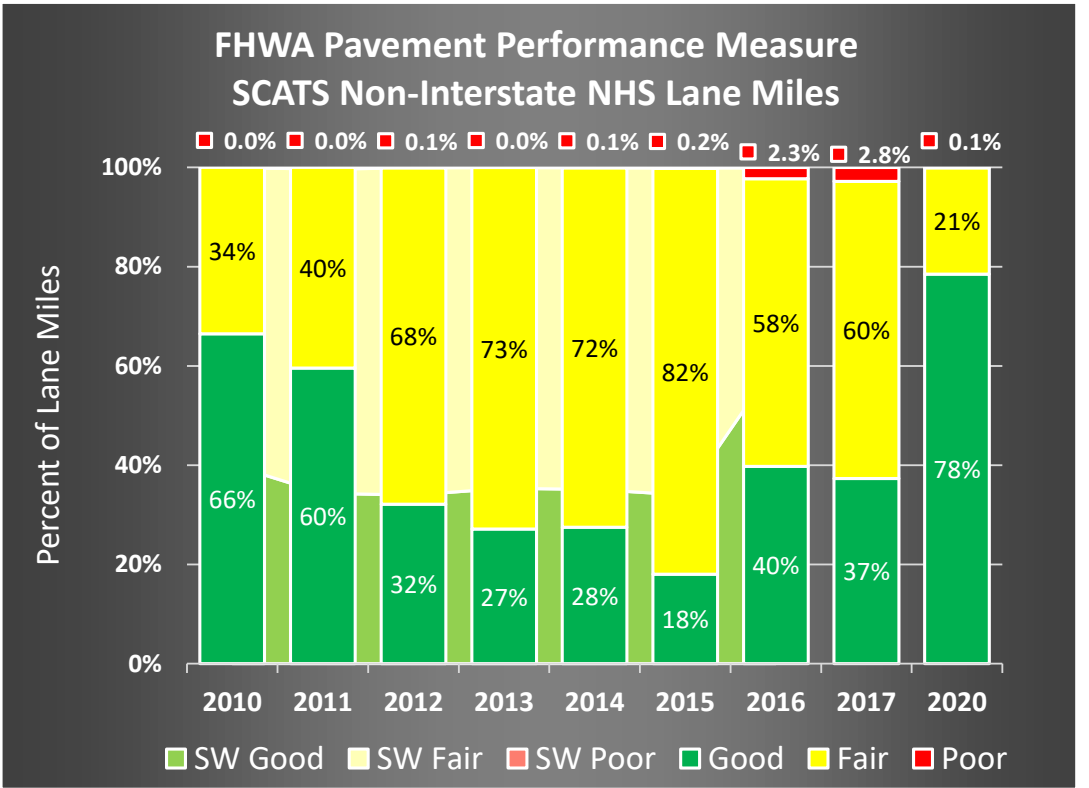
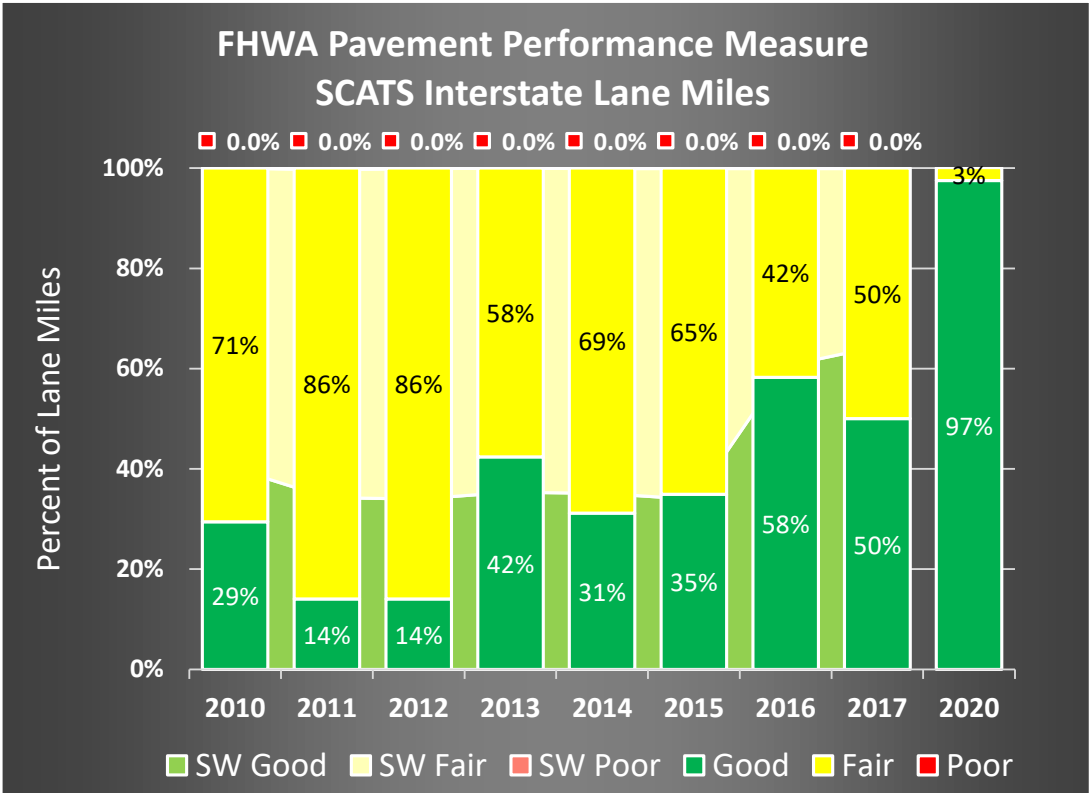
Between 2021 and 2025 our model shows a reduction of 6.01 tons per year of PM_{2.5} or 14.94 kg per day. Between 2021 and 2025 our model shows a reduction of 416 tons per year of NO_x Precursors or 1033 kg per day. It should be noted that ODOT’s emissions targets are for the entire state, while the table shows the emissions reduction from Stark County.

Pavement

SCATS has chosen to support ODOT’s Pavement Condition (PC) targets. There are four performance measures for pavement conditions: percentage of interstate pavement in good condition, percentage of interstate pavement in poor condition, percentage of non-interstate NHS pavement in good condition, and percentage of non-interstate NHS pavement in poor condition. ODOT’s PC targets are as follows:

- The percentage of interstate pavement in good condition should be at least 50% in four years.
- The percentage of interstate pavement in poor condition should be less than 1% in four years.
- The percentage of non-interstate NHS pavement in good condition should be at least 35% in four years.
- The percentage of non-interstate NHS pavement in poor condition should be less than 3% in four years.

The following tables summarize the pavement condition performance measures for Stark County.

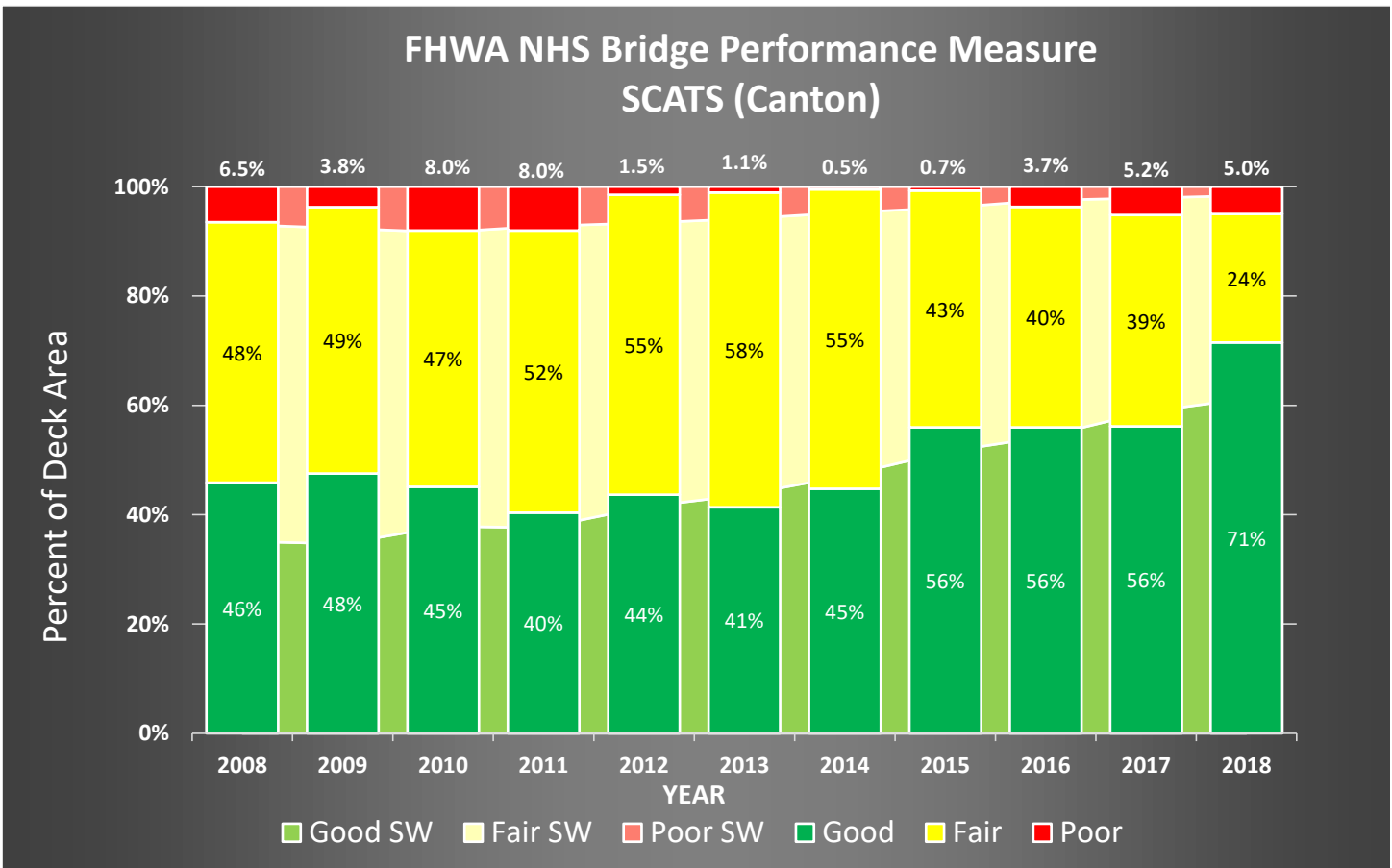


Bridges

SCATS has chosen to support ODOT's Bridge Condition targets. There are two performance measures for bridge conditions: percentage of NHS bridges by deck area in good condition and percentage of NHS bridges by deck area in poor condition. ODOT's bridge condition targets are as follows:

- The percentage of NHS bridge deck area in good condition should be at least 50% in four years.
- The percentage of NHS bridge deck area in poor condition should be less than 5% in four years.

The following table shows the bridge condition percentages for Stark County from 2008 to 2018.



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 Process (TCMP) is used to identify congestion deficiencies on the existing transportation system. Results of the latest TCMP analysis were published in the 2020 Congestion Management Process Report. The report examined highway congestion based on three scenarios: existing traffic on the base highway system, future 2040 traffic on the base highway system and future 2040 traffic on the 2040 Plan adopted in 2017. The next update of the Congestion Management Process report will be based on the 2050 plan.

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. Congested locations include I-77 from 12th Street NW to US 62, US 62 between Market Avenue and Harmont Avenue, SR 241 in Massillon, Applegrove Street from Frank Avenue to North Main Street, US 30 in East Canton, SR 619 from Cleveland Avenue to Mogadore Avenue, and Frank Avenue from Portage Street to Applegrove Street. However, the congestion mostly happens during peak travel times.

The future congestion analysis on the future network showed most of the existing congestion being eliminated or reduced. Projects on US 62, SR 241, Applegrove Street, US 30, SR 619, and Frank Avenue will relieve most of the existing congestion. The future analysis still shows congestion on I-77, however, as in the existing analysis, congestion occurs mainly during peak travel times.

SCATS also gathers traffic crash records and publishes an annual traffic crash report and safety work plan identifying and ranking high hazard intersections and roadway sections. Information from these reports is presented to local officials and the general public, who then incorporate this data into their planning processes. The 2020 Stark County Crash Report and Safety Work Plan and the 2020 Congestion Management Process Report are available for review on the SCRPC/SCATS website at www.starkcountyohio.gov/regional-planning.

Transportation Security

The security of the transportation system became a stand-alone planning factor under previous legislation and continues with the FAST Act. The goal is to “increase the security of the transportation system for motorized and non-motorized users” and establish regional transportation policies that respond to security threats. Threat assessments of transportation facilities evaluate their vulnerabilities and risks in order to prioritize security improvements.

The Stark County Emergency Management Agency (EMA) is the agency that has the primary responsibility to address emergency preparedness in Stark County and coordinates with other governmental agencies responsible for the security of the region. This includes developing a planning process at the county level that establishes policies and procedures needed to prepare for, respond to, and mitigate the impacts of all types of natural or hostile disasters.

SCATS met with the Stark County EMA to discuss and review plans and policies already in place to deal with the transportation system in Stark County. This includes the Stark County Emergency Operations Plan. The primary Emergency Support Function is transportation. This chapter of the plan covers the mitigation, preparedness, response, and recovery from damage to land and air routes. The plan is based on the concept that appropriate local authorities will execute initial response. Mutual aid assistance between supporting organizations is implemented as specified by local agreement.

The Stark County Engineer, in coordination with Stark County’s EMA Coordinator, has developed a Stark County Resource Manual. This manual identifies the source, location, and availability of earthmoving equipment, dump trucks, road graders, fuels, etc. and appropriate local contacts. These resources can be used to support response and recovery where needed. Homeland Security funds have been used to purchase directional signs, light towers and other equipment that can quickly be accessed by emergency officials and local road departments.

SCATS will work with the Stark County EMA, the Local Emergency Planning Committee (LEPC), SARTA, and others to coordinate the identification of security needs that can be addressed in the transportation planning process. These groups have plans in place for the protection of public assets, including the transportation system. SCATS will assist and consult the EMA in this process but will not take the lead in planning for a

specific event. The group is in the process of completing a Hazardous Materials Commercial Flow Study. In coordination with State and Federal agencies, High Risk Loads will be monitored in and through the region.

SCATS has included the Stark County Emergency Management Agency and the Local Emergency Planning Committee on the list of coordinating agencies to be contacted for comment and public involvement with the Transportation Plan and Transportation Improvement Program.

Current training programs focus on ethanol transport, via both truck and rail. Mock disasters are staged on a regular basis, and usually involve some aspect of the transportation system. SARTA participates with local Fire departments in mock drills with buses being released from service. With both a weigh station and two large truck stops in the county, EMA encourages long haul truckers to participate in the “See Something, Say Something” campaign.

Critical Facilities

SCATS has identified critical facilities and transportation system elements in Stark County. The continued and uninterrupted operation of these facilities is necessary for the health, safety, and well-being of the general public. The vulnerability of these facilities or systems is due to the potential for any of the following to occur: disruption to emergency response operations; disruption of governmental functions; and threats to the economy of the region. Although the entire highway and railroad network could be considered vulnerable, the following locations have been identified as critical.

In the event of a local disaster, systems are currently in place to provide detour routes. ODOT’s Freeway Incident Management System utilizes preplanned detours in freeway closure situations. The dynamic message signs and web cameras on I-77, placed as part of the Akron-Canton ITS architecture, are available to assist in evacuations and detours. Additionally, the digital application OHGO is designed to report major events that slow or detour traffic on Ohio highways in real time.

Public Transit Security

The Stark Area Regional Transit Authority (SARTA) is the public transportation provider in Stark County. SARTA encourages riders to become part of the Transit Watch campaign. Transit Watch is a nationwide safety and security awareness program designed to encourage the active participation of transit passengers and employees in working together to maintain a safe transit environment. The campaign provides information and instructions to transit passengers and employees so that they know what to do and whom to contact in the event of an emergency in a transit setting. Transit Watch invites riders and employees to be the “eyes and ears” of their local transit system.

SARTA has also been cooperating with the Transportation Security Agency (TSA) and local law enforcement agencies on security sweeps of public transit facilities and buses.

SARTA has completed a confidential Security and Emergency Procedures reference guide. The plan deals with responses to emergencies, whether caused by natural or human events. It also outlines recovery after the event to restore SARTA to full function. In the event of

Table 3.4 Critical Facilities

Facility	Criteria
US 62 Bridge east of I-77	Major bridge structure and critical freeway interchange
I-77/US 30 interchange	Critical freeway interchange
I-77	NHS Route
US 30	NHS Route
US 62	NHS Route
SR 43	NHS Route
Norfolk Southern RR Junction in Alliance	Critical Junction of two major rail lines
Akron Canton Airport	Regional Airport

incidents in Stark County, SARTA assists in evacuations, the transportation of personnel at the request of the Stark County EMA, and provides temporary shelter in buses where needed. SARTA's plan is also coordinated with the American Public Transportation Association and the Ohio Public Transit Association to initiate an emergency response network in the event of a disaster.

Pedestrian, Bicycle and Equestrian Facility Security

The Stark County Park District (Stark Parks) operates and maintains an ever-growing system of trails and greenways in the county. One of the volunteer programs the District operates is the Trailblazer Program where volunteers provide information and assistance to trail visitors. Stark Parks provides 6 hours of training in park and canal history, CPR and first aid, communication skills, and park regulations. Trailblazers are expected to provide at least 20 hours of service on the trails annually. The Park District provides Trailblazers with identifying volunteer T-shirts, and name badges. Their equipment packs for patrolling include cell phones and first aid kits. Volunteers patrolling on bikes are encouraged to sign up for the bike maintenance program facilitated by a lead volunteer in order to assist with general bike repair along the trail (fixing a flat, repairing a chain).

Numerous law enforcement agencies in Stark County are now equipped with All Terrain Vehicles (ATV's). These ATV's allow for the patrol of the trail system as well as ability to quickly respond to emergency calls on the trail system.

Tourism Destinations

Tourism has become an important industry over the last few decades, and its economic impact, including direct, indirect, and induced effects, has been enormous. Transportation has been an integral part of the tourism industry; transportation links tourists with various tourist attractions, there is a general agreement that tourism expands more when there are better transportation systems. Transportation needs for tourism promotion and tourism development among others, to be maintenance of the existing roads and if needed, construction of more roads. Tourism development could be even bigger if more could be done in various elements of transportation systems. It is important for all stakeholders (government entities, and other stakeholders of tourism) to take part to develop the transportation linkage to tourism in the County.

Pro Football Hall of Fame Village

HOF Village is an estimated \$1B overall project and Ohio's only Tourism Improvement District, Enshrinement week brings in nearly 300,000 visitors. In 2017 the SCRPC and SCATS received a FHWA "Every Day Counts" grant that focused on creating community connections to improve quality of life, access to employment and economic development within the region. The purpose of the grant is to consider multiple modes of transportation to better connect the Johnson Controls Hall of Fame Village (HOFV) to the surrounding community and leverage future HOFV development to enhance land use in the surrounding area. Intersection improvements at Harrison/25th NW/Fulton, 23rd St. NW Extension, and Park Dr. Reconstruction best exemplify the proposed changes in the HOFV area. Streetscape and intersection improvements along Fulton Rd. from HOFV into downtown Canton are proposed within the next 5 years. These improvements along Fulton Rd. will seamlessly connect the HOFV, the Downtown DoubleTree by Hilton Hotels and Centennial Plaza located in downtown Canton, allowing visitors an opportunity to experience both locations easily.

Towpath Trail

26 miles of the iconic Ohio & Erie Canal Towpath Trail in Stark Parks. Begin your hiking or biking adventure at any one of the 14 trailheads. The shady, flat terrain parallels the Tuscarawas River through deciduous forests and rural and urban landscapes.

Gervasi Vineyard

Won Tripadvisor Travelers' Choice Award for The Villas & Casa boutique inn for 2020. The award ranks the Canton winery among the top 10% of hospitality businesses around the globe. A portion of Middle Branch Trail leads from the back entrance of the winery and continues southward into the city of Canton.

Hartville Hardware

One of the nation's largest independently owned hardware stores along with sister companies Hartville Kitchen and Hartville Market Place and Flea Market make it the top tourist attraction in Stark County. With nearly 2 million visitors per year, significant upgrades to the roadways were implemented. Roundabouts installed in 2019 along Edison Rd. (RT619) at Kaufman Ave. and at the front entrance of the Hartville Hardware, as well as, road widening from 2 to 5 lanes were a part of this project.

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 as, 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, which is evidence of a strong population / employment / transportation / land use connection.

Table 3.5 Population Projections

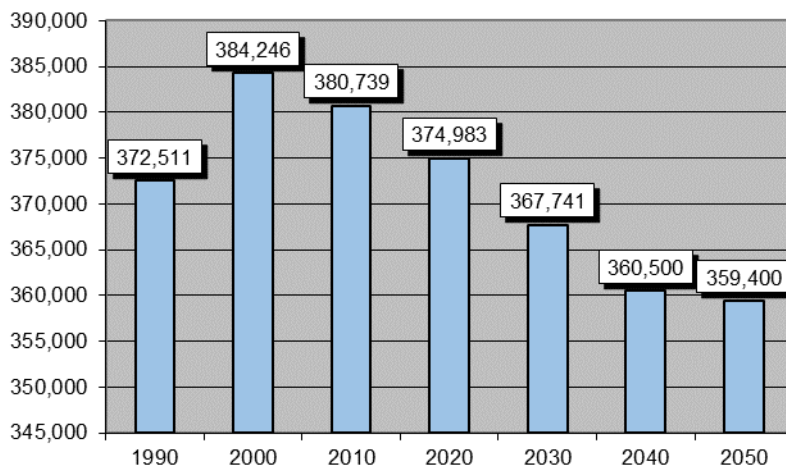


Table 3.5 shows the existing and future totals for population. In the previous update of the 2040 Long Range Plan, the demographic projects were derived by using the least-squares, linear-regression analysis based on the known populations for 1990, 2000, and 2010. This method resulted in a 0.13% annual growth rate for population. For the 2050 Plan, demographic projections from the Ohio Development Services Agency (ODSA) are being used. ODSA is projecting a population of 360,500 in 2040 and 359,400 in 2050. These projections include the populations of the six traffic zones outside of Stark County, as do the projections in the following tables. Population projections for 2020 and 2030 were interpolated from the 2019 Census Bureau estimate and the 2040 ODSA projection.

Table 3.6 Population under 18 Projections

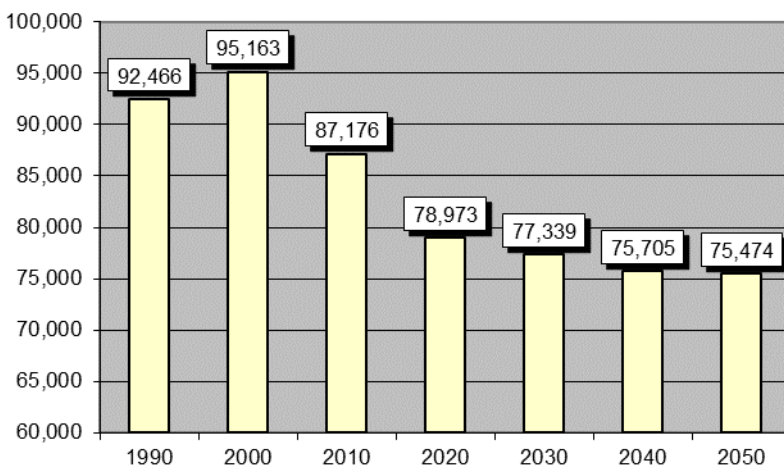


Table 3.6 shows the projections for the portion of the population under age 18. These values were derived by simply assuming that the percentage of the population under age 18 in 2019 would stay constant throughout the time period of the long-range plan.

Table 3.7 Labor Force Projections

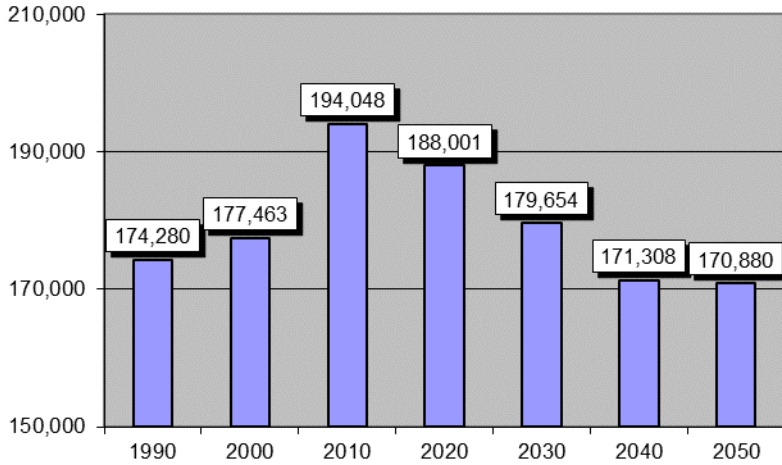


Table 3.7 shows projections for the number of workers living in the Stark County planning area. Worker projections were calculated using the least-squares method based on data from 2010 to 2019.

Table 3.8 Number of Vehicles Projections

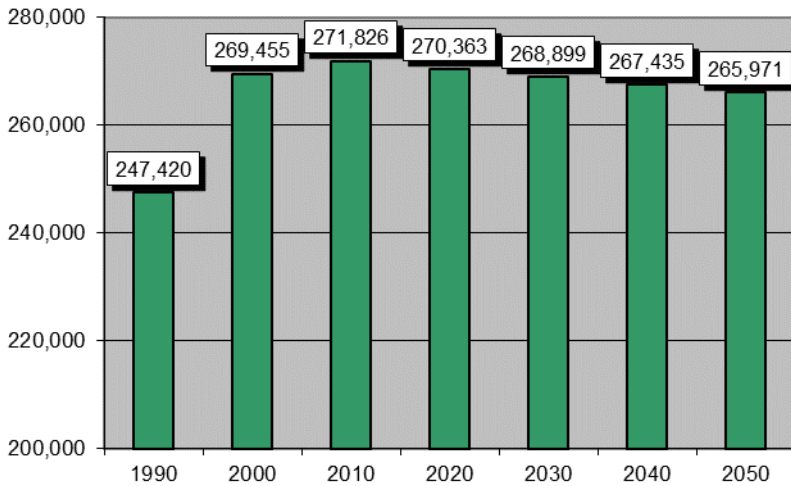


Table 3.8 shows projections for the total number of vehicles in the planning area. Even though the population decreased significantly between 2010 and 2019, the number of vehicles remained relatively unchanged. In other words, there are now more vehicles per person. Vehicle projections were calculated using the least-squares method based on data from 2010 to 2019.

Table 3.9 Number of Households Projections

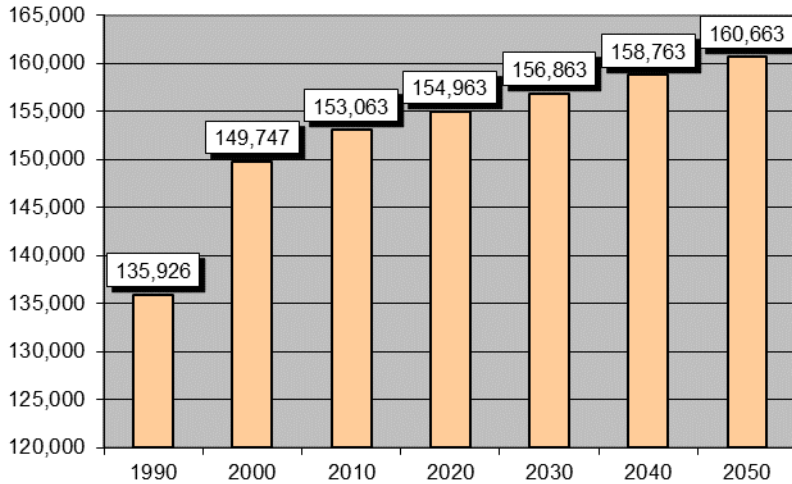


Table 3.9 shows the projections for the total number of households in the Stark County planning area. Like the number of vehicles, the number of households has been trending at a different rate than the population. In fact, the number of households has increased even though the population has decreased. The household projections were calculated using the least-squares method based on data from 2010 to 2018.

Table 3.10 Employment Projections

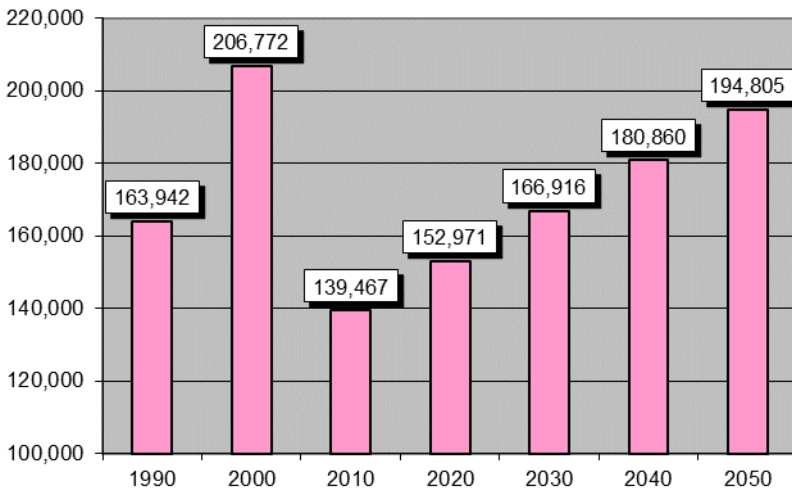


Table 3.10 shows the future projections for the number of persons working in the Stark County planning area. The number of employees is highly dependent on the economy. Table 3-7 shows very high employment in 2000 because of the good economy in the late 1990s, while the number of employees plummeted in 2010 because of the recession in the late 2000s. The employment projections were calculated using the least-squares method based in data from 2016 to 2020.

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 690 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 allowing travel barriers such as rivers and railroads to cross zones and having zone boundaries that do not cross census tracts to make obtaining population and employment data easier.

Table 3.11 SCATS Independent Variables

Residential	Employment	Special
Population / Population < 18	NAICS categories*	School Enrollment
Households		College Enrollment
Labor Force		Hotel Rooms
Vehicles Available		Average Parking Cost
Median Household Income		

*These data sets are referred to as independent variables because they are used as input data in the trip generation models. *NAICS stands for North American Industrial Classification System.*

Travel Forecasting

The next step in the development of the plan is forecasting future travel. This involves the use of the 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 were 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

Trips originating outside of Stark County are forecast separately. The outputs of the trip generation equations are 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.

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 are used, “free” and “capacity-restraint.” The “free” assignment assigns all trips to the minimum time path while the “capacity-restraint” assignment 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. In 2006, the SCATS travel models were converted to a CUBE model.

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 the energy consumption of each alternative. Finally, the models provide the basic design data used to determine the number of lanes and other features of future highways.

Incorporating Local Plans

The SCATS Transportation Plan draws on many different sources. Important sources included ODOT’s Access Ohio 2045 Statewide Transportation Plan, the Governor’s Jobs and Progress Plan, and the ODOT STIP.

Other plans and studies used as input into the Plan include the Transportation Improvement Program, local communities’ capital improvement reports, the Transit Development Plan, the Canton Active Transportation Plan, and the Stark County Park District Trail and Greenway Plan. Comments from local officials, transportation planners, ODOT staff, local citizens groups, and members of the public which contributed to the formation of these respective plans in turn also provided crucial input into this plan as a result.

Public Involvement

A robust and multi-phased approach to public engagement was utilized throughout the entire process of creating Moving Stark Forward 2050. Engagement from the residents of Stark County was sought both during the creation of the initial draft (Phase I), as well as post-draft during the revision phase (Phase II).

Throughout all stages, a website was maintained and updated with all plan-related news and engagement applications: tinyurl.com/movingstarkforward2050, (which was later revised to tinyurl.com/movingstarkforward).

All online applications were made mobile-friendly, in order to account for low-income residents whose only form of internet may be in the form of smartphones.

Public Outreach During COVID-19

Within the past two years, the COVID-19 pandemic has created many unique and unprecedented challenges for organizations seeking to conduct public engagement campaigns. A special strategy had to be developed in order to provide an array of widespread and meaningful opportunities for the public of Stark County to engage with the planning of Moving Stark Forward 2050.

Instead of in-person public meetings and mailed inquiries, SCATS decided to adapt several online, interactive methods of reaching the public, crowdsourcing ideas, presenting drafts, and soliciting feedback.

Public Input Phase I

In order to ensure that Stark County residents had a hand in the creation of the long-range plan from the very start, collection of public suggestions began while the draft of Moving Stark Forward 2050 was still being composed by SCATS.

An interactive map application (created via ArcGIS Online) was developed in order to solicit ideas for transportation projects to be incorporated into the plan.

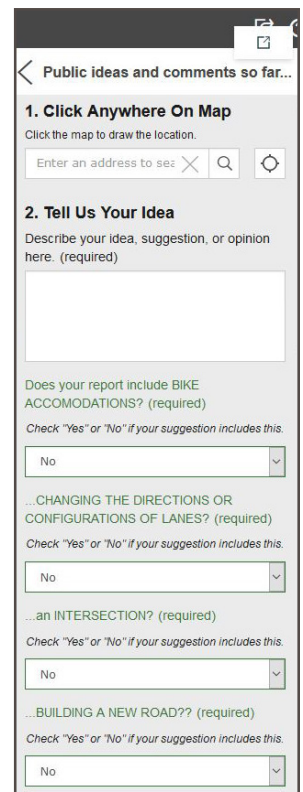
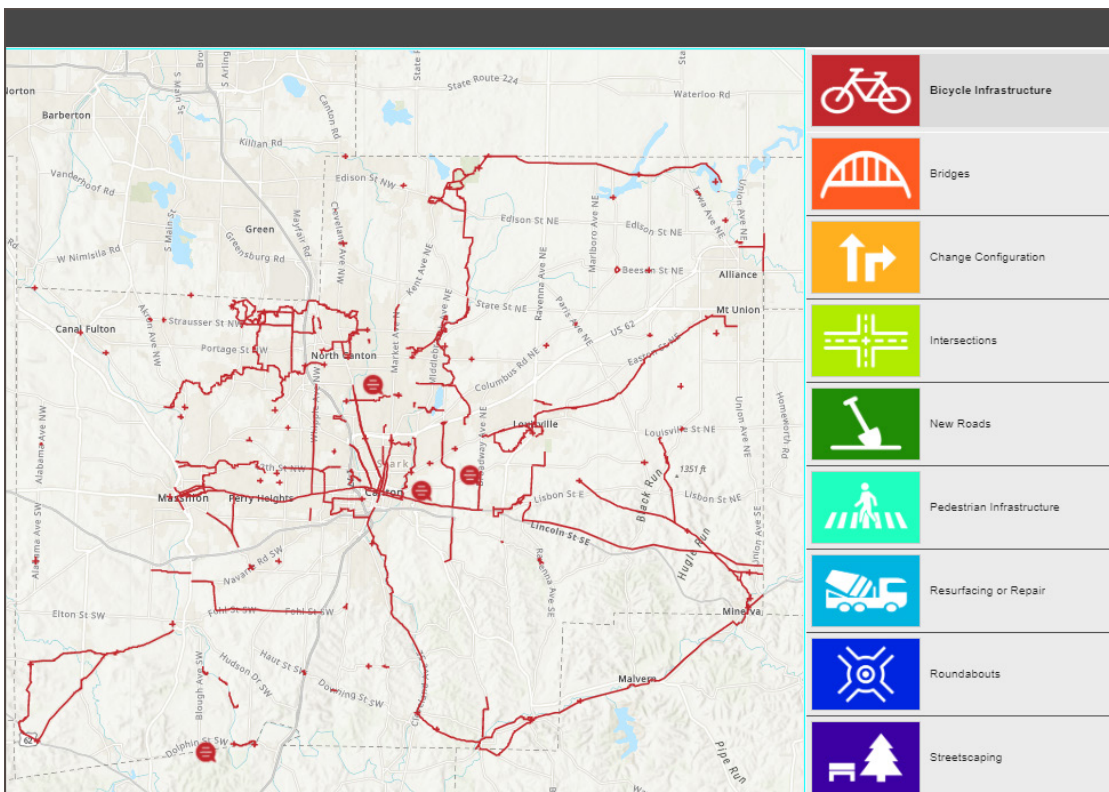
Projects being considered for Moving Stark Forward 2050 were shown on the map and color-coded by category of improvement (e.g. bicycle infrastructure, resurfacing/repair, intersection, bridge...etc). The sources of these projects included SCATS' 2040 long-range plan and other plans mentioned in the previous section. Other entities were also contacted for potential projects to consider, including Stark Parks and the city of Canton.

Interactive “Speech Bubbles” were created by the public directly on the map as a way to either suggest their own idea for a project, or to comment on an existing potential project already appearing on the map. Suggestions could also be “upvoted” and discussed in corresponding comment chains between other residents.

Through this form of crowdsourcing, SCATS was able to determine which kinds of projects the public approved of, and which kinds of projects the public did not.

A promotional and instructional video showcasing the app was created and shared via social media, as well as included in an emailed flier sent to the SCATS Policy Committee to distribute amongst their respective organizations if they wished.

News of the project website and means of public participation were also available on the Regional Planning Commission’s official website, Facebook page, emailed to the RPC’s Citizens Advisory Committee, and in an official press release sent out to local journalists.



THE STARK COUNTY REGIONAL PLANNING COMMISSION IS CURRENTLY DRAFTING OUR REGION'S NEXT LONG-RANGE TRANSPORTATION PLAN:

"Moving Stark Forward 2050"



Seeking Public Feedback & New Ideas!

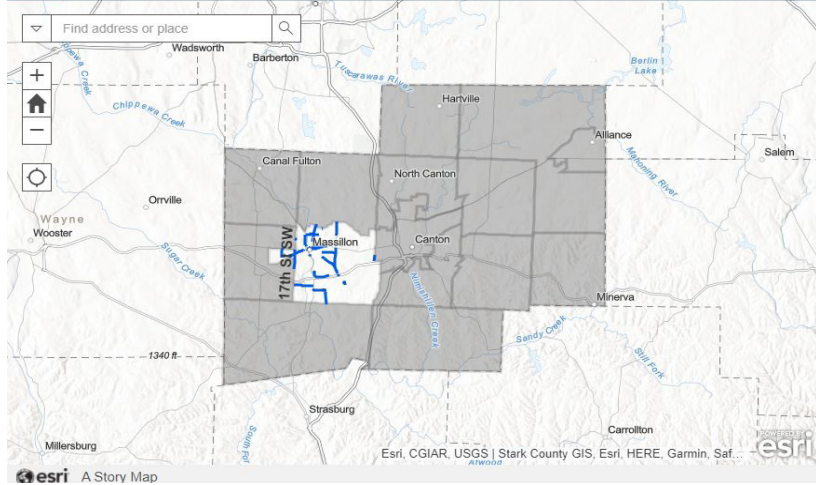
An online interactive application has been created to collect ideas and public opinions from residents of Stark County. View proposed transportation projects, add your own ideas directly to the map, or upvote/comment on others.

Visit tinyurl.com/movingstarkforward2050

View Roadway Projects:

Alliance/Marlington Canton/Canton Township Canal Fulton/Lawrence Fairless Hartville/Lake Jackson L...


Massillon/Perry Area



Check out

tinyurl.com/movingstarkforward2050

even on mobile!



Moving Stark Forward 2050

Stark County's 2050 Transportation Plan

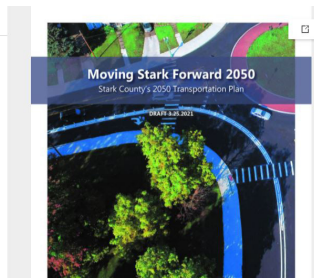
Online Tour of Draft Plan

Chapter 1: Introduction

What is Moving Stark Forward 2050?

"Moving Stark Forward 2050" updates the previous transportation plan for Stark County, which had previously planned for transportation in the region up until 2040. The Transportation Plan is incorporated as an element of the Stark County Regional Planning Commission (SCRPC) Comprehensive Plan.

About SCATS

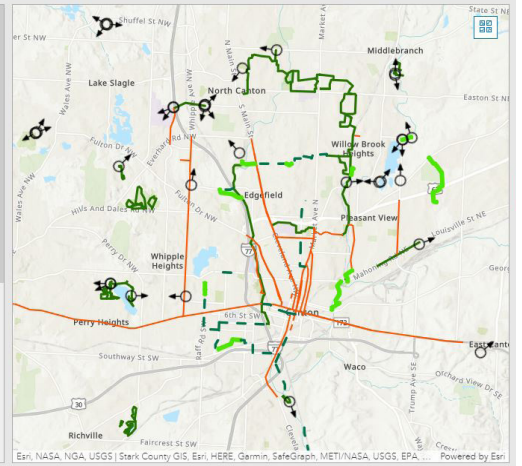


View Active Transportation Projects

"Active transportation" is any self-propelled, human-powered mode of transportation, such as walking or bicycling.

Projects can include:

- Bicycle Lanes, Sharrows, and other Bicycle Infrastructure
- Sidewalks, Crosswalks, and other Pedestrian Improvements



ATTENTION:

STARK COUNTY

DRIVERS + PASSENGERS

0:03 / 2:25

Public Input Phase 2

Once the draft version of Moving Stark Forward 2050 was written and approved by the SCATS Policy Committee, it was time to enter the second phase of the public involvement strategy.

The project website was updated with several new interactive applications:

- Click-through “readers” for each chapter of the plan, providing convenient ways to read and explore different sections of the plan via a floating navigation bar at the top of the website. Each chapter reader also has a link to the corresponding page number in a typical PDF viewer in an outside browser window for traditional reading.
- Highway project viewer showing all roadway improvement projects, sorted geographically by planning area (e.g. “Sandy Valley”) and with public comment capability on individual projects, upvoting, and comment chains.
- Active transportation map viewer with corresponding legend, information about active transportation projects and what types of improvements qualify, and a direct feedback form.

Another promotional/instructional video was created and shared via social media. Paid ads were also placed in local newspapers.

Community Opinion

The results of the public engagement campaign carried out during the Moving Stark Forward 2050 planning process proves that Stark County residents care about the future of their transportation system.

Several particular areas of consensus among public opinion that helped shape the formation of the plan are as follows.

Concern With Trails in Rural, Private NE

By far, the strongest topic of public opinion collected throughout our engagement process revolved around trails and paths, especially those proposed in rural areas of Stark County.

An outstanding amount of residents from the Marlinton/ Marlboro planning area conveyed their disapproval over a particular potential trail location along Little Beech Creek in their area.

The biggest concerns were that of privacy, safety, and the means with which private land would eventually have to be acquired by whatever public entity wishes to develop a public trail.

Private land-owners reached out to SCATS both through the online map application, as well as direct emails, to express their deep disapproval for both the particular project, as well as any other potential project that may arise with similar circumstances. Many comments, emails, and even letters from townships (Marlboro and Washington) were collected.

The potential trail was removed from all consideration for the plan immediately following this first public input phase, and it was not included in any formal draft of Moving Stark Forward 2050.

Safety is a Top Priority

The next highest-frequency topic discussed within community feedback was safety. Jackson Township residents made note of many different intersections where blind-spots, speeding traffic, or lack of sidewalks or adequately-spaced bike lanes created danger.

Projects directly overlapping with Jackson Township’s safety feedback include an intersection reconfiguration at Strausser & High Mill, a pedestrian improvements study connecting the Belden Village Mall to surrounding areas (including SARTA’s nearby transit center), and several potential trails that could create better pedestrian/biking travel connections.

There were other safety-related suggestions, including some calling for roundabouts at key intersections throughout the county. Safety is one of SARTA’s core values, and as such hopes to see many related projects proposed and applied by its municipal partners throughout the coming years.

Better Pedestrian / Bicycle Access

Some comments also expressed specific attention towards lack of needed sidewalks or bike lanes, especially in places where commercial development encourages residents to walk/bike to stores and cross streets. Interest in better accommodations was expressed.

4

HIGHWAY PLAN

This chapter presents the Highway Plan for Stark County listed by major corridor and geographic region in order to assist in the visualization of projects. The major highway corridors include I77, US 30, and US 62. The different geographic regions were derived from those used in the Comprehensive/Transportation Plan, the study developed in conjunction with the Stark County Regional Planning Commission.

I-77 Corridor

I-77 is a National Highway corridor from the Summit County line to US 30. It is also a connection for Maritime freight between the Ohio River and Lake Erie. South of US 30 it is a State Primary Highway Corridor.

The only project directly within this corridor is the reconstruction of the I-77/US 30 interchange. One other project that will impact the I-77 corridor is the widening of Applegrove Street between Frank Avenue and Whipple Avenue. This project will require major upgrades or reconstruction to the bridge over I-77.

Table 4.1 I-77 Corridor Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
I-77 at US 30 Interchange	Interchange Safety/Capacity	1.00	\$ 49,600,000	2030

US 30 Corridor

US 30 is identified as a Statewide Primary Highway Corridor from I-77 to the Wayne County line. ODOT has recommended improvements to all segments of US 30 in the state which are not already 4-lane, fully-access-controlled freeways. Within Stark County this section of US 30 would be from Trump Avenue to the Columbiana County line.

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 from Trump Avenue to SR 9 in Columbiana County would be prohibitively expensive. Therefore, 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 staged construction and eventual expansion to a full freeway.

An interchange improvement is recommended at SR 627 (Richville Drive). The upgrade would include signals at the ramps, possible turnlanes, and a possible realignment of the Nave Road intersections.

Table 4.2 US 30 Corridor Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
U.S. Route 30 relocation between Trump Ave & SR44	New Route	3.82	\$ 120,000,000	2025
US-30 from SR-183 to East Rochester	New super 2-lane	0.27	\$ 4,300,000	2040
US-30 from SR-44 to SR 183	New 4-lane road	9.54	\$ 800,000,000	2040

US 62 Corridor

The US 62 corridor runs from I-77 to the Mahoning County line just east of Alliance and is identified as a Statewide Secondary Highway Corridor by OODT. A planning study of the section of US 62 between Market Avenue and SR 44 was completed in 2012. The study generated a number of scenarios for safety improvements within this corridor. Original SCATS plan recommendations, as well as several preliminary recommendations from the safety study are included below:

- A major access control project between Market Avenue and Middlebranch Avenue is scheduled for 2021. This project will eliminate all driveway access and most intersections, as well as, realign the roadway.
- 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 Commercial Road parallel to US 62 on the south. With innovative design, this project could be built within the existing right of way limits. Lower cost alternatives derived from the safety study include changes to access and/or rerouting the parallel service roads at this intersection. Offset turn lanes have been completed, eliminating some crashes.
- SR 183 and US 62 (State Street) in Alliance is recommended for intersection upgrades to improve circulation and safety.

Table 4.3 US 62 Corridor Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
US 62 from Market to Middlebranch	Major Recon/Access Control	1.05	\$ 21,600,000	2021
SR 183 and US 62 in Alliance	Intersection Improvement	0.11	\$ 2,000,000	2030
Harmont Interchange	New interchange	0.46	\$ 5,000,000	2045

Alliance/Marlinton Planning Areas

To reduce truck traffic and improve access to the US 62 extension at SR 225, SCATS is recommending that Mahoning Avenue be extended across the river to Armour Road. This project will also tie into proposed industrial development in Lexington Township.

On the west side of Alliance SCATS recommends a roundabout at Columbus, Beeson and Reeder. This project will enhance safety, air quality and provide better alignment to the current intersection. Five intersection improvements are also included in the Plan.

An intersection project at State Street and Union Avenue was described earlier in the US-62 corridor section.

Table 4.4 Alliance/Marlinton Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
Beech & Beechwood	Intersection Improvement	0.47	\$ 2,500,000	2030
Beech St at Oakhill	Intersection Improvement	0.38	\$ 2,000,000	2030
Beeson at McCallum	Intersection Improvement	0.48	\$ 2,000,000	2040
Columbus at Beeson & Reeder	Roundabout	0.62	\$ 1,000,000	2040
Mahoning Extension	New 2-lane road	0.91	\$ 3,950,000	2045
Mahoning Extension	New 2-lane road	0.59	\$ 3,950,000	2040
SR 153 at Beechwood	Intersection Improvement	0.42	\$ 2,500,000	2040

Canal Fulton/Lawrence Planning Area

The major highway facility in this area is SR 21. Four intersection improvements are planned in this area, 3 of which occur along Strausser Ave.

Table 4.5 Canal Fulton/Lawrence Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
236 & Strausser	Intersection Improvement	0.36	\$ 2,000,000	2030
Alabama at Orrville	Intersection Improvement	0.22	\$ 1,500,000	2030
SR 93 & Strausser	Intersection Improvement	0.10	\$ 2,000,000	2030
Strausser & High Mill	Intersection Improvement	0.41	\$ 3,000,000	2040

Canton/Canton Township Planning Area

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

Three projects are recommended in the Trump Avenue corridor. At the southern end, Trump is recommended to be connected to SR 43, improving its connection to the US 30 interchange. 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. These improvements would be a lower cost alternative to a limited access connection between US 30 and US 62.

In the western part of Canton, SCATS is recommending a 3-phase safety improvement project along W. Tuscarawas near Wertz and Broad Avenue intersections.

Southwest of Canton, SCATS is recommending a bridge replacement along Belden Avenue.

Other projects will replace and rehabilitate bridges, resurface roads, add roundabouts and improve intersections in the planning area.

Table 4.6 Canton/Canton Twp. Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
McKinley/6th St Streetscape Phase 2 (Park)	Streetscaping	0.13	\$ 270,000	2022
11th & Cherry Roadway Reconstruction	Road/Intersect. Improvements	1.17	\$ 10,161,000	2023
15th St SW Bridge Rehab	Bridge Rehab	0.02	\$ 1,425,000	2023
9th St SW Bridge Replacement	Bridge Replacement	0.03	\$ 1,515,000	2023
Market Ave S Streetscape Phase 3	Streetscaping	0.15	\$ 1,500,000	2023
Fulton Streetscape Phase 1	Streetscaping Improvements	1.45	\$ 6,000,000	2024
Pioneer Trail Market Sidewalk	Pedestrian	0.10	\$ 100,000	2024
18th St NW Roadway Reconstruction	Brick Reconstruction	0.65	\$ 3,300,266	2025
Lesh Realignment Safety Project Phase 1	Safety Improvements	0.14	\$ 1,000,000	2025
Market Ave	Streetscaping	1.00	\$ 5,000,000	2025
Park Drive Reconstruction Phase 1	Road & Ped Improvements	1.18	\$ 5,000,000	2025

Table 4.6 Continued, "Canton/Canton Twp. Projects"

West Tusc. Safety Project					
Phase 1	Safety Improvements	0.52	\$	13,550,000	2025
4th St SE Bridge Rehab	Bridge Rehab	0.02	\$	2,000,000	2026
Cleveland Ave Streetscape 1	Streetscaping	1.48	\$	1,000,000	2026
Cleveland Paving	Resurfacing	3.21	\$	2,504,000	2026
Fulton Streetscape Phase 2	Intersection Improvement	0.13	\$	5,000,000	2026
Norman Reconstruction	Reconstruction	0.75	\$	4,000,000	2026
19th St NW Roadway					
Reconstruction	Brick Reconstruction	0.46	\$	3,300,266	2030
25th NW Streetscape	Streetscaping	0.91	\$	825,000	2030
30th St NW Reconstruction	Reconstruction	1.12	\$	5,000,000	2030
3rd St SW Reconstruction	Reconstruction	0.86	\$	5,000,000	2030
Belden SE Bridge					
Replacement	Bridge Replacement	0.01	\$	2,000,000	2030
Clarendon Pedestrian					
Bridge Demo	Bridge Demolition	0.05	\$	300,000	2030
Fohl at Dueber	Intersection Improvement	0.39	\$	2,500,000	2030
Fulton Bridge Replacement	Bridge Replacement	0.09	\$	5,000,000	2030
Lesh Realignment Safety					
Project Phase 2	Realignment	0.51	\$	1,000,000	2030
Park Drive Reconstruction	Road/Intersect.	0.63	\$	10,000,000	2030
Phase 2	Improvements				
West Tusc. Safety Project					
Phase 2	Safety Improvements	0.60	\$	15,000,000	2030
Cleveland Ave Streetscape 2	Streetscaping	2.11	\$	8,000,000	2035
East Tusc Streetscape	Streetscaping	1.71	\$	7,000,000	2035
Ojays/Rowland/7th St NE	Roundabout	0.07	\$	5,000,000	2035
Roundabout Project					
West Tusc. Safety Project					
Phase 3	Safety Improvements	0.50	\$	15,000,000	2035
23rd St. NW Extension	Road Extension	0.16	\$	1,800,000	2040
Cherry Ave Streetscape	Streetscaping	1.62	\$	9,000,000	2040
Cleveland Ave South					
Streetscape	Streetscaping	2.19	\$	9,000,000	2040
Harmont from 153 to 62	Widen to 4 lanes	1.32	\$	2,800,000	2040
McKinley Ave Streetscape	Streetscaping	0.14	\$	5,000,000	2040
Trump from 43 to New 30	2-lane improvements	1.94	\$	4,000,000	2040
Trump from Lincoln to 153	Widen to 4 lanes	2.27	\$	6,500,000	2045
Fulton, Harrison, & 25th St					
NW Intersection	Intersection Improvements	0.02	\$	6,000,000	2050

Fairless Planning Area

Industrial Development on the old county farm property is expected to generate heavy truck volumes in the future. One project will improve Fohl Street from the Village of Navarre east to I-77. This would tie into an extension of Sterilite Ave through the county farm property, connecting Navarre Road to Fohl Street. These improvements will provide better access to this area from I-77.

Table 4-7- Fairless Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
Fohl from Navarre to I-77	2-lane improvements	5.65	\$ 5,230,000	2030
Navarre Main Intersection	Intersection Improvement	0.16	\$ 2,500,000	2030
Sherman Church at Haut	Intersection Improvement	0.42	\$ 5,000,000	2045
US 62 at Pigeon Run/Justus	Intersection Improvement	0.67	\$ 8,000,000	2050

Hartville/Lake 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. Two roundabouts have recently been completed in this corridor, one at Sr 619 and King Church Avenue and one at SR 619 and Kaufman Avenue. Cleveland Avenue through the Township is also becoming congested and safety has become a concern at several intersections. ODOT has recently completed a study of SR 619 (Edison Street) in Lake Township. SCATS recommends improving SR 619 between Cleveland Avenue and Kaufman Avenue by widening it to three or four lanes. Four intersections are also recommended for improvement.

Table 4-8- Hartville/Lake Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
Cleveland at Wright	Intersection Improvement	0.64	\$ 2,400,000	2025
Cleveland at State	Intersection Improvement	0.49	\$ 2,500,000	2030
Edison from Cleveland to 43	Widen to 4 lanes	2.07	\$ 5,000,000	2030
Cleveland & Lake Center	Intersection Improvement	0.11	\$ 2,000,000	2040
Pontius at Duquette	Intersection Improvement	0.62	\$ 2,000,000	2040

Jackson Planning Area

SCATS recently initiated a study of the northern part of this area. Several recommendations have been included in the plan. These recommendations include widening Applegrove Street from Whipple Avenue to Frank Avenue to five lanes, widening both Shuffel Street and Strausser Street to three lanes between SR 241 and Frank Avenue and connecting Portage Street and Mega Street just north of Stark State. Several intersection improvements are also recommended.

The Jackson planning area also includes several arterial widening recommendations. SCATS recommends widening SR 241 (Wales Avenue) to four lanes from Hills & Dales Road to Portage Street and from Portage Street to the county line. Other widening projects include Whipple Avenue from Applegrove Street to Shuffel Drive and Jackson Avenue from 12th Street to Perry Drive.

Also included in the plan is a project to widen Frank Avenue to three or five lanes from Fulton Road to University Street.

Several other smaller projects will resurface existing roads and improve intersections.

Table 4.9 Jackson Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
Dressler from Fulton to Belden Village	Access Management	0.99	\$ 2,500,000	2025
SR 687 (Fulton Dr) & Frank/Siblia Intersection	Intersection Improvements	0.11	\$ 1,500,000	2025
Applegrove - Frank to Whipple	Widen to 5 lanes	0.89	\$ 13,000,000	2030
Frank from Applegrove to Shuffel	Widen to 5 lanes	0.74	\$ 6,000,000	2030
Perry at Harris	Intersection Improvements	0.39	\$ 2,000,000	2030
Pittsburg - Applegrove to Shuffel	Widen to 3 lanes	0.46	\$ 1,000,000	2030
Portage-Mega Connector	New road	0.49	\$ 5,000,000	2030
SR 241 Wales at Strausser	Intersection Improvement	0.66	\$ 2,000,000	2030
Wales from Hills & Dales to Portage	Widen to 4 lanes	3.38	\$ 8,935,000	2030
Whipple from Applegrove to Shuffel	Widen to 5 lanes	0.69	\$ 3,000,000	2030
Applegrove & Whipple	Roudabout	0.13	\$ 5,000,000	2040
Belden Village St NW	Access Management	0.70	\$ 3,000,000	2040
Dressler NW and Strip Ave. Pedestrian Improvements	Pedestrian Improvements	0.92	\$ 1,400,000	2040
Everhard from Fulton to Dressler	Access Management	0.89	\$ 4,000,000	2040
Frank from Fulton to University	Widen to 3 or 5 lanes	0.95	\$ 2,800,000	2040
Holiday St NW	Pedestrian Improvements	0.24	\$ 2,000,000	2040

Table 4.9 Continued, “Jackson Planning Area Projects”

Pittsburg & Applegrove	Roundabout	0.05	\$	5,000,000	2040
Shuffel - SR 241 to Frank	Widen to 3 lanes	1.43	\$	3,000,000	2040
Strausser - SR 241 to Frank	Widen to 3 lanes	1.92	\$	3,000,000	2040
Wales from Portage to Summit County Line	Widen to 4 lanes	2.31	\$	3,850,000	2040

Louisville/Nimishillen Planning Area

SCATS recommends a new 2-lane road with a railroad grade separation at Constitution Avenue, relocating SR 44 to bypass the downtown center. SCATS recommends an extension of Reno Drive to connect SR 44 to Nickleplate Avenue. Three intersections will also be improved.

Table 4.10 Louisville/Nimishillen Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
Nickel Plate & E Main St Intersection	Intersection Improvement	0.10	\$ 1,650,000	2023
Columbus & Paris	Intersection Improvement	0.32	\$ 1,250,000	2030
Easton at Bentler	Intersection Improvement	0.44	\$ 1,500,000	2030
SR 173 State at Paris	Intersection Improvement	0.47	\$ 2,000,000	2030
Reno Extension	New 2-lane road	0.76	\$ 2,000,000	2050
SR-44 Bypass	New 2-lane road	0.59	\$ 5,500,000	2050
SR-44 Bypass	New 2-lane road	0.55	\$ 5,500,000	2050

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 Street. This project would include minor realignment of the intersection at Southway Street. Another project would extend this project along Walnut Avenue to 16th Street SE.

There are no railroad grade separations on the Norfolk Southern System railroad between Erie Avenue in Massillon, and Harrison Avenue in Canton. This results in a potentially hazardous condition where the north/south movement of safety forces could be impeded by a stopped train. Therefore Jackson Avenue is recommended to be extended between Southway Ave and Lincoln Way as a 2-lane improvement with a grade separation. The Whipple Avenue project will provide another grade separation.

On SR 241 (Wales Road), between Lincoln Way and Hills & Dales Road, the addition of turn lanes is recommended to supplement the existing two lanes. Another recommendation is for an upgrade of the Lake Avenue intersection.

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

Other projects in the Massillon/Perry area include intersection improvements, bridge rehabilitations, and system preservation projects.

Table 4.11 Massillon/Perry Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
Erie St S to Tremont Ave SE (SR241 Improvements)	Improvements	0.12	\$ 1,000,000	2025
Lincoln Way	Streetscaping, widening, signals	0.79	\$ 7,400,000	2025
Navarre from 21 to Sterilite	Widen to 3 lanes	0.86	\$ 2,000,000	2025
Nave & Erie Intersection	Intersection Improvements	0.16	\$ 5,000,000	2025
Richville from Nave to Southway	Widen to 3 lanes	1.63	\$ 2,500,000	2025
Sterilite Extension	New 2-lane Road	1.05	\$ 4,000,000	2025
US-30/Richville/SR627 Interchange	Intersection Improvements	0.25	\$ 2,500,000	2025
Warmington St	Improvements	1.58	\$ 2,700,000	2025
Amherst Rd	Improvements	1.43	\$ 2,400,000	2030
Cherry/Earl/Wooster/17th Roundabout	Roundabout	0.21	\$ 4,000,000	2030
Erie and Navarre Rd SW	Intersection Improvement	0.27	\$ 2,700,000	2030
Erie St N to Federal Ave NE - Improvements	Improvements	0.06	\$ 1,500,000	2030
Hess & Tremont Roundabout	Roundabout	0.08	\$ 5,000,000	2030

Table 4.11 Continued, “Massillon/Perry Projects”

Lake Ave NE	Improvements	0.91	\$ 1,500,000	2030
Lincoln Way & Main	Intersection Improvement	0.30	\$ 1,000,000	2030
Main Ave W	Improvements	1.12	\$ 1,000,000	2030
Navarre Rd SW at Millennium & Sterilite	Intersection Improvement	0.48	\$ 1,500,000	2030
SR 21 & Cherry	Intersection Improvements	0.15	\$ 2,500,000	2030
SR 21 & Lake Ave	Intersection Improvements	0.11	\$ 2,500,000	2030
SR 21 & Lillian Gish	Intersection Improvements	0.10	\$ 2,500,000	2030
SR 21 & Walnut	Intersection Improvements	0.16	\$ 2,500,000	2030
SR 241 & Hills & Dales	Roundabout	0.24	\$ 400,000	2030
SR 627 at Navarre	Intersection Improvement	0.57	\$ 2,500,000	2030
Tremont Ave SE	Improvements	1.36	\$ 1,500,000	2030
Walnut from Southway to 16th	2-lane improvements	0.28	\$ 800,000	2030
Whipple from Southway to 13th SW	New road	0.52	\$ 8,000,000	2030
17th St SW	Improvements	1.59	\$ 4,500,000	2040
29th St NW	Improvements	0.74	\$ 680,000	2040
3rd St NW	Improvements	0.85	\$ 1,000,000	2040
Harsh Ave SW	Improvements	1.05	\$ 750,000	2040
Jackson from Richville to Lincoln Way	New 2-lane road	1.58	\$ 8,000,000	2040
Nave St	Improvements	1.51	\$ 3,100,000	2040
Tremont & Main	Roundabout	0.41	\$ 3,000,000	2040
Jackson - 12th to Perry	Widen to 3 lanes	1.11	\$ 2,000,000	2045

Minerva/Paris Planning Area

The US 30 extension projects are the major projects within this planning area. Other projects in this area include a streetscape project on US 30 (Lincoln Way) in the Village of Minerva and two intersection safety improvements along Georgetown Street.

Table 4.12 Minerva/Paris Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
Beechwood & Georgetown	Intersection Improvement	0.23	\$ 1,500,000	2030
Georgetown at Paris	Intersection Improvement	0.50	\$ 1,500,000	2030
Lincoln Way from Bonnieview to Columbiana	Streetscaping	0.77	\$ 300,000	2040

North Canton/Plain Planning Area

Within this planning area, SR 43 is recommended to be widened to four lanes from Applegrove Street to the intersection of Market and Kent just south of Mt. Pleasant Street. Other major widening projects include the widening of Portage Street/Charlotte Street from Willaman Avenue to Orchard Avenue in North Canton and the widening of Orion Street to three lanes between Cleveland Avenue and Pittsburg Avenue. Other intersection improvements are also planned.

Table 4.13 North Canton/Plain Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
Mt. Pleasant, Market Ave, & Kent Intersection	Intersection Improvements	0.42	\$ 1,250,000	2025
Portage - Pittsburg to Willaman	Widen to 3 lanes	0.52	\$ 4,000,000	2025
Easton at Glen Oak Entrance	Intersection Improvement	0.40	\$ 3,000,000	2030
Market from Applegrove to Mt Pleasant	Widen to 4 lanes	1.10	\$ 3,500,000	2030
Orion - Pittsburg to Cleveland	Widen to 3 lanes	0.80	\$ 4,000,000	2040
Portage - Willaman to Orchard	2-lane improvements	0.36	\$ 2,000,000	2040

Osnaburg Planning Area

Major highway projects planned for the Osnaburg Planning Area include the extension of US 30 to SR 44 and beyond. A related project is a new connector from the new US 30 interchange with SR 44 to the intersection of SR 172 at Midway 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 or north. These projects are described in the US 30 corridor section. The remaining projects in this area are intersection upgrades at Wood Avenue and Orchard View Drive and SR 44 and Orchard View Drive.

Table 4.14 Osnaburg Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
Orchard View/Argyle Intersection Improvement	Intersection	0.22	\$ 1,000,000	2030
Broadway from US 30 to Georgetown	Reconstruction	1.56	\$ 2,500,000	2040
SR 44 at Orchard View	Intersection Improvement	0.57	\$ 2,500,000	2040
US 30 Connector from SR 44 to Sr 172	New 2-lane connector	0.86	\$ 4,000,000	2040
Wood & Orchard View	Intersection Improvement	0.15	\$ 2,500,000	2045

Sandy Valley Planning Area

Two intersection improvements are planned for Battlesburg Street in this area. One is at Ridge Avenue, and the other is at Briggle Avenue.

Table 4.15 Sandy Valley Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
Battlesburg at Briggle	Intersection Improvement	0.50	\$ 2,000,000	2040
Battlesburg at Ridge	Intersection Improvement	0.45	\$ 4,000,000	2045

Tuscarawas Planning Area

Two intersection improvements are recommended in the Tuscarawas Planning Area on Alabama Avenue. One is at Stanwood Street, and one is at Wooster Street.

Table 4.16 Tuscarawas Planning Area Projects

Name/Location of Project	Type of Work	Length (miles)	Cost (adjusted)	Complete By
Alabama & Stanwood	Intersection Improvement	0.60	\$ 800,000	2030
Alabama at Wooster	Intersection Improvement	0.24	\$ 2,000,000	2045

System Preservation Projects

The Highway Plan does not list all 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 for 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
- Local System Preservation Projects
- Various Safety Improvements

Table 4.17 System Preservation Projects

Source	Type	Amount	Period
State/Fed. System Preservation 2021-2025	<i>System Preservation</i>	\$0	2021-25
State/Fed. System Preservation 2026-2030	<i>System Preservation</i>	\$51,373,041	2026-30
State/Fed. System Preservation 2031-2040	<i>System Preservation</i>	\$117,652,653	2031-40
State/Fed. System Preservation 2041-2050	<i>System Preservation</i>	\$141,173,508	2041-50
Safety Projects 2021-2025	<i>Safety Projects</i>	\$0	2021-25
Safety Projects 2026-2030	<i>Safety Projects</i>	\$9,760,878	2026-30
Safety Projects 2031-2040	<i>Safety Projects</i>	\$22,354,004	2031-40
Safety Projects 2041-2050	<i>Safety Projects</i>	\$26,822,966	2041-50
Local System Preservation 2021-2025	<i>System Preservation</i>	\$0	2021-25
Local System Preservation 2026-2030	<i>System Preservation</i>	\$36,792,604	2026-30
Local System Preservation 2031-2040	<i>System Preservation</i>	\$76,395,846	2031-40
Local System Preservation 2041-2050	<i>System Preservation</i>	\$80,302,740	2041-50

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. The County Engineer and the municipalities and townships in Stark County depend on the gas tax, vehicle registration fees, municipal income taxes and local road and bridge levies to maintain 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. For more on funding, see Chapter 6.

5

OTHER TRANSPORTATION MODES

Introduction

In the past, transportation planning was almost done in a vacuum, concentrating solely on the mode of specific problems and the project to solve it. Was a road congested? Add lanes. Was the pavement deteriorating? Repave it. Are there a lot of accidents? Signalize the intersection. Need more port or rail capacity? Expand the facilities. Too many automobile and pedestrian encounters? Add a crosswalk or sidewalk.

As data and data analysis have become more advanced, simpler to acquire and use, planning has expanded beyond the myopic past into a future recognizing that everything functions as a system, and that solutions to problems have a myriad of resolutions. This has led a new vocabulary for transportation planners: livability, sustainability, context sensitivity, multi-modalism, resiliency, and a number of additional terms as planning emphasizes the interconnectedness of the transportation system and that all modes should be considered when planning improvements.

A transportation system that considers the various modes of transportation, as well as its surrounding, can be more efficient, safer, and less expensive to build, as well as have more positive impacts, than a system where only one mode of transportation is given priority. This chapter discusses the modes of transportation that should be considered when planning and designing roads that typically prioritize automobiles and trucks: public transportation; bicycle and pedestrian movement; and freight movement by highway, rail, and air.

Public Transportation

Stark County has access to multiple modes of public transportation: rail, through AMTRAK service and the Cuyahoga Valley Scenic Railroad (although their service is currently suspended); air, through providers at the Akron-Canton Airport (CAK); taxi services located throughout the county; ride and car sharing services such as Lyft and Uber; intercity bus service operated out of SARTA's Cornerstone Transit Center (currently a stop for Greyhound); and the Stark Area Regional Transit Authority (SARTA); paratransit operations by for-profit and non-profit providers and SARTA; and fixed route bus service by SARTA.

Coordinated Public Transit-Human Services Transportation Plan

SAFTEA-LU required the creation of a locally developed Coordinated Public Transit-Human Services Transportation Plan in order to receive FTA Section 5310 grant funds. SARTA became the designated recipient responsible for sub-allocating these funds in 2014. In 2007 the Stark County Mobility Coordination Committee was formed from members of local non-profit, for-profit and governmental agencies, and transportation providers who participated in the opening meeting for coordination planning. SARTA led the development of the first Coordination Plan Needs and gaps in service identified as priorities in the first plan include:

- Demand response services (immediate transportation needs for unexpected doctors' appointments, etc.)
- 24/7 availability of transit services
- Additional service to rural areas
- Additional types of transportation services such as family coverage to multiple destinations, transportation for frail persons unable to utilize existing vehicles (such as cancer patients and the elderly)
- Transportation to out-of-county medical appointments
- Lack of information about available services

The awarding of a Veteran's Administration grant led the impetus for updating the plan to focus particular attention to veterans' needs and the adoption of MAP-21 resulted in expanding its scope to more fully involve seniors and other fragile populations.

Needs and gaps identified in the plan presented in January 2014 include:

- Establish a one-call/one-click transportation center
 - Develop a center, NEO Ride, in close collaboration with the Portage Area Regional Transit Authority, Stark Area Regional Transit Authority and Akron Metro RTA
 - Create center through expansion and growth of SARTA's customer service center
 - Be as comprehensive and inclusive as possible with agencies that need access to transportation services and agencies and others that have transportation resources to make available
 - Embrace agencies and others that would prefer to get out of the business of transportation service delivery and purchase transportation services instead
 - All participation will be defined in partnership agreements which would express the duties and responsibilities of all parties, and the costs associated with participation
 - Be clear that there are costs and that partnerships include a value exchange
 - Take maximum advantage of technology in developing and maintaining the center
 - Extend access to and benefits of technology to center partners
 - Embrace the reality that not all people in need have the technology access that others have; low tech is a key element in access to services
- Reach out to all parties and educate about the transportation services available and how to take maximum advantage of available services
 - Educate agency staff so that they are able to educate agency clients
 - Educate agency clients directly where opportunities present themselves
 - Take maximum advantage of SARTA's travel training program, maximizing the opportunity for people in need to use SARTA's services effectively and services provided by partner agencies

- Work closely with communities of advocates in training people with needs
- Develop transportation services in creative and non-traditional ways
 - Look for opportunities to collaborate with Stark County Educational Service Center, Colleges, Universities and school districts
 - Look for opportunities to collaborate with the Stark DD Board
 - Understand how transportation services can be integrated with those provided in the managed care network
 - Find effective ways to take advantage of private transportation services
 - Take maximum advantage of sources of funding available at state and federal levels
 - Consistent with funding program regulations, use program funds to support and strengthen one-call/one-click transportation services
- Focus particular attention on hard to meet transportation needs
 - Out of county travel
 - Trips requiring multiple stops
 - Rural areas of Stark county

The FAST Act, signed in December of 2015, consolidated several of the funding categories (combining New Freedom operating projects) into the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. Specific funding for the Job Access and Reverse Commute (5316) Program was eliminated but became a fundable category for 5307 funds at the discretion of the recipient.

Projects that have been funded through past rounds of grants include: subsidized rides for ADA passengers that SARTA cannot accommodate due to weight; a travel training program to assist ADA passengers in using the more efficient fixed-route bus service; a program to transport returning ex-offenders to their workplace; out of county medical transportation; door to door medical transportation for the frail (elderly) and numerous paratransit vehicles to transport the elderly and disabled beyond services provided by SARTA.

Stark Area Regional Transit Authority Projects

SARTA is the primary public transportation provider in Stark County, providing approximately 2.8 million rides yearly. The Canton Regional Transit Authority (CRTA) began operating as SARTA in 1997 following the successful passage of a ¼ percent sales tax levy which replaced Canton's Municipal RTA property tax. The continued renewal of the ¼ percent sales tax, most recently approved in 2016 for a ten year period, continues to be the primary source of funding for SARTA

In almost a quarter of a century, SARTA's expansion to countywide service has included:

- Establishing transit centers in Stark County's three largest cities (Canton in 2003, Massillon in 2001, and Alliance in 2008 (replaced a 2002 building) and at Belden Village in Jackson Township in 2011, Stark County's largest retail destination;
- Expanding Paratransit service county-wide;
- Expanding service to late nights;
- Expanding service to include express service to Akron (which connects with Greyhound Lines, Metro (Summit County) and PARTA (Portage County) fixed-route services;
- Completed a major rebuilding and expansion at Gateway, SARTA's office and maintenance facility in 2005;
- Installed bicycle racks on all buses in 2009;
- Expanding service to include express service to Cleveland in cooperation with the Stark County Veterans Commission in 2013;
- Completing installation of a compressed natural gas (CNG) station and the conversion of a substantial part of the bus fleet to operate on CNG in 2012;
- Completing installation of Ohio's first hydrogen station and the began purchasing fuel cell buses in 2018;
- Initiated creating an integrated communications data system to streamline operations, including providing route/bus information via mobile apps;
- Initiated creating a one/click one call cooperative dispatch and information center in cooperation with non-profit and for profit transportation providers;
- Provided a record-setting 2.8 million rides in 2014 (averaging almost 2.6 million per year 2013-19);
- Implemented Pin-Point and GoLine & started having trip info available on Google Transit, began implementation of app based fare payment systems;
- Outreach Specialists have trained more than 15,000 people in the Travel Training program to travel on our fixed routes, plan trips, purchase bus fares and utilize PinPoint, GoLine and ProLine;
- Introduced Medicaid Services that provides free non-emergency medical transportation to medical appointments, and free non-medical transportation to adult day support and to work or vocational training for individuals with I/O or level 1 waivers;
- Opened the first publicly-accessible CNG fueling station in Ohio, outside of Columbus;
- Secured competitive funds from federal and state grants that will enable us to add 10 hydrogen fuel cell-powered buses to our fleet by the end of 2018. Creating a fuel cell training and research program with Ohio State and Stark State;
- Installed free Wi-Fi at all Transit Center and on the bus islands at Cornerstone;
- Initiated an express service between Akron and the Stark State Campus in cooperation with Stark State College;
- Started an Employment Success route loop for early employee start times in 2020;
- Installed an EZFare touchless ticketing system in 2020.

SARTA efforts under review for the future include:

- Increase service on key routes from 60 minutes to 30 minutes in order to increase connectivity within our system.
- Expand services with Colleges and Universities to provide transportation for their students.
- Develop an Employment on Demand service that would be an express or direct route from a Transit Center to a specific employer.
- Explore a “Childcare Express” service, similar to the employment on demand. The draft idea is to take riders from a Transit Center to a specific child care center and back to the Transit Center.
- Create a Wheelchair repair program that would assist a rider with wheelchairs with repairs.
- Work with the Pro Football Hall of Fame Village as they continue development to provide transportation services for the Johnson Controls Hall of Fame Village (a \$1 billion sports and entertainment venue).
- Conduct a pilot for a Dial A Ride service in certain areas that will serve the general public that do not have access to our fixed routes.
- Explore Re-instituting Sunday service for riders who rely on public transit to get to work.
- Coordinate with Communities to improve pedestrian access between SARTA bus stops, stores, medical facilities and other destinations within Stark County
- Create transit corridors connecting Canton with major surrounding cities

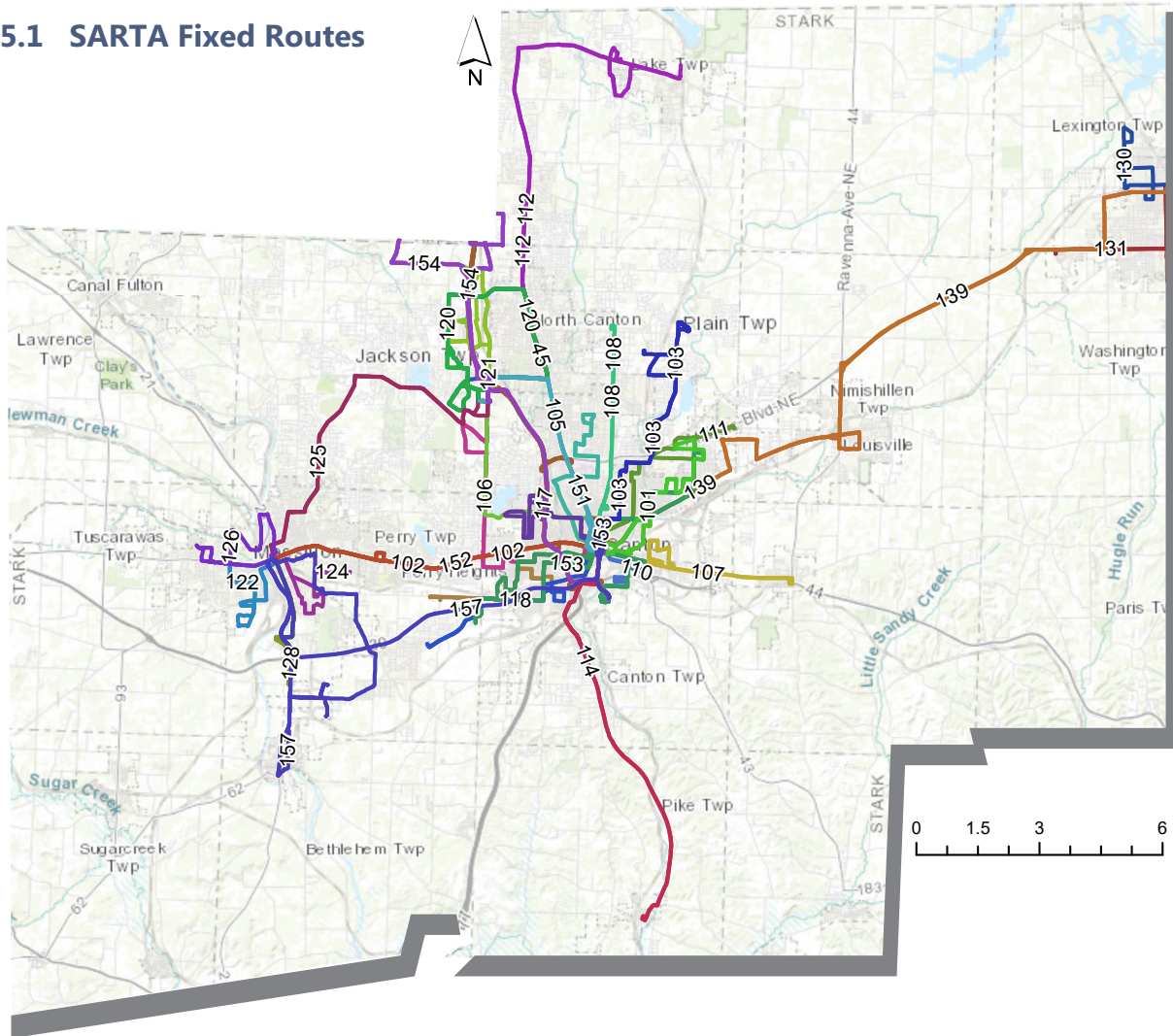
Additional Transit Projects

- Enhanced Mobility of Seniors and Individuals with Disabilities (5310) - funds are distributed through the Federal Transit Administration and the program for Stark County is managed by Stark Area Regional Transit Authority in cooperation with the Stark County Regional Planning Commission. Funds are awarded to non-profit agencies to serve persons with disabilities and the elderly that cannot be adequately served by existing services. For – profit agencies can be funded in partnership

with local governments. Awards are granted to those that best fill the transportation needs of Stark County. The amount awarded varies each program year;

- SARTA is involved with the use of hydrogen as a transportation fuel and has rapidly becoming an advocate for encouraging and demonstrating the adoption of hydrogen as a transportation fuel. Partnering with The Ohio State University’s Center for Automotive Research (CAR), SARTA’s CEO established the Midwestern Hydrogen Center of Excellence (MHCOE) and Regional Hydrogen Fuel Cell Coalition (RHFCC) to make Ohio a US and global leader in the adoption of renewable hydrogen in the transit sector of transportation. The Centers are devoted to accelerating the deployment of transit related hydrogen fuel cell vehicles and infrastructure through training and education. Grant research funding is being supplied for these projects.
- SARTA is working to establish a system to create hydrogen on premise by way of electrolysis or steam methane reformation. Electricity produced by a microgrid.
- In 2017 SARTA acquired a 40’ hydrogen bus from the University of Alabama to use as a hydrogen touring classroom. This bus will be used to show students and future hydrogen users of the benefits to being environmentally good stewards. Grant research funding is being supplied for this project. Fleet expansion continues as well as improvements;
- SARTA implementation of a one-of-a-kind program in that would allow any transit dependent organization or transit agency the opportunity to borrow one of SARTA’s Zero-Emission Hydrogen Fuel Cell buses. The program, supported by EIDorado National and BAE Power Systems is designed to showcase the innovative technology and to provide a real world hands-on experience to those that may have an interest in moving toward a zero-emission future;
- Expansion of the existing SARTA facility, adding approximately an additional 85,000 square feet for maintenance and storage vehicles. The expansion would also have several training rooms for management mobility and a Center of Excellence training technicians how to work on hydrogen engines.

Map 5.1 SARTA Fixed Routes



As can be seen by the SARTA fixed-transit route map, there is a robust system in place throughout Stark County for bus service. This system includes nineteen regular fixed-routes operating Monday through Saturday from 5-6:00 a.m. through 8:30-9:00 p.m., three late night loops extending service from 9:45 pm. to 1:30 a.m., and a number of specialty routes. The specialty routes are targeted to meet employment needs for specific operating hours; improved access to educational facilities; express runs from Canton to Akron and Cleveland (especially for veterans health care); as well as community shopping runs for seniors from senior housing facilities.

SARTA's Proline paratransit curb-to-curb on-demand system provides transportation for seniors and ADA eligible persons throughout Stark County. Additional paratransit services include Medicaid Medline transportation and PASSPORT transport for adult day care.

Other services include a Travel Training Program to educate potential passengers how to ride buses, read schedules, etc. as well as assisting local governments when needed for special circumstances, including evacuations and the use of buses as temporary warming stations during emergencies.

SARTA is also assisting in the expansion of public transit in Wayne County by providing technical assistance in cooperation with the Wayne County Commissioners and Community Action Wayne/Medina. The Rural Mobility Solutions program will assist those who have no access to transportation to enable them to reach jobs, medical care, and local court systems. The program is funded with grants awarded by ODOT and managed by SARTA as a pass through entity.

Public Transportation Project Tables

The following tables show the approximate breakdown of primarily operating projects by SARTA for the length of the plan. These tables are intended to provide a generalization on funds to be expended, please refer to the appendices section for specific tables on SARTA expenses and extrapolations. Also, bus replacements cited are a generalization, where 30' and larger buses (those typically used for fixed-route service) are usually replaced on a 10-year time frame and less than 30' buses (those typically used for paratransit services) are replaced on a 5-year time frame. The actual bus replacement schedule depends on vehicle use, grant funding, past purchase schedules, and other factors.

Table 5.1 Public Transportation Projects through 2025

Project Description / Location	Federal	Local	Total	Fiscal Year
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2021
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2021
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2021
Security	\$38,000.00	\$9,500.00	\$47,500.00	2021
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2021
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2021 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2022
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2022
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2022
Security	\$38,000.00	\$9,500.00	\$47,500.00	2022
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2022
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2022 Total
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2023
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2023
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2023
Security	\$38,000.00	\$9,500.00	\$47,500.00	2023
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2023
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2023 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2024
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2024
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2024
Security	\$38,000.00	\$9,500.00	\$47,500.00	2024
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2024
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2024 Total

Table 5.1 Continued

SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2025
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2025
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2025
Security	\$38,000.00	\$9,500.00	\$47,500.00	2025
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2025
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2025 Total
Total through 2021	\$12,918,000.00	\$2,292,000.00	\$15,210,000.00	

Transit Projects scheduled 2021 through 2025 include:

SARTA Transit Projects

- ❖ Bus replacements- from 2021 through 2025 SARTA will replace approximately fifteen (15) 30' and larger buses and thirty-five (35) <30' paratransit buses.

Non-SARTA Transit Projects

- ❖ Enhanced Mobility of Seniors and Individuals with Disabilities (5310) - funds are distributed through the Federal Transit Administration and the program for Stark County is managed by Stark Area Regional Transit Authority. Funds are awarded to non-profit agencies to serve persons with disabilities and the elderly that cannot be adequately served by existing services. Awards are granted to those that best fill the transportation needs of Stark County. The amount awarded varies each program year;

Table 5.2 Public Transportation Projects through 2030

Project Description / Location	Federal	Local	Total	Fiscal Year
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2026
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2026
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2026
Security	\$38,000.00	\$9,500.00	\$47,500.00	2026
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2026
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2026 Total
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2027
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2027
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2027

Table 5.2 Continued

Security	\$38,000.00	\$9,500.00	\$47,500.00	2027
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2027
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2027 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2028
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2028
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2028
Security	\$38,000.00	\$9,500.00	\$47,500.00	2028
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2028
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2028 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2029
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2029
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2029
Security	\$38,000.00	\$9,500.00	\$47,500.00	2029
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2029
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2029 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2030
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2030
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2030
Security	\$38,000.00	\$9,500.00	\$47,500.00	2030
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2030
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2030 Total
Total through 2030	\$21,530,000.00	\$3,820,000.00	\$25,350,000.00	

Transit Projects scheduled 2026 through 2030 include:

SARTA Transit Projects

- ❖ Bus replacements- from 2026 through 2030 SARTA will replace approximately twenty-one (19) 30' and larger buses and thirty-five <30' paratransit buses;

Non-SARTA Transit Projects

- ❖ Enhanced Mobility of Seniors and Individuals with Disabilities (5310) - funds are distributed through the Federal Transit Administration and the program for Stark County is managed by Stark Area Regional Transit Authority. Funds are awarded to non-profit agencies to serve persons with disabilities and the elderly that cannot be adequately served by existing services. Awards are granted to those that best fill the transportation needs of Stark County. The amount awarded varies each program year;

Table 5.3 Public Transportation Projects through 2040

Project Description / Location	Federal	Local	Total	Fiscal Year
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2031
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2031
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2031
Security	\$38,000.00	\$9,500.00	\$47,500.00	2031
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2031
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2031 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2032
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2032
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2032
Security	\$38,000.00	\$9,500.00	\$47,500.00	2032
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2032
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2032 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2033
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2033
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2033
Security	\$38,000.00	\$9,500.00	\$47,500.00	2028
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2033
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2033 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2034
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2034
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2034
Security	\$38,000.00	\$9,500.00	\$47,500.00	2034
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2034
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2034 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2035
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2035
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2035
Security	\$38,000.00	\$9,500.00	\$47,500.00	2035

Table 5.3 Continued

Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2035
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2035 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2035
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2035
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2035
Security	\$38,000.00	\$9,500.00	\$47,500.00	2035
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2035
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2035 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2036
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2036
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2036
Security	\$38,000.00	\$9,500.00	\$47,500.00	2036
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2036
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2036 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2037
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2037
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2037
Security	\$38,000.00	\$9,500.00	\$47,500.00	2037
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2037
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2037 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2038
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2038
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2038
Security	\$38,000.00	\$9,500.00	\$47,500.00	2038
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2038
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2038 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2039
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2039
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2039
Security	\$38,000.00	\$9,500.00	\$47,500.00	2039
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2039
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2039 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2040
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2040
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2040
Security	\$38,000.00	\$9,500.00	\$47,500.00	2040
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2040
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2040 Total
Total through 2040	\$47,366,000.00	\$8,404,000.00	\$55,770,000.00	

Transit Projects scheduled 2031 through 2040 include:

SARTA Transit Projects

- ❖ Bus replacements- from 2026 through 2030 SARTA will replace approximately thirty-five (35) 30' and larger buses and sixty-five (65) <30' paratransit buses.

Table 5.4 Public Transportation Projects through 2050

Project Description / Location	Federal	Local	Total	Fiscal Year
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2041
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2041
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2041
Security	\$38,000.00	\$9,500.00	\$47,500.00	2041
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2041
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2041 Total
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2042
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2042
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2042
Security	\$38,000.00	\$9,500.00	\$47,500.00	2042
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2042
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2042 Total
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2043
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2043
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2043
Security	\$38,000.00	\$9,500.00	\$47,500.00	2043
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2043
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2043 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2044
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2044
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2044
Security	\$38,000.00	\$9,500.00	\$47,500.00	2044
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2044
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2044 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2045
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2045
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2045
Security	\$38,000.00	\$9,500.00	\$47,500.00	2045
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2045

Table 5.4 Continued

	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2045 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2046
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2046
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2046
Security	\$38,000.00	\$9,500.00	\$47,500.00	2046
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2046
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2046 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2047
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2047
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2047
Security	\$38,000.00	\$9,500.00	\$47,500.00	2047
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2047
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2047 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2048
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2048
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2048
Security	\$38,000.00	\$9,500.00	\$47,500.00	2048
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2048
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2048 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2049
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2049
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2049
Security	\$38,000.00	\$9,500.00	\$47,500.00	2049
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2049
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2049 Total
SARTA Operating Expenses	\$1,900,000.00	\$475,000.00	\$2,375,000.00	2050
Preventive Maintenance	\$1,950,000.00	\$175,000.00	\$2,125,000.00	2050
ADA Paratransit Service	\$380,000.00	\$95,000.00	\$475,000.00	2050
Security	\$38,000.00	\$9,500.00	\$47,500.00	2050
Transit Enhancements	\$38,000.00	\$9,500.00	\$47,500.00	2050
	\$4,306,000.00	\$764,000.00	\$5,070,000.00	2050 Total
Total through 2050	\$43,060,000.00	\$7,640,000.00	\$50,700,000.00	

Transit Projects scheduled 2041 through 2050 include:

SARTA Transit Projects

- ❖ Bus replacements- from 2041 through 2050 SARTA will replace approximately forty (40) 30' and larger buses and seventy (70) <30' paratransit buses.

Transit Projects Not Fiscally Constrained, Near Term

Funding for the following project has not been secured at this time but is expected to occur in the near term: expansion of the existing SARTA Gateway facility, adding approximately 85,000 square feet for maintenance and storage of vehicles. The expansion would also add several training rooms for management mobility and a Center of Excellence for training technicians in maintaining hydrogen fuel cell vehicles. This project would also include an additional vehicular entrance into Gateway, to provide redundant access if necessary, due to the additional of CNG and hydrogen fueling stations adjoining the existing entryway.

Transit Projects Not Fiscally Constrained

Funding for the following projects, which can occur during any of the four project time frames, has not been secured at this time:

- ❖ The City of Canton has proposed a streetcar system in order to connect the Pro Football Hall of Fame Village with downtown Canton in order to promote economic development and improve transit options for visitors and employees. The system would partially use existing rails owned by the Cuyahoga Valley Scenic Railroad as well as a limited amount of new track into downtown connecting with tourist, employment, and transit centers. A fuel cell powered streetcar is proposed in order to reduce infrastructure costs.
- ❖ Community Circulators- this project would assist in planning and expanding community circulator service in new and existing areas where demand warrants their expansion. These routes (and/or on-demand service) would then tie into express and/or fixed routes that would interconnect the service areas;
- ❖ Park and Ride Lots- this project would assist in building four Park-and-Ride lots and the coordination of express runs to service them. Locations would include the IR77 and US30 corridors as well as the proposed Tri-County Service project which would assist Amish community needs;
- ❖ Tri-County Service- this project would expand service to Holmes and Wayne counties, including jointly operated bus services and transfer locations between counties. Service would be in the form of community circulators tied to express services originating at park & ride lots;
- ❖ Bus Rapid Transit (BRT) Projects- these projects would upgrade corridors similar to what is in progress and planned for the Mahoning Road BRT Corridor for Tuscarawas Street, Whipple Avenue and other corridors. In addition to providing for the replacement of public utilities, road infrastructure and streetscapes, the project would incorporate transit friendly components to encourage the use of public transportation. These would include bus pull-off lanes/passenger shelters and pedestrian improvements;
- ❖ Smart Cards & Ticket Vending Machines- this project will implement automated smart card technology for use with fare-boxes. The use of “refillable” plastic smart cards will streamline tickets sales and use, simplify tracking ticket sales and use, and lessen the need for printing paper tickets and transfers.

Table 5.5 Public Transportation Projects Not Fiscally Constrained

PROJECT/DESCRIPTION	COST	YEAR
Bus Pull-Off Lanes	\$805,000	By 2050
Community Circulators	\$575,000	By 2050
Improved Shelters/Bus Stops	\$56,000	By 2050
Park and Ride Lots	\$322,000	By 2050
Tri-County Service	\$638,000	By 2050
BRT Corridor Projects @ \$5 million each	\$25,000,000	By 2050
Smart Cards and Ticket Vending Machines	\$350,000	By 2050
Canton /HOF Streetcar System	\$60,000,000	By 2050

Active Transportation

This section will briefly discuss the background of planning pedestrian and bicycle access in Stark County, current planning efforts, descriptions of completed work, and scheduled projects through the year 2050.

Stark County Trail and Greenway Plan

The Stark County Trail and Greenway Plan has been the backbone of bicycle and pedestrian planning for Stark County since its publication in March of 1999. The plan was developed by the Stark County Park District (with SCATS participation and assistance) and was adopted as the bicycle and pedestrian plan portion of the SCATS long range plan. Regional meetings throughout the county with local officials, trail advocates, and residents resulted in the creation of an ambitious countywide trail system of more than 300 miles of proposed trails. Today, almost 30% of the system has been completed or is under construction.

The Trail and Greenway Plan, as well as Stark Park's 5-Year Plan, were both updated in 2019 and SCATS continues to work with the Park District to incorporate their plans into both the Long Range Transportation Plan and the TIP.

Although the trail plan was developed by the Park District, it is not just a system of recreational trails. Major portions of the plan follow "historic" transportation routes, such as canal lands and abandoned interurban and intrastate rail lines, as well as following infrastructure (water/sewer lines, etc.). Thus these "recreational" trails serve to connect communities and urban centers inside and outside of Stark County. The Ohio & Erie Canalway Towpath Trail highlights our rich heritage in transportation history and provided a model of trail development that has spurred ancillary developments. It should be noted that the plan was primarily intended to identify general corridors for trails, and detailed planning and construction of specific routes occurs as opportunities arise.

With substantial portions of the trail system completed, public support has increased as usage of trails grow and benefits of the trail system become evident. Support and demand for bicycle and pedestrian trails, as well as bicycle lanes and incorporating bicycle friendly designs into roadways is evidenced by:

- The Stark County Regional Planning Commission's Comprehensive Plan 2040, which incorporates encouraging walkable neighborhoods and includes pedestrian and

bicycle facilities as a necessary quality-of-life issue;

- Health providers are encouraging healthy lifestyles, seeking to reverse the trends towards youth and adult obesity. These efforts include programs such as "Healthy Steps" which encourage walking (utilizing the Canal Towpath trail and other trails);
- Stark Parks' "Healthy Adventures" Program, where participants are encouraged to walk, run and ride on Stark Parks trails (and others), and keep track of mileage on their website;
- "Complete Streets", the National Complete Streets Coalition, is an advocacy group calling for the adoption of "complete streets" policies by transportation planning agencies and others. The policies call for constructing streets designed for all potential users, including pedestrians, bicyclists, and others. Many of their policies have been adopted by MPO and other planning agencies;
- Conceptual plans, as well as completed sections by the City of Canton implementing complete streets projects;



West Branch Trail, 2013

- The Safe Routes to School program and SmartMobility pilot programs serve as templates for planning efforts;
- The Ohio Department of Natural Resources, recognizing the popularity and multiple benefits of trails, has set a goal for all Ohio residents to be within 10-minutes of a recreational trail;
- Park District support from residential and commercial developers, school districts, local governments and others in providing rights-of-ways.

City of Canton’s Active Transportation Plan

SCATS has incorporated the City of Canton’s Active Transportation Plan into Moving Stark Forward 2050 as the primary source for bicycle/pedestrian infrastructure within the city’s limits. Bicycle route studies have been orchestrated within Canton from as early as 2006, although city-wide maps were not published until 2013, and the first official proposal for particular future projects was not adopted until they were included in Canton’s Comprehensive Plan, approved in 2016.

Canton renamed the plan in 2020 to the “Canton Active Transportation Plan” in order to modernize the terminology, and the city has kept the plan up to date based on current construction projects and property owner input. The plan now serves as the official framework for which the city manages its complete streets system.

Belden Village Complete Streets Study

Several projects located around the Belden Village Mall were identified as a result of the Belden Village Complete Streets Study completed by SCATS in 2013. The study identified existing pedestrian infrastructure, transit facilities, etc., and provided recommendations for projects to improve pedestrian and bicycle circulation in one of Stark County’s most densely developed retail areas. The recent completion of a transit center on Whipple Avenue highlights the need for additional pedestrian infrastructure. Westfield Belden Village Mall is a five-minute walk from the transit center on a road carrying approximately 17,400 vehicles per day, according to a 2019 traffic count done by SCATS. The shortest walking route to the mall utilizes Whipple Avenue, which has no sidewalks, and results in pedestrians crossing one of the most heavily congested

and dangerous intersections in the county.

“Ride Stark”

A number of metropolitan planning agencies have recently produced bicycle user maps that identify bicycle and pedestrian facilities and rate the ‘usability’ of roads for bicyclists. SCATS developed a printed map in 2016 called “Ride Stark” and maintains and updates the online map as data is revised. It is available at <http://tinyurl.com/ridestark>.

Funding Active Transportation Projects

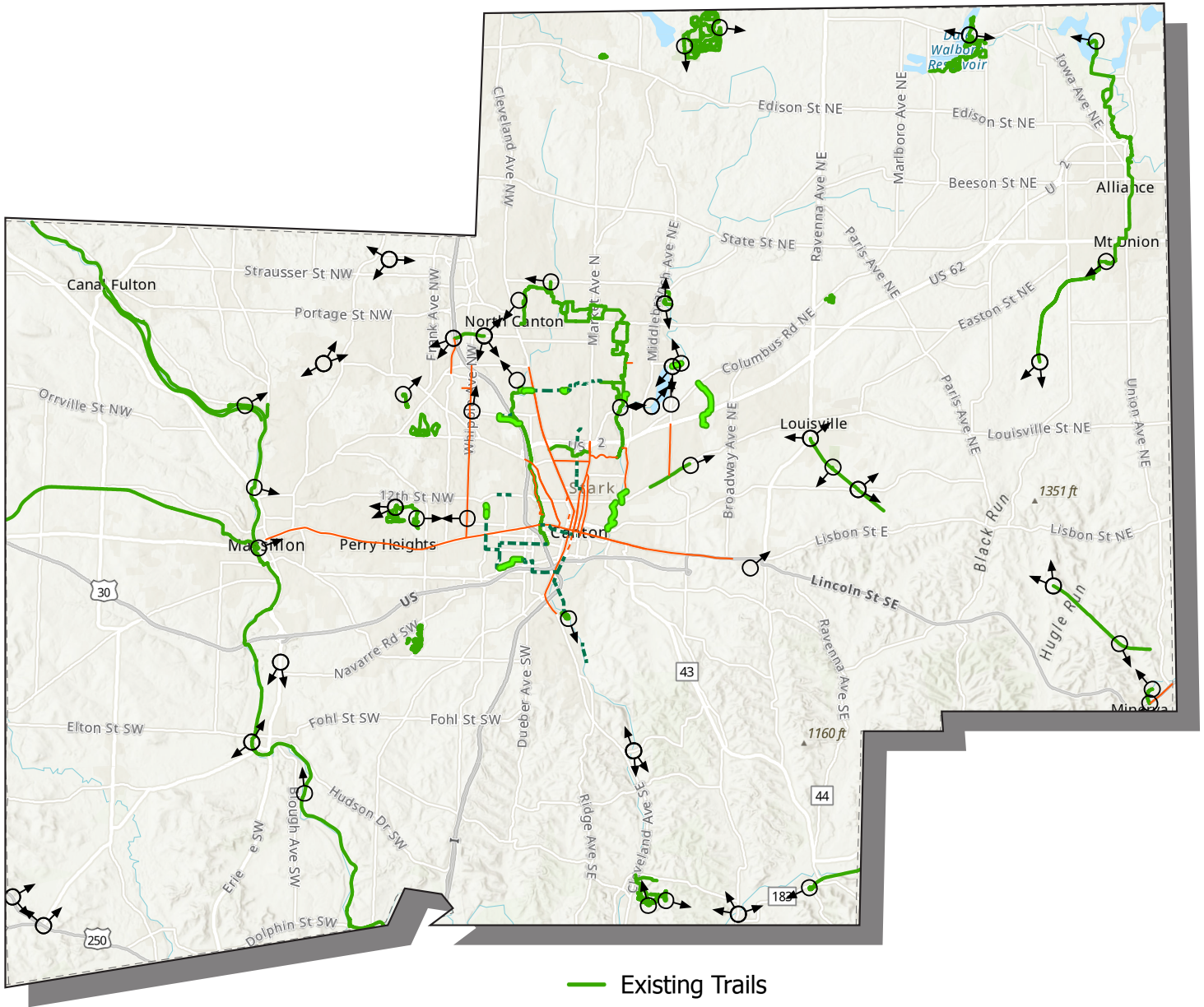
A limited amount of funding for trails is available through SCATS in the Transportation Alternatives Set-Aside Program (formerly Transportation Enhancements) with Federal Highway funds. Due to the limited amount of this type of funding, it has usually been used for high priority projects, such as adding bicycle/pedestrian lanes on bridges that otherwise would not have such access included. Funding for Canton’s complete streets projects and the Mahoning Bus Rapid Transit project include Congestion Mitigation/Air Quality funding and FTA funds, respectively.


A majority of funding and resources for trail construction is obtained by the Stark County Park District through their property tax levy, grant applications and the assistance of local communities. Current District resources are allotted in an amount that typically provides for 6 to 8 miles of trail construction per year. High cost portions of projects, such as major bridges and tunnels, have received congressional funding through specific line items and/or federal and state grants from trail programs, including the Clean Ohio Trail Fund.



Downtown Canton, 2013

Map 5.2 Active Transportation Projects Map



- Existing Trails
- Proposed Pedestrian/Transit Improvements
- - - Proposed On-Road Bike Facilities
- Proposed Trail
-  Potential Stark Parks Connection + Direction

Active Transportation Plan Projects

This section describes the pedestrian and bicycle work to be completed for each of the plan time periods. The plan is based predominantly on the Stark County Trail and Greenway Plan and the city of Canton's Active Transportation Plan. The trails include a mixture of off-road, on-road, and trails on roadway berms.

Projects scheduled between 2021 through 2030 include:

- The completion of the Stark Electric Railway Trail will be broken into 2 phases, the section connecting the cities of Louisville and Alliance, passing through Nimishillen and Washington Townships and the section connecting Canton and Louisville, including the trail through Louisville.
- The Middle Branch Trail will be extended north from Lexington Farms along Easton Street and continue northwest towards Saratoga Farms near Applegrove Street.
- The East Canton Connector Trail will connect the City of Louisville and the Village of East Canton. This trail will follow mostly road rights-of-way from East Canton to the Nickel Plate Trail.
- The Covered Bridge Trail will connect North Canton and the City of Canton. The trail would start in North Canton at Thunderbird Circle NW and continue south-eastwardly, eventually connecting with Covered Bridge Park in Canton.
- Several trails listed in the plan will be revised as other sections are completed. These include the Hartville/Quail Hollow Loop, the Sandy and Beaver Canal Trail, and the Stark Farmland Trail.

Table 5.6 Active Transportation Projects 2021 through 2030

NAME	TYPE	From	To	Estimate	Miles	Year	Source
49th St NW 2	Off Road Path	47th St NW	47 St NW	\$ 10,000	0.15	2025	Canton Active Transportation Plan
Covered Bridge	Off Road Path	Covered Bridge Park	Cleveland Ave NW	\$ 500,000	0.21	2030	Canton Active Transportation Plan
Covered Bridge Park	Off Road Path	Covered Bridge Park	North Lawn Cemetary	\$ 1,000,000	0.04	2025	Canton Active Transportation Plan
Covered Bridge Trail	Trail	East of Thunderbird Cir NW	Canton Corp Limit	\$ 250,000	1.84	2030	Stark Parks
East Canton Connector	Trail	Louisville	East Canton	\$ 50,000	5.05	2030	Stark Parks
Hoover Trail	Trail	Price Park	N. Canton YMCA	\$ 200,000	9.48	2030	Stark Parks
Iron Horse Trail	Trail	State St., Cenfield	Prospect RR Tracks, SR 153	\$ 500,000	13.82	2030	Stark Parks
Jackson Connector Trail	Trail	KSU, Fulton Rd Tunnel	KSU, Jackson Twn North Park	\$ 1,900,000	14.46	2030	Stark Parks

Table 5.6 Continued

Middle Branch Trail	Trail	Lexington Farms	Saratoga Hills	\$ 150,000	17.51	2030	Stark Parks
Nimishillen Trail (8th to 12th)	Off Road Path	8th St NE	12 St NE	\$ 200,000	0.92	2030	Canton Active Transportation Plan
Quail Hollow Trails	Trail	Quail Hollow Park	Downtown Hartville	\$ 300,000	15.30	2030	Stark Parks
Stark Electric Railway Trail	Trail	Cooks Lagoon, Canton	Louisville	\$ 500,000	18.10	2030	Stark Parks

Projects scheduled between 2031 through 2040 include:

- The Sugar Creek Connector Trail will connect the Wilderness Center located on Alabama Avenue and run north – northeast and the Village of Brewster.
- The Mount Pleasant Dogwood Trail will be completed in two phases, one from Lake Cable to Willowdale Lake and the other from Willowdale Lake to Dogwood Park in North Canton.
- The Flyway Byway Trail is a connecting piece that would service both the Jackson Connector Trail and the Mount Pleasant Dogwood Trail.
- The North Country Loop Trail will interconnect trails in the Deer Creek and Quail Hollow areas, primarily by existing roads, allowing for loop trips.
- The West Branch Trail will connect Arboretum Park in Canton to Price Park in North Canton. This trail could be retained in the future to potentially create a loop trail to connect to the Covered Bridge Trail that has been proposed in the previous section.

Table 5.7 Active Transportation Projects 2031 through 2040

NAME	TYPE	From	To	Estimate	Miles	Year	Source
Arboretum Park	Off Road Path	38th St NW	East of 77	\$ 250,000	0.63	2040	Canton Active Transportation Plan
Babe Stearn Trail	Off Road Path	14th St SW	Anderson Pl SW	\$ 300,000	0.69	2035	Canton Active Transportation Plan
Barr Elementary	Off Road Path	Burnham Hills Condos	Barr Elementary	\$ 100,000	0.20	2035	Canton Active Transportation Plan
Flyway Byway Trail	Trail	Mt. Pleasant/Dogwood Trail	Jackson Connector Trail	\$ 500,000	6.49	2040	Stark Parks
Harrisburg NE	Off Road Path	Mahoning Rd NE	Harrisburg Rd NE	\$ 500,000	0.38	2040	Canton Active Transportation Plan

Mallon Park Trail	Off Road Path	550ft north of Raff end	911ft north of Raff end	\$ 10,000	0.17	2040	Canton Active Transportation Plan
Mallon Park Trail	Off Road Path	North End of Raff	550ft north of Raff end	\$ 500,000	0.10	2040	Canton Active Transportation Plan
Mt Pleasant Dogwood Trail	Trail	Lake Cable	Dogwood Park	\$ 150,000	8.10	2040	Stark Parks
North County Trail	Trail	Quail Hollow State Park	Deer Creek Park	\$ 400,000	10.61	2040	Stark Parks
Sandy Valley Trail	Trail	Gerdanville Ave	Greer Ave	\$3,750,000	13.95	2031	Stark Parks
Skyland Pines	Off Road Path	Columbus Rd NE	Lesh St NE	\$ 750,000	1.41	2035	Canton Active Transportation Plan
Sugar Creek Connector Trail	Trail	Wilderness Center	Brewster	\$ 500,000	21.43	2040	Stark Parks
Trail Off Of 55th St. NE	Off Road Path	55th St NE	Middle-branch Trail	\$ 50,000	0.24	2035	Canton Active Transportation Plan
West Branch Trail	Trail	Arboretum Park	Price Park	\$ 400,000	20.23	2040	Stark Parks

Projects scheduled between 2041 through 2050 include:

- The Nickel Plate Trail will connect the City of Louisville and Village of Minerva. The next phase will provide a connection between Swallen Avenue and Stucky Street in Osnaburg and Paris Townships.
- The Pleasant Valley Trail would have connected the Lower Middle Branch Trail to the Sandy Valley Loop in Magnolia via Howenstine Drive and other roads. This trail could be retained in the future to create a loop trail but its use to connect to the Sandy Valley Trail has been superseded by the extension of the Sandy Valley Trail to the Fry Family Park and East Sparta.

Table 5.8 Active Transportation Projects 2041 through 2050

NAME		From	To	Estimate	Miles	Year	Source
Nickel Plate Trail	Trail	Swallen St. Louisville	Stuckey	\$ 550,000	18.75	2050	Stark Parks
Pleasant Valley Trail	Trail	Route 800	SR 183	\$ 500,000	6.5	2050	Stark Parks
Sippo Valley Connector Trail	Trail	O&E Canal Trail	Sippo Lake Park	\$ 1,000,000	72,666.25	13.76	Stark Parks

Other Trails and Historic Transportation Resources:

A number of small sections of trails that will assist in interconnecting the trail and greenway system have not been listed. Portions of these will be constructed as major trails are completed and other sections will be completed as needs become evident. It is anticipated that additional complete streets type projects will be added to the plan as the City of Canton continues to develop their on-road system, which is now in the draft stage. The 12th Street Corridor and Mahoning BRT project will serve as the core of this system. Several on-road routes currently listed in the plan may be dropped from the Trail and Greenway Plan but could be retained as part of a marked on-road bikeway system.

It should be noted that the Buckeye Trail and North Country Trail (a congressionally-designated scenic trail) have routes through Stark County. These State and National trail routes mostly parallel the towpath trail, as well as the Ohio & Erie Canalway America’s Byway (State and Federally designated), a driving route. The historic Lincoln Highway Scenic Byway (State designated) also crosses Stark County as part of US 30. Several original brick sections remain where road straightening projects have occurred. Other historic transportation routes include Native American routes such as the Great Trail, Muskingham Trail, and the Tuscarawas River and the Great Wagon Trail used by early settlers. These are resources that should not be overlooked for incorporation into planning and tourism and recreational development as well as historic preservation.

Tremendous progress has been made in developing pedestrian and bicycle facilities in Stark County over the past fifteen years. The benefits of incorporating pedestrian and bicycle facilities into an intermodal system have been demonstrated by the support of Stark County residents and elected officials as the trail system continues to grow throughout the county.



West Branch Trail, 2013

Freight

Logistics is necessary for a community to maintain and grow its commercial, retail and manufacturing industries. Without an efficient interplay between transporting raw materials and components, warehousing parts and products, and properly managing this process, a community and its businesses can find themselves at an economic disadvantage.

Major Highway Routes and Facilities- As identified in Access Ohio, Stark County has one National Highway Corridor (I-77 North of US 30), two State-wide Highway Corridors (I-77 South of US 30 and US 30 West of I-77) and two Statewide Secondary Highway Corridors (SR21 and US 62). Interstate 77 is listed as a maritime freight highway corridor. Proposed projects to alleviate shipping bottlenecks include the extension of US-30 and several bypasses. Recently completed was a A perennial bottleneck due to low bridge clearance is currently being remediated in the City of Alliance with the lowering of Union Avenue (SR-183) under the Norfolk and Southern RR, (make past tense)

One intermodal facility is located in Stark County. The Neomodal terminal, although currently underutilized, offers a direct entry in-gate/out-gate, a 28 acre fully paved facility, three Mi-Jack overhead cranes, a high-speed receipt and dispatch system, computerized inventory control, electronic data interchange, 24-hour access, and Foreign Trade Zone designation. The facility is located on the regional Wheeling & Lake Erie Railway, which offers interconnection to the Canadian National Railway and others. Two full service truck stops are located in Stark County, both on I-77 (one of which is currently being rebuilt). Numerous heavy truck sales and service locations exist adjoining I-77 and US 30.

Rail Shipment

Major routes and facilities include the Wheeling & Lake Erie Railway, with more than 800 miles of track stretching from Western Ohio into Pennsylvania and multiple class 1 connections (with trackage rights to Hagerstown, Maryland); The Norfolk Southern System with service to Cleveland, Zanesville, Toledo, Wheeling, West Virginia and Norfolk, Virginia; and the CSX Transportation System with routes both to Chicago through Pittsburgh, PA. The Ohio Freight Rail Choke Point Study identifies the W & LE Spencer to Brewster Line as a choke point due to the lack of a passing siding on the forty-mile single track line. Estimates in 2007 placed a 41.5 million dollar cost on adding a passing siding.

Air Shipment

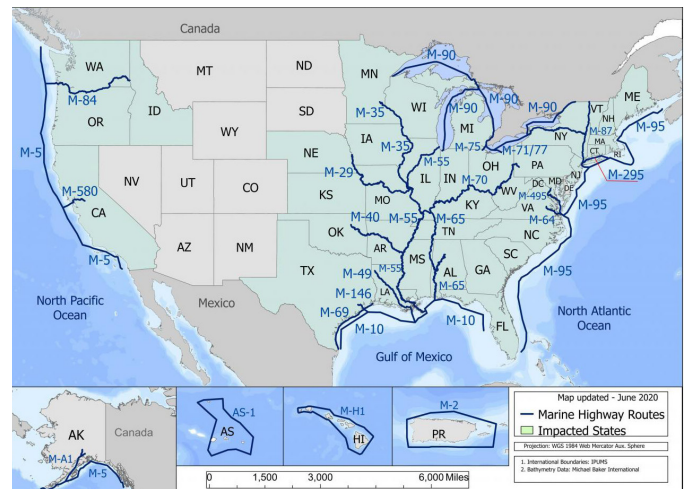
Akron-Canton Airport is predominantly a passenger airport although several air cargo operations and charter companies service the airport. Recent runway extensions as part of the airports long range improvement plan have resulted in two runways approximately 7,600' long, allowing for larger aircraft operations. The Airport's implementation of its 2018 Plan has resulted in numerous other improvements including deicing, terminal, and safety systems. Akron-Canton Airport also services corporate fleets for business executives.

Maritime Shipment

Stark County has a long history in making connections with freight shipping between the Gulf of Mexico and the Atlantic seaboard. Although the connection directly via water was broken with the destruction of the Ohio & Erie Canal by the 1913 flood, it continues by land routes with I-77. Interstate 77 serves as a major North/South highway corridor connecting Marine Highway 70 (the Ohio and Mississippi Rivers) and Marine Highway 90 (Lake Erie and the St. Lawrence Seaway).

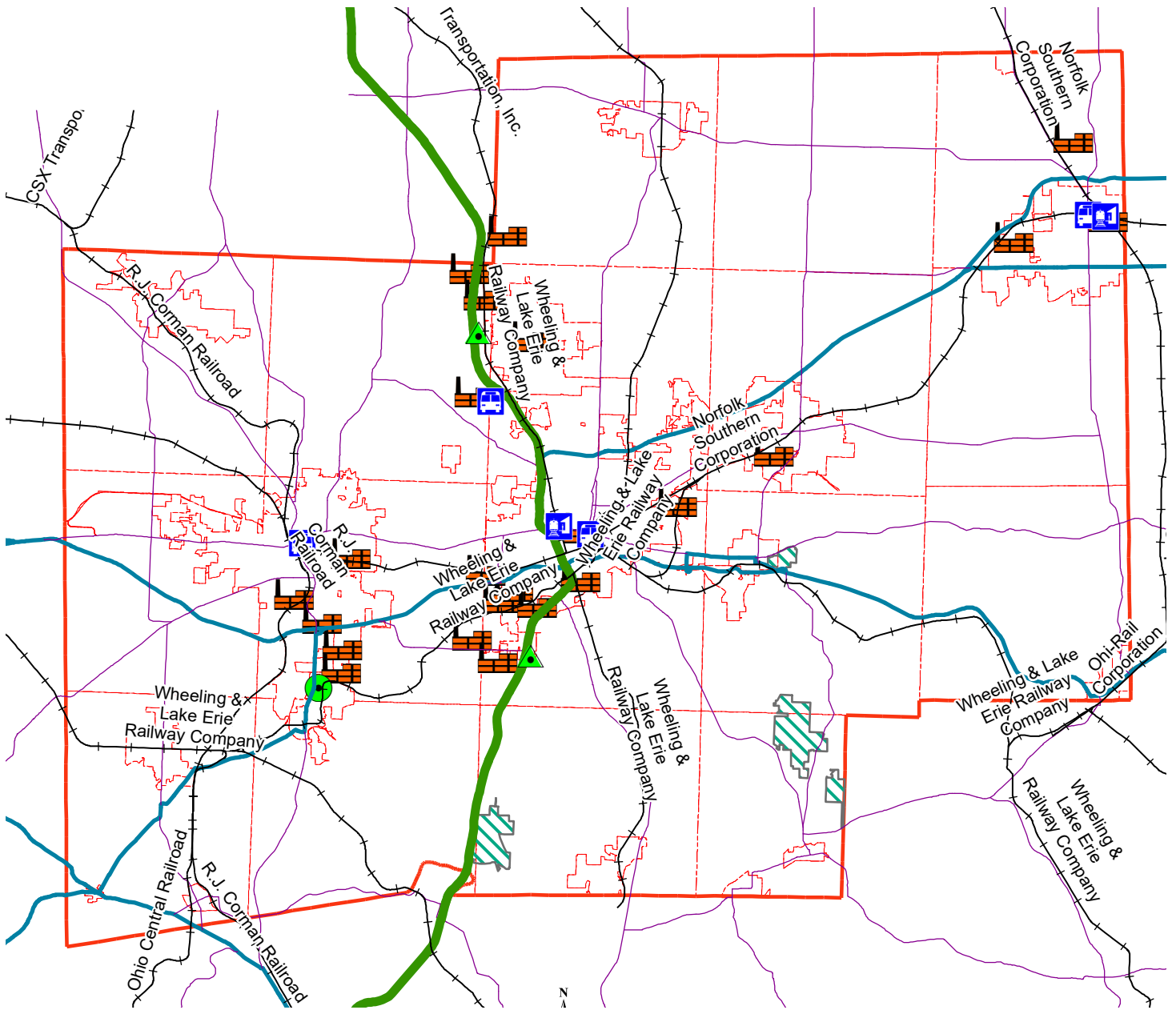
Part of the impetus for extending SR-30 as a divided highway to SR-11 is the fact that it would serve as a major (and convenient) East/West Connection to the terminus of M-70 as evidenced by the Maritime Highway Map.

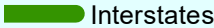


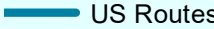






Map 5.3 Maritime Highway Corridors



Source: U.S. Department of Transportation Maritime Administration Website

Map 5.4 Stark County Freight Facilities



	Interstates		Intermodal Facility		Train Stations
	US Routes		Truck Stops		Industry Clusters
	State Routes		Transfer Centers		Landfills
	Rail Lines				

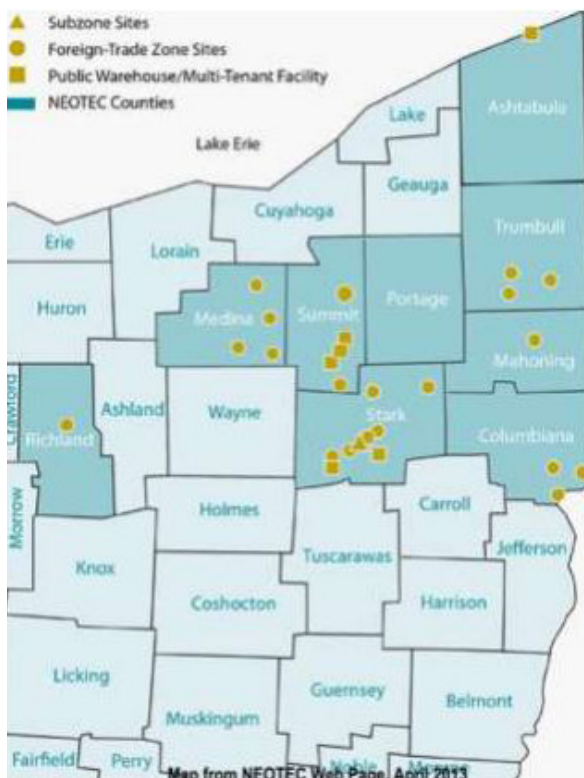
Port Authority and Foreign Trade Zone

Port Authorities are a tool that can assist in business development, offering innovative financing programs to create or retain jobs through the issuance of bonds. They can also create Foreign Trade Zones, which can be tremendous generators of shipments that benefit from coordination between various modes of transportation.

The Stark County Port Authority (SCPA) offers: Off-Balance Sheet and Synthetic Leases, Conduit Bond Issues and Qualified Small Issue Bonds for manufacturers and 501 (c) (3) bonds for nonprofit organizations and operates U.S. Foreign Trade Zone #181 in Stark County.

The Zone includes more than 800 acres of general purpose zone and sub-zone land which offers the following benefits: deferral, reduction, and/or elimination of duties; elimination of drawback; labor overhead and profit not calculated in dutiable sale of zone merchandise; excise tax reductions; inventory is tax exempt while stored in an activated FTZ and others. The Authority is part of the Northeast Ohio Trade and Economic Consortium.

Map 5.5 Foreign Trade Zones



Transportation as a Service (TaaS)

Transportation as a Service (TaaS) refers to the buying of miles, trips, and/or experiences and none of the hassle of ownership: The buying and financing of vehicles, maintenance, gas, insurance, traffic, actual driving, and sometimes even finding and paying for storage. Using TaaS means not having to put up with any of the headaches of current vehicle ownership, while still having access to the necessary transportation.

TaaS, sometimes called Mobility as a Service (MaaS), refers to widespread deviation away from personal vehicles and towards service-based transportation. This includes rideshare options like Uber and Lyft, e-scooters, bike sharing, and many more.

TaaS has numerous benefits, from economic to social, environmental, and geopolitical. Savings include vehicle registration and maintenance, as well as fuel and parking costs. Further, TaaS may dramatically lower transportation costs, increase mobility and access to jobs, education, and healthcare; all the while contribute to cleaner, safer, and more walkable communities.

What Companies are Adopting TAAS Today?

- Delivery services: Amazon Prime Delivery, Grubhub, Postmates, and DoorDash all deliver services right to your door.
- Rideshare services: Uber, Lyft, Ridesharing, Zimride, GoNanny will take you where you want to go, so you don't have to worry about owning a car to get around.
- Rental transportation: Companies like Turo and WaiveCar can help you lease out your own vehicle (or find one to lease), similar to having an Airbnb for your vehicle.
- Car subscription services: lets you swap vehicles when you need a change.
- Car rental: You can also rent a car right when you need it from a home post in your neighborhood with the help of apps like aGO, Getaround, and Zipcar.

Advances won't end with food being delivered to your door. Experts predict that one day (in the not-so-distant

future) you will be able to summon a car exactly when you need it (with or without a driver) and/or turn what once was a backseat into a boardroom as you make your way to a business trip.

Electric Vehicle (EV) and EV Infrastructure

In 2018 AEP Ohio announced an incentive program to encourage the installation of electric vehicle (EV) charging stations at public sites, workplaces and apartment complexes. The \$10 million program provides funding for up to 375 EV charging stations throughout the AEP Ohio service territory. As of 2020, public accessible charging included 746 electric stations and 1,623 charging outlets in Ohio; 7 Level 1 chargers, 1,287 Level 2 chargers, 329 Level 3 chargers. As of 2021, there are 20 charging stations in Stark county - *excluding private stations. The best way to reduce carbon emissions is to utilize the cleaner, greener, more renewable electric grid to power transportation. Only grid-rechargeable cars can attain the end goal of zero-emissions and ensure fuel price stability. In addition, plug-in electric cars make an investment in solar panels even more economically compelling.

- The near-term goal of true zero-emission driving can only be achieved with electricity into batteries. Fuel cells, even with hundreds of millions of dollars in public and private investment, remain decades from marketability for cars. Hydrogen will require hundreds of billions of dollars in infrastructure development, will be generated with fossil fuels for the foreseeable future, is less efficient than electricity, and presents storage and pressurization challenges.
- True zero emission driving can only be achieved near-term with renewably generated electricity, like solar, wind, and hydro. Biofuels can never achieve zero-emissions and require massive amounts of electricity and fossil fuels to be created. In addition, evidence suggests biological matter is more efficiently used for electricity generation than liquid fuel creation.
- Of all the alternative transportation fuels, only electricity is infrastructure-ready.
- Cost per mile will always be cheaper with electricity. An Ohio household with one EV will

see an average increase of \$11 per month in electricity costs. Initial cost for a plug-in electric vehicle can be offset by fuel cost savings, lower maintenance costs, and a federal tax credit.

- Electricity generation and distribution is publicly regulated. Public and citizen involvement in pricing and rule-making is not possible with petroleum or bio-fuels.
- Electric cars accelerate quickly, with responsive handling and performance, and they're smart. With fewer moving parts, plug-in cars require less maintenance- in fact, almost half the cost of maintaining a traditional gas vehicle.
- Electric Vehicles reduce carbon based greenhouse gases that cause climate change and contribute to health issues.
- Plug in cars meet the same federal safety standards as conventional vehicles, with plenty of room for passengers and cargo.
- EV's are practical for everyday use, with options for convenient charging. According to the U.S. Department of Transportation, 85% of Ohioans commute less than 50 miles per day.

Types of Public Charging

Public Charging

Public charging typically occurs under sub-optimal conditions for charge efficiency. Vehicle owners commonly use public charging locations to gain a small amount of additional energy but not to reach a full charge. Public charging infrastructure is also often located in parking lots which are directly exposed to the elements and are most subject to extreme variations in ambient temperature. Efficiency measures would yield the greatest benefit in public charging locations where expected charging times are the lowest and frequency of usage is the highest.

"Level 2" Charging

Some home chargers and most public charging stations are "Level 2." These stations can add 12 to 25 RPH, depending on the type of EV and its on-board charger. Level 2 charging stations are ideal for times when you'll be parked for at least an hour, such as at work, restaurants, movie theaters, sporting events or longer

shopping trips. Level 2 charging will generally give you enough juice to get around town, and works up to six times faster than Level 1 charging.

“DC Fast” Charging

On long trips or when you’re pressed for time, you’ll probably want a faster charge to get where you’re going. DC (Direct Current) fast charging can deliver 100 RPH or more, charging some EVs to 80 percent in 20-30 minutes. DC fast charging stations have various power levels. In general, higher power levels charge EVs faster. Check each DC fast charging station to find its power level. Charging speed may also depend on the type of charging port your EV has. Note that not all plug-in cars on the road today have a DC fast charging port. Most plug-in hybrids can only charge at Level 1 or 2.

Potential Electric Vehicle Infrastructure for Stark County

Electric Public Transportation

SARTA is committed to utilizing clean fuel buses and looking towards the future of zero-emission transportation. Currently, SARTA operates with multiple diesel/electric hybrid buses and Compressed Natural Gas (CNG) buses to transport throughout Stark County. In 2017 SARTA introduced a new alternative method of transportation; the Hydrogen Fuel Cell, to the riders of Stark County.

Electric School Buses

A key part of being able to establish electric school buses as viable alternatives to diesel school buses is the ability to identify ongoing revenue generating opportunities, or a buses’ ability to provide additional benefits to the community that are valued at or near the incremental cost of the electric school bus. However, because many of the benefits of electric school buses are less tangible, such as the health benefits from reduced diesel emissions, an important part of this analysis is determining if the direct financial benefits are substantial enough to offset the higher initial investment costs.

Potential Charging Station Locations:

a. Largest Employers in Stark County

The Timken Company, Aultman Hospital, Diebold, Inc., Cleveland Clinic Mercy Hospital, Fisher Foods, Freshmark, Inc., Synchrony Financial, Alliance Community Hospital, Canton City Schools, HeinzKraft Foods, Nickles Bakery, Republic Steel, Shearer’s Foods, Stark County Government, Stark State College, Wal-Mart Store Inc.

b. Largest School Districts in Stark County

Canton City, Plain Local, Jackson Local, Perry Local, Massillon Local, Lake Local, Louisville Local

c. Universities in Stark County

Brown Mackie College - North Canton, Kent State University at Stark, Malone University, Stark State College, University of Mount Union, Walsh University

d. Other Potential Locations

Assisted Living Centers, Business/Corporate Parks, Churches, Community Centers, Shopping Areas, Museums, Gyms/Fitness Centers, Hall of Fame Village, Hospitals, Golf Courses, Libraries, Parks, Hotels, Apartment/Condo Complexes, CBDs, Government Buildings, Parking Decks, Restaurants

Partnerships – Committees

Chamber of Commerce, Development Board, Park District, Visit Canton, YMCA, Pro Football Hall of Fame, SARTA

Tech Policy

As MPOs wrestle with these challenges, a greater tolerance for ambiguity and uncertainty may be required as they explore, test, and evaluate different policy approaches to new technologies. To succeed in this kind of environment will require SCATS to create an agile policy-making framework that sets in place a continual “look ahead” assessment. At the same time,

MPOs should find some comfort in the expectation that the benefits align with traditional objectives of shared vehicle use, strong urban centers, efficient travel corridors and inclusive access. SCATS should pursue policies that are likely to yield benefits under a wide range of future deployment scenarios. Technological impacts can be focused on specific considerations in the areas of engagement, fiscally constrained financial planning, infrastructure programming, transportation planning and modeling, and policy.

SCATS faces an unprecedented amount of change as they plan for Stark County's transportation needs between now and 2050. MPOs need to decide how best to address opportunities presented to them by automated, connected, electric and shared-use vehicles. After all, these changes may improve personal productivity while traveling, increase road capacity and better utilize urban spaces. They may dramatically reduce negative outcomes associated with mobility systems on which our society currently relies by reducing injuries and fatalities due to human error while expanding mobility options for those who do not or cannot drive. At the same time, advances may also introduce as-yet-unknown system costs, social inequities and new planning demands.

Summary on Electric Vehicles

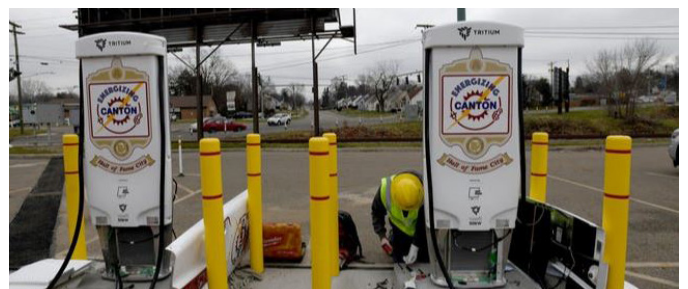
The general public has been a bit hesitant about purchasing an all-electric vehicle, which has created a standard “chicken or the egg” problem. Many manufacturers are building electric vehicles, however the infrastructure is lacking in order to support these vehicles. Electric vehicles limit the freedom that petroleum engines provide, simply due to the lack of charging stations and outlets. Electric vehicles can support about roughly 90% of American driving habits. Workplace charging, public charging in high-demand locations (parks, entertainment locations, grocery stores, etc.) and fast charging stations would help alleviate apprehension when it comes to purchasing an all-electric vehicle. Currently in the US there are 3 different types of plugs for charging an electric vehicle. If that number can be reduced down to 1 plug for all, much like petroleum vehicles, electric vehicles would see a possible increase in usage. Of the 4,911 fast-charging stations in the United States, 3,523 have CHAdeMO connectors (Japanese and Asian-made vehicles), 3,378 have SAE CCS connectors (American and German vehicles) and 2,406 have Tesla connectors (Tesla vehicles), according to the Department of Energy's Alternative Fuels Data Center.

Having visible public charging infrastructure helps raise awareness about electric vehicles and increases consumer

confidence in the idea of driving electric. In that sense, every public charging station helps drive adoption of plug-in vehicles. However, there's a downside to putting in charging without some thought and commitment. If an EV driver knows there's no charging available to help with an extended trip, they'll choose a different option, but counting on a charging station that turns out to be unusable can mean a potentially huge inconvenience. To be useful, charging stations need to be reliable and accessible. Site owners should be careful to choose reliable vendors, reserve charging stations for charging, and post signage to make it easy to find stations. Free charging is great for encouraging use of electric vehicles, but when there's enough demand that people charging just because it's free are blocking access by drivers who really need the charge, it's time to turn on billing. Local governments need to adopt regulations that allow and encourage enforcement of “no parking except for charging” policies.

In order to achieve the goals of this EV Plan, building off of the data collected, stakeholder and community feedback, county/municipality guidance, and industry best practices, the following six key recommendations emerged for consideration/implementation. These recommendations are listed below in priority:

1. Develop and implement EV education and awareness programs.
2. Build and strengthen local and regional partnerships as it relates to EVs.
3. Implement EV charging-specific time of use (TOU) rates.
4. Adopt a “ZEV first” fleet replacement policy.
5. Adopt codes and policies that support transportation electrification.
6. Expand public charging infrastructure to meet demand.



*EV Charging Stations at the Stadium Park in Canton.
Source: Canton Repository, 1/19/21*

6

FINANCIAL PLAN

Introduction

The Financial Plan 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. Federal requirements state that plans must be both fiscally constrained and projects must be shown in year of expenditure dollars.

Financial Resources

SCATS completed a Financial Resources Forecast in March of 2021. The forecast is based on the Stark County share of funding from a variety of sources and was calculated utilizing estimates recently calculated for the SCATS 2021-2024 Transportation Improvement Program. This included utilizing ODOT calculators for fuel tax revenue, recent allocations for the Ohio Public Works Commission District 19 Committee (SCIP and LTIP programs), and license and registration fees distributed to Stark County political jurisdictions. A complete analysis of available funding is shown in the FINANCIAL RESOURCES FORECAST in Appendix B of this document.

Fiscal Constraint

Year of Expenditure Costs

Fiscal constraint requires a comparison of the total cost of all planned projects against the total forecast of available funding. Federal regulations require that a

demonstration of fiscal constraint include estimates of project costs in terms of Year-of-Expenditure (YOE) dollars based on reasonable financial principles and information. Year of expenditure cost estimation requires a current-year cost estimate, the expected year of project implementation along with the application of an appropriate rate of inflation for the period of time leading up to implementation. With input from project sponsors, as well as adjustments made using the ODOT CY 2021-2025 ODOT Business Plan Inflation Calculator to Determine Future Values (FV) for estimating future costs, this plan utilizes the best estimate of project costs.

Year of Project Implementation

The year in which a project is expected to be implemented has been estimated by SCATS staff with input from project sponsors. Requirement allow the financial plan to group project completion times into aggregate ranges or bands. The SCATS 2050 plan shows projects being completed within four time bands: 2021 to 2025, 2026 to 2030, 2031 to 2040, and 2041 to 2050.

Rate of Inflation

For the first time band (2021-2024) the cost of implementation for each project has been estimated at the year of expenditure cost for the year the project is expected to be built. As a result, the project costs shown in this time band have not been additionally inflated. ODOT estimates for inflation for 2021-2025 are 2.0, 4.0, 3.0, 2.1, and 2.5 percent, respectively. For the years 2026-2030 ODOT currently estimates inflation at 3% and for the long term (beyond 2030) at 2%. The ODOT calculator for calculating year of project implementation cost utilizes these percentages, as well as providing inputs that account for project timeline requirements for year of project implementation costs (project start and midpoint date).

Summary

SCATS is required to demonstrate that the projects recommended in the 2050 plan are fiscally constrained, meaning that funding sources can reasonably be expected to be available to finance the project costs at the time they are recommended. The 2050 Plan for Stark County reflects the currently identified needs of the county as local officials and others are able to identify them at this time. Many of the recommendations are for long term projects that will be initiated and constructed over many

years. This chapter (and appendices) presents a financial plan to implement the adopted Plan, and, while resource availability over this time period are difficult to predict, we believe this financial plan presents a reasonable projection of funding sources available to meet the needs of the planned transportation projects.



Hall of Fame Bridge

Figure 6.1 ODOT Calculator

CY 2021-2025 Business Plan Inflation Calculator:	
<u>Not sure if you have the latest calculator? Click here.</u>	
Last Modified: 2/1/2021	
Today's Date: March 12, 2021	
Please Enter Values in the Yellow Areas Only:	
Estimation Start Date: Less than or Equal to Today's Date (mm/dd/yyyy)	Enter Construction Mid-Point Date: (cannot exceed 03/12/2046) (mm/dd/yyyy)
<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;">3/12/2021</div> Start Date:	<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;">7/29/2040</div> Construction Mid-Point Date:
Present-Day Estimated Cost: <div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block; width: 150px;">\$5,000,000.00</div> Estimated Dollar Amount:	
Estimate Start Date to Construction Mid-Point Date: <div style="border: 1px solid black; background-color: white; padding: 2px; display: inline-block; width: 60px; text-align: center;">232</div> Months	
Inflation - Start to Mid-Point of Construction: (compounded growth rate)	
Business Plan	Inflated Dollar Amount: <div style="border: 1px solid black; background-color: white; padding: 2px; display: inline-block; width: 100px; text-align: center;">\$7,973,421.83</div>
<div style="border: 1px solid black; background-color: white; padding: 2px; display: inline-block; width: 60px; text-align: center;">59.5%</div>	

PLAN ADOPTION RESOLUTION

SCATS RESOLUTION FY 2021-12

Adoption of 2050 Transportation Plan

RESOLUTION OF THE POLICY COMMITTEE OF THE STARK COUNTY AREA TRANSPORTATION STUDY - ADOPTION OF THE YEAR 2050 TRANSPORTATION PLAN

WHEREAS, the Policy Committee of the Stark County Area Transportation Study is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in the Canton, Ohio urbanized area as evidenced in the Agreement of Cooperation between ODOT and the Stark County Regional Planning Commission, encompassing Stark County; and

WHEREAS, the Fixing Americas Surface Transportation Act (FAST ACT) requires the development of a Long-Range Transportation Plan, and

WHEREAS, this Committee has reviewed the 2050 Transportation Plan document and found that the recommendations contained therein function together to form an integrated metropolitan transportation system, take into account the planning considerations specified the FAST ACT, and are consistent with regional transportation goals and objectives, and

WHEREAS, a financial plan has been prepared and included in the document which demonstrates that the 2050 Transportation Plan can be implemented in a fiscally sound manner, in accordance with the financial resources from public and private sources that can be reasonably expected to be made available between now and 2050, and

WHEREAS, the 2050 Transportation Plan assesses capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, and has been found to make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods in and through the region, and

WHEREAS, the Clean Air Act Amendments of 1990 require that SCATS make a determination, in cooperation with ODOT, that the 2050 Transportation Plan is in conformity with respect to Ohio's State Implementation Plan for attainment of the National Ambient Air Quality Standards (NAAQS) within the Canton, Ohio (Stark County) Ozone Maintenance Area and PM_{2.5} Non-Attainment Area, and

WHEREAS, a quantitative air quality analysis of the 2050 Transportation Plan has been completed in accordance with the requirements specified in FAST ACT and the Clean Air Act Amendments of 1990, and

WHEREAS, an Environmental Justice scan has been completed, in order to ensure that low-income and minority population groups will not disproportionately bear the negative environmental consequences of implementing the projects recommended in the regional transportation plan, and

WHEREAS, various public agencies, local officials, private providers of transportation, members of the public, and area media outlets were notified that the 2050 Transportation Plan was available for review and posted on the SCATS web site; and that public involvement was held to provide the general public with the opportunity to comment on the draft 2050 Transportation Plan, and

WHEREAS, SCATS maintains a regional Intelligent Transportation Systems (ITS) architecture; a regionally developed framework that ensures institutional agreement, technical integration, and functional interoperability among the ITS projects that are planned, programmed, and implemented in Stark County.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee adopts the 2050 Transportation Plan as the long-range transportation plan for the SCATS area and affirms its consistency with the State Implementation Plan.
2. That this Committee recommends that its members incorporate these improvements into their respective transportation plans and pursue the funding necessary for project implementation.
3. That this Committee approves the 2050 Transportation Plan document.
4. That this Committee considers that the process used to develop the transportation plan has adequately provided for participation by local officials and members of the general public.
5. That this Committee affirms that the recommendations included in the 2050 Transportation Plan are able to be implemented within the constraints established by the financial forecast contained in the Plan document.
6. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.



Chair – SCATS Policy Committee

5/24/2021
Date

Appendix A – Air Quality

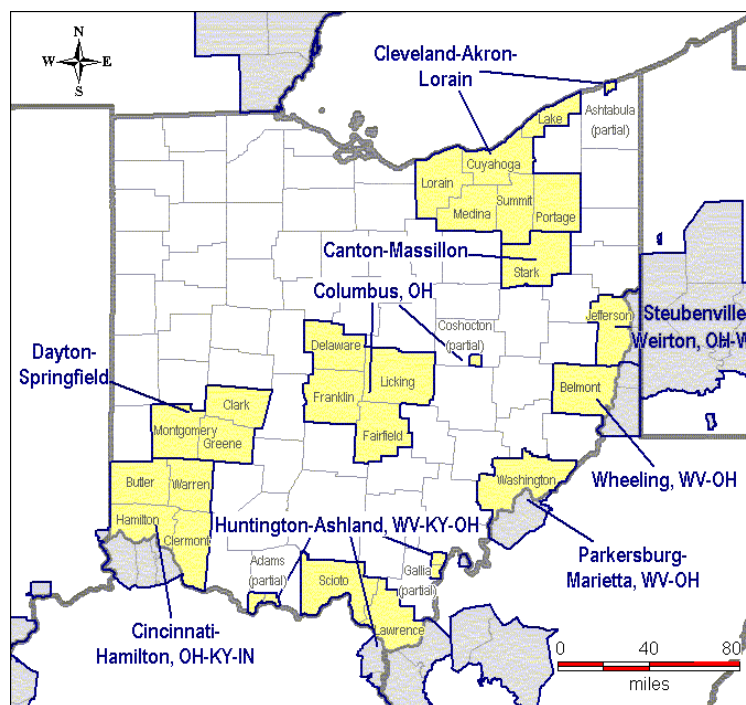
Transportation Air Quality Analysis and Technical Documentation For the Canton/Massillon Metropolitan Statistical Area State Implementation Plan Inventory Mobile Emission Estimates For the U.S. EPA 2006 Daily PM_{2.5} & 1997 8-Hour Ozone National Ambient Air Quality Standard

INTRODUCTION

This memorandum documents the air quality analysis and underlying planning assumptions performed for the 2006 Daily PM_{2.5} on-road mobile source emission inventories for the Canton/Massillon Metropolitan Statistical Area State Implementation Plan (SIP). The Ohio Department of Transportation (ODOT), Division of Transportation System Development-Modeling and Forecasting Section and the Stark County Area Transportation Study (SCATS) completed this analysis in coordination with the Ohio Environmental Protection Agency (OEPA).

The SCATS Region is comprised of Stark County, Ohio. The Canton/Massillon Metropolitan Statistical Area (MSA) was classified as nonattainment for PM_{2.5} in the Federal Register on December 18th, 2014. Although the MSA area also includes Carroll County, OEPA and USEPA concurred that only Stark County is designated as the nonattainment area within the MSA as Carroll County is rural in nature with a population of less than 30,000. SCATS is the MPO (Metropolitan Planning Organization) for this county. The SCATS MPO boundary and urban planning model cover the entire nonattainment area. This area is shown on the following map as prepared by the USEPA.

Figure 1 – Location of Massillon/Canton MSA



Map as shown at: <http://www.epa.gov/pmdesignations/states/Ohio.htm>

SCATS submitted the necessary Travel Demand Model networks along with all land use and socio-economic demographics to ODOT Modeling and Forecasting. ODOT performed the MOVES runs to generate travel-demand-model-based emission factors as well as the complete air quality analyses for the metropolitan area.

Stark County is a US EPA designated 1997 Ozone Standard “Orphan” area and has been determined in conformity based on a qualitative conformity determination consistent with US EPA’s November 29, 2018 guidance resulting from the South Coast II Court Decision.

ON-ROAD MOBILE EMISSION CONFORMITY TEST RESULTS

Table 1 below presents a summary of the pollutant emissions including Fine Particulate Matter (PM_{2.5}) and Nitrogen Oxides (NO_x) modeled for the SCATS Region. The Model Years for the demonstration includes the Budget Year 2015 compared to 2021, Budget Year 2025, Interim Years 2030 and 2040, and Maintenance Year 2050.

Table 1
SCATS REGION ON-ROAD MOBILE EMISSION CONFORMITY TEST RESULTS

PM _{2.5} Finding Budget Tests							
Stark Co.	Tons/Year						
	2015 Budget	2021 Emissions	2025 Budget	2025 Emissions	2030 Emissions	2040 Emissions	2050 Emissions
Direct PM _{2.5}	204.33	46.14	101.50	40.15	36.83	33.91	34.24
NO _x Precursors	7,782.84	1500.92	4673.83	1085.18	807.31	624.37	616.08

The SCATS model shows on-road PM_{2.5} emissions and NO_x precursor emissions at less than the allowed budget in every year of the Plan. The model shows PM_{2.5} emissions of 46 tons in 2021, 40 tons in 2025, 37 tons in 2030, 34 tons in 2040, and 34 tons in 2050. The model shows NO_x Precursor emissions of 1501 tons in 2021, 1085 tons in 2025, 807 tons in 2030, 624 tons in 2040, and 616 tons in 2050.

LATEST PLANNING ASSUMPTIONS

The annual PM_{2.5} inventory runs meet the latest planning-assumption requirements. This report presents the latest population and land use data available that calibrated the modeling process used to calculate the vehicle emissions for the mobile-emissions budgets, as well as, the input values for U.S. EPA’s most recent emissions software MOVES for this air-quality determination.

This determination utilizes the U.S. EPA’s most recent emissions software, MOVES, for all mobile-source-emission analyses, and the annual emissions estimates are based a single-season approach. Since travel demand models produce average daily conditions, the daily emissions estimates are multiplied by 365 days to produce annual emissions estimates expressed in tons per year.

TRAVEL DEMAND MODELING - ANALYSIS YEARS

A Travel Demand Model (TDM) is the traditional forecasting tool used to examine potential changes in future travel patterns for a specific study area, in this case the Canton/Massillon Metropolitan Statistical Area. The SCATS MPO, with the assistance of ODOT Modeling & Forecasting, maintains a validated region-wide TDM that employs a four-step modeling process consisting of trip generation, trip distribution, mode choice, and route assignment performed with the Cube Voyager software package. The model outputs generated from the TDM are link-by-link directional traffic volumes for four time

periods, morning, mid-day, evening, and night-time. The outputs are used for simulating Base Year and Horizon Year travel patterns generated by the LRTP transportation network.

The current SCATS TDM Validation Year is 2010. The model uses comparable Average Daily Traffic count data, updated socio-economic variables for each of the analysis years by projecting land use commitments for 2021, 2025, 2030, 2040, and 2050 variables based on a straight-line interpolation between the 2020 set of variables and the 2040 variables. These networks represent all planned federal-aid projects as well as any regionally significant projects found in the SCATS TIP and LRTP expected to be open for traffic by the end of each respective analysis year.

The interagency consultation process, established the following model years for the analysis that reflected the most recent correspondence from the U.S. EPA:

- Budget Year 2015 – Budget Year
- Analysis Year 2021 – TIP-Timeframe Year compared to 2015 Budget
- Analysis Year 2025 – Budget Year
- Analysis Year 2030 – Interim Year
- Analysis Year 2040 – Interim Year
- Analysis Year 2050 – Maintenance Year

SOCIO-ECONOMIC DEMOGRAPHICS

Identifying projected growth centers and understanding urban and rural population changes are essential to determining future transportation needs in a given study area. Critical elements include an understanding of the past and anticipated future shifts in the region's economy, population, land use patterns, and other environmental factors over time. In turn, these factors are useful for predicting future transportation patterns and justifying transportation improvements over the next twenty-plus years.

Travel forecasting procedures require the user to delineate the TDM study area into geographic areas called Traffic Analysis Zones (TAZs). Typically, TAZs are based on factors such as land use, area types (urban, suburban or rural), or political government units such as cities, villages, or townships. TAZs represent centers of travel generators or attractors based on a set of demographic variables. The SCATS MPO collects and reviews the TDM independent variables that characterize current and future estimates of the metropolitan area's social and economic activity that may influence land-use development patterns. In all, there are 696 TAZs in the SCATS model. Figure 2 displays the SCATS MPO geography covered by the travel demand model including the Traffic Analysis Zone structure. The computer-based TDM for the SCATS highway network employs the following land use variables:

- [AREA_TYPE] ≡ Area Type
- [AVG_PARK] ≡ Average parking cost
- [ENROLL] ≡ School enrollment classified by Private [ENROLL_PRIV], Public [ENROLL_PUB] and Post-secondary [ENROLL_UNIV] schools
- [HOTEL_RM] ≡ Hotel Rooms
- [MED_HHINC] ≡ Median household income
- [POP] ≡ Population
- [POP_18] ≡ Population 18 years or less
- [POP_GRP] ≡ Population residing in Group Quarters
- [TOTEMP] ≡ Total Employment grouped by the North American Industrial Classification System (NAICS)

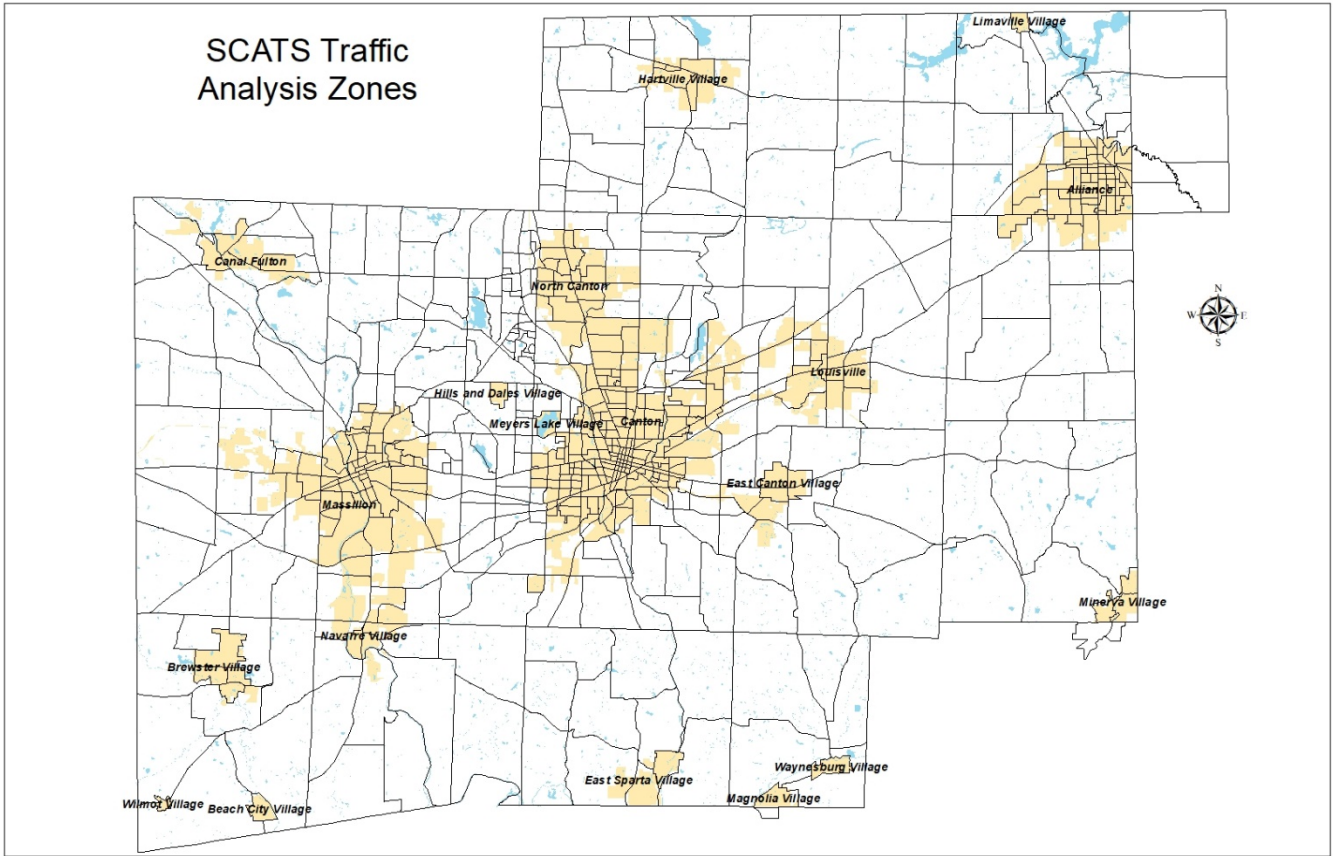
- [TOT_HH] ≡ Occupied housing
- [TOT_VEH] ≡ Vehicles available per household
- [WORKERS] ≡ Workers per household

Table 2 is a set of demographic variables developed for the most recent Long-Range Transportation Plan for the SCATS area compiled in May, 2021.

Table 2
SCATS REGION
REPRESENTATIVE SOCIO-ECONOMIC DEMOGRAPHIC
VARIABLES 2020-2050

	2020	2030	2040	2050
Population	380,084	372,842	365,601	364,501
Workers	190,293	181,946	173,600	173,172
Vehicles	273,025	271,561	270,097	268,633
Households	156,897	158,797	160,697	162,597
Employees	154,089	168,034	181,978	195,923

Figure 2
SCATS GEOGRAPHIC AREA
COVERED BY TRAVEL DEMAND MODEL
AND TRAFFIC ANALYSIS ZONE STRUCTURE



EMISSION-FACTOR GENERATION

The MOVES model generated the emission factors for the budget years, 2021 and 2025. 2021 represents the transportation road network as it currently exists in the SCATS Region. The model also generated emission factors for three future-year scenarios 2030, 2040, and 2050.

Table 3 summarizes the settings used in the MOVES run specification file and the MOVES County-Data Manager. The subsequent tables provide the specific inputs that are not using the MOVES default values.

Table 3
MOVES INPUTS

RunSpec Parameter Settings	
MOVES Version	MOVES3
Scale	Custom Domain
MOVES Modeling Technique	Emission Factor Method Rates per Distance Rates per Vehicle
Time Span	Time Aggregation: Hour 1 Month representing average annual temperatures All hours of day selected 16 speed bins Weekdays only
Geographic Bounds	Stark County
Vehicles/Equipment	All source types, gasoline and diesel
Road Type	All road types including off-network
Pollutants and Processes	NO _x , All PM _{2.5} categories, SO ₂ , Total Energy Consumption
Strategies	None
General Output	Units = grams, joules and miles
Output Emissions	Time = hour, Location = custom area, on-road emission rates by road type and source use type
Advance Performance	None

Table 3 (continued)
MOVES INPUTS

County Data Manager Sources	
Source Type Population	Combination of local and default data Local data from motor vehicle registration Default data used for source types 51, 52, 53, 61, and 62 Future year growth rate based on MPO model Household growth rate
Vehicle Type VMT	Combination of local and default data HPMSVTypeYear VMT = daily VMT from travel demand model monthVMTFraction = default dayVMTFraction=default hourVMTFraction=local
I/M Program	None
Fuel Formulation	Default
Fuel Supply	Default
Metereology Data	Local data obtained from NOAA National Climatic Data Center. Data will consist of monthly high and low temperatures and daily relative humidity for 2002.
Ramp Fraction	Using the base year travel demand model for VHT fractions. Future fractions will be assumed constant
Road Type Distribution	Use ODOT county summary VMT categorized by federal functional classes
Age Distribution	Combination of local and default data. Local data from motor vehicle registration Default data used for source types 41, 42, 43, 51, 52, 53, 61, and 62 The same age distribution will be used for all analysis years
Average Speed Distribution	Default
Alternative Fuel Type	Default

TEMPERATURE AND RELATIVE HUMIDITY

The single season approach for temperature and relative humidity uses weather data collected by the National Oceanic and Atmospheric Administration (NOAA) National Climatic Data Center (NCDC). Temperature data for the MOVES emission factors came from the Akron Canton Airport and are shown in Table 4. Data entered into a spreadsheet, provided by U.S. EPA, converted the Mobile6 data to get the correct data for the MOVES model. Annual PM_{2.5} emissions data were established using the single season methodology. The standard emissions modeling routines establish daily pollutant burdens. Annual direct PM_{2.5}, NO_x precursor, and SO₂ emissions for the PM_{2.5} conformity tests were established by multiplying the daily model results by 365.

Table 4 – Temperature and Relative Humidity Data

Hour	Average Temperature	Average Relative Humidity
1	60.8	82
2	57.2	93
3	57.2	93
4	60.8	82
5	60.8	87
6	62.6	82
7	62.6	82
8	64.4	77
9	66.2	72
10	66.2	72
11	68.0	68
12	69.8	64
13	69.8	64
14	71.6	60
15	69.8	60
16	69.8	60
17	69.8	64
18	66.2	68
19	66.2	63
20	66.2	68
21	66.2	68
22	64.4	72
23	64.4	72
24	60.8	82

RAMP FRACTION

The Base-Year Travel Demand Model used the Vehicles Hour of Travel (VHT) fractions to derive the Ramp Fractions shown in Table 5. The future-year networks also used the base-year fractions.

Table 5
RAMP FRACTIONS

roadTypeID	roadDesc	rampFraction
2	Rural Restricted Access	0.05
4	Urban Restricted Access	0.13

SOURCE-TYPE POPULATION

A combination of local and MOVES default data is the Source-Type Population for vehicle classifications. The MOVES default values provided the data for Source-Type Population 51, 52, 53, 61, and 62 while local data from Ohio motor vehicle registrations accounted for all other Source-Type

Population needed to run the MOVES model. Table 6 shows the Source-Type Population identifications, the corresponding Source-Type Name, and the number of vehicles analyzed for Stark County.

Table 6
SOURCE-TYPE POPULATION FOR YEAR 2005

sourceTypeID	sourceTypeName	sourceTypePopulation
11	MotorCycle	24,199
21	Passenger Car	282,913
31	Passenger Truck	129,129
32	Light Commercial Truck	2,916
41	Intercity Bus	129
42	Transit Bus	19
43	School Bus	744
51	Refuse truck	86
52	Single Unit Short-haul Truck	182
53	Single Unit Long-haul Truck	138
54	Motor Home	418
61	Combination Short-haul Truc	1,063
62	Combination Long-haul Truc	1,223

VEHICLE-AGE DISTRIBUTION

A grouping of data from Ohio sources along with the MOVES model defaults make up the Vehicle-Age Distribution. MOVES default values included Vehicle-Type ID 41, 42, 51, 52, 53, 61, and 62. Local data from Ohio motor vehicle registrations accounted for all other Vehicle-Type ID. Table 7 shows the Vehicle-Age Distribution for Stark County.

Table 7
VEHICLE-AGE DISTRIBUTION FOR STARK COUNTY, OH

Year	Source Type	Age	Fraction	Year	Source Type	Age	Fraction
2005	11	0	0.0015	2005	21	0	0.0060
2005	11	1	0.0214	2005	21	1	0.0238
2005	11	2	0.0508	2005	21	2	0.0362
2005	11	3	0.0633	2005	21	3	0.0440
2005	11	4	0.0790	2005	21	4	0.0471
2005	11	5	0.0733	2005	21	5	0.0510
2005	11	6	0.0719	2005	21	6	0.0491
2005	11	7	0.0794	2005	21	7	0.0530
2005	11	8	0.0576	2005	21	8	0.0562
2005	11	9	0.0530	2005	21	9	0.0545
2005	11	10	0.0446	2005	21	10	0.0624
2005	11	11	0.0365	2005	21	11	0.0613
2005	11	12	0.0260	2005	21	12	0.0562
2005	11	13	0.0217	2005	21	13	0.0543
2005	11	14	0.0203	2005	21	14	0.0487
2005	11	15	0.0210	2005	21	15	0.0500
2005	11	16	0.0167	2005	21	16	0.0398
2005	11	17	0.0114	2005	21	17	0.0337
2005	11	18	0.0087	2005	21	18	0.0282
2005	11	19	0.0077	2005	21	19	0.0215
2005	11	20	0.0073	2005	21	20	0.0178
2005	11	21	0.0088	2005	21	21	0.0150
2005	11	22	0.0091	2005	21	22	0.0111
2005	11	23	0.0103	2005	21	23	0.0082
2005	11	24	0.0177	2005	21	24	0.0069
2005	11	25	0.0159	2005	21	25	0.0057
2005	11	26	0.0135	2005	21	26	0.0045
2005	11	27	0.0162	2005	21	27	0.0026
2005	11	28	0.0241	2005	21	28	0.0017
2005	11	29	0.0186	2005	21	29	0.0017
2005	11	30	0.0927	2005	21	30	0.0478

ROAD-TYPE DISTRIBUTION

The ODOT Division of Highways produced a summary of Vehicle Miles Traveled (VMT), categorized by federal functional class, for Stark County. This summary was used as the basis for the Road-Type-Distribution Fractions. Table 8 illustrates Road-Type Distribution.

Table 8
**ROAD-TYPE DISTRIBUTION FOR STARK COUNTY
 NON-ATTAINMENT AREA**

Source Type	Road Type	Road Description	Road-Type VMT Fraction	Source Type	Road Type	Road Description	Road-Type VMT Fraction
11	1	Off-Network	0	43	4	Urban Restricted Access	0.19
11	2	Rural Restricted Access	0.01	43	5	Urban Unrestricted Access	0.62
11	3	Rural Unrestricted Access	0.18	51	1	Off-Network	0
11	4	Urban Restricted Access	0.19	51	2	Rural Restricted Access	0.01
11	5	Urban Unrestricted Access	0.62	51	3	Rural Unrestricted Access	0.18
21	1	Off-Network	0	51	4	Urban Restricted Access	0.19
21	2	Rural Restricted Access	0.01	51	5	Urban Unrestricted Access	0.62
21	3	Rural Unrestricted Access	0.18	52	1	Off-Network	0
21	4	Urban Restricted Access	0.19	52	2	Rural Restricted Access	0.01
21	5	Urban Unrestricted Access	0.62	52	3	Rural Unrestricted Access	0.18
31	1	Off-Network	0	52	4	Urban Restricted Access	0.19
31	2	Rural Restricted Access	0.01	52	5	Urban Unrestricted Access	0.62
31	3	Rural Unrestricted Access	0.18	53	1	Off-Network	0
31	4	Urban Restricted Access	0.19	53	2	Rural Restricted Access	0.01
31	5	Urban Unrestricted Access	0.62	53	3	Rural Unrestricted Access	0.18
32	1	Off-Network	0	53	4	Urban Restricted Access	0.19
32	2	Rural Restricted Access	0.01	53	5	Urban Unrestricted Access	0.62
32	3	Rural Unrestricted Access	0.18	54	1	Off-Network	0
32	4	Urban Restricted Access	0.19	54	2	Rural Restricted Access	0.01
32	5	Urban Unrestricted Access	0.62	54	3	Rural Unrestricted Access	0.18
41	1	Off-Network	0	54	4	Urban Restricted Access	0.19
41	2	Rural Restricted Access	0.01	54	5	Urban Unrestricted Access	0.62
41	3	Rural Unrestricted Access	0.18	61	1	Off-Network	0
41	4	Urban Restricted Access	0.19	61	2	Rural Restricted Access	0.01
41	5	Urban Unrestricted Access	0.62	61	3	Rural Unrestricted Access	0.18
42	1	Off-Network	0	61	4	Urban Restricted Access	0.19
42	2	Rural Restricted Access	0.01	61	5	Urban Unrestricted Access	0.62
42	3	Rural Unrestricted Access	0.18	62	1	Off-Network	0
42	4	Urban Restricted Access	0.19	62	2	Rural Restricted Access	0.01
42	5	Urban Unrestricted Access	0.62	62	3	Rural Unrestricted Access	0.18
43	1	Off-Network	0	62	4	Urban Restricted Access	0.19
43	2	Rural Restricted Access	0.01	62	5	Urban Unrestricted Access	0.62
43	3	Rural Unrestricted Access	0.18				

POST PROCESSING

Several custom programs created by ODOT were used to compute the total emissions. The process uses data on daily and directional traffic distributions as well as more up-to-date volume/delay functions from the 2010 Highway Capacity Manual (HCM). This process, described below and illustrated in Figure 4, also uses rewritten code able to handle the newer model network formats and MOVES-generated emission factors.

The first step in the process involves running `postcms.exe` to calculate hourly link volumes based on the percentage of the daily volume (travel demand model output) determined by a link's facility and area type. The analysis does not use the link speeds from the travel demand model. Using a link's volume-to-capacity ratio and link group code, a post-process to the model based on HCM methods estimates the link speeds.

The second step (`mmoves.exe`) uses a combination of the MOVES emission factors and the hourly link volumes that are output of the `postcms.exe` program. The hourly volumes are multiplied by the MOVES emission factor for the corresponding hour of day, speed bin, and road type to calculate emissions for every network link for each hour. The total link on-road vehicle emissions for the area are the sum of all individual link-hour emissions.

The third step, (`vehcalm.exe`), calculates vehicle-based emissions for each source type for each hour of the day. A combination of local and default data is the source for the vehicle source type. The final vehicle emissions are the sum of all individual hourly emissions for all vehicle types.

Since the intrazonal trips are not loaded onto the network, the fourth step in the process requires a separate method to account for those trips that use local roads to travel within a zone. The `intracalm.exe` program uses intrazonal trips to estimate VMT using the area in square miles and intrazonal trips of each zone. The computer program assumes that the zone is circular and uses the radius of the circle as the average trip length for these intrazonal trips. By combining MOVES-generated emissions with estimated intrazonal VMT, the intrazonal emissions are then calculated. The emission rates are the same as those used to calculate link-based emissions.

The final step is to summarize link, vehicle, and intrazonal emissions for each pollutant, and analyzed year, and to multiply annual average daily emissions by 365 to produce an annual estimate.

INTERAGENCY CONSULTATION DOCUMENTATION

Overview:

The Canton MPO (Stark County, Ohio) is initiating a new transportation conformity determination for its new 2050 Transportation Plan. Stark County is a US EPA designated 1997 Ozone Standard “Orphan” area and a 2006 PM_{2.5} Standard Maintenance area.

Interagency consultation topics:

1. Latest planning assumptions -

SCATS is updating its travel demand model variables based on the Ohio Development Services Agency’s 2040 and 2050 population projections in compliance with the latest planning assumption requirements.

2. Latest emission modeling -

Emissions modeling will be completed by MOVES3 software. SCATS will send completed networks to ODOT. ODOT will run the emissions modeling software.

3. SIP TCM funding status - The Canton, Ohio Air Quality area SIP does not include any TCMs.

4. Conformity process schedule -

a. Public involvement effort - SCATS has been soliciting online comments since November with an interactive online map showing projects from past MTPs. SCATS will seek additional online comments after a draft MTP is completed.

b. Draft completed - March 22nd, 2021.

c. Board approval date - May 24th, 2021.

d. T-Plan and AQ conformity documentation submittal date - May 31st, 2021

5. Conformity Test

8-Hour Ozone	
Attainment status:	1997 8-Hour Ozone Standard Maintenance “Orphan” Area
Geography:	Stark County, Ohio
Conformity Tests:	Qualitative Conformity Determination consistent with US EPA’s November 29, 2018 guidance resulting from the South Coast II Court Decision.
Analysis Years:	
Conformity status:	

PM _{2.5}	
Attainment status:	1997 PM _{2.5} (Annual) Standard and 2006 PM _{2.5} (Daily) Standard Maintenance area 78 FR 6245, effective 10/22/2013
Geography:	Stark County, Ohio
Conformity Tests:	PM _{2.5} SIP Budget tests

Analysis Years:	2020, 2021, 2025, 2030, 2040, 2050
Conformity status:	

PM _{2.5}						
Stark Co.	Tons/Year					
	2015 Budget	2020 Emissions	2030 Budget	2030 Emissions	2040 Emissions	2050 Emissions
Direct PM						
NOx Precursors						

The interagency consultation process was accomplished through a series of electronic mail messages (email). The relevant emails have been reproduced below in reverse chronological order.

From: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Sent: Tuesday, December 1, 2020 1:57 PM
To: Whisler, Jordan <Jordan.Whisler@dot.ohio.gov>
Cc: Jeff G. Dotson <JGDotson@starkcountyohio.gov>
Subject: Interagency consultation

Jordan,

Are we ready to start the interagency consultation process for the 2050 Transportation Plan?



Dan Slicker, P.E.
Senior Transportation Engineer
 t:330-451-7346
 f:330-451-7990
 e:dkslicker@starkcountyohio.gov
www.rpc.starkcountyohio.gov



From: Jordan.Whisler@dot.ohio.gov <Jordan.Whisler@dot.ohio.gov>
Sent: Wednesday, December 2, 2020 1:31 PM
To: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Cc: Jeff G. Dotson <JGDotson@starkcountyohio.gov>
Subject: RE: Interagency consultation

Hey Dan,

Absolutely. Its my understanding that SCATS assumes the role of initiating agency within the IAC process. Is that correct?

https://www.epa.ohio.gov/portals/27/SIP/Conformity/Master_MOU_Final_Signed.pdf

https://www.epa.ohio.gov/portals/27/SIP/conformity/G1_SCATS_MOU_Final.pdf

Thank you,
Jordan

From: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Sent: Wednesday, December 2, 2020 2:16 PM
To: Whisler, Jordan <Jordan.Whisler@dot.ohio.gov>
Cc: Jeff G. Dotson <JGDotson@starkcountyohio.gov>
Subject: RE: Interagency consultation

Jordan,

That is correct.

Let this email be the official initiation of the Interagency Consultation Process.

In the past, Dave Moore would usually send us a summary like the one I've attached. We would fill in any information that he needed, and then he would send the summary to the various agencies for their comments. Do you intend to do something similar?

Dan Slicker
Senior Transportation
Engineer
t:330-451-7346
f:330-451-7990

From: Jordan.Whisler@dot.ohio.gov <Jordan.Whisler@dot.ohio.gov>
Sent: Wednesday, December 2, 2020 3:04 PM
To: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Cc: Jeff G. Dotson <JGDotson@starkcountyohio.gov>; ANTHONY.HILL@dot.ohio.gov
Subject: RE: Interagency consultation

Dan,

We do. We will have a new conformity analysis summary sent over for your review/input by Friday (12/4).

Thank you,
Jordan

From: Jordan.Whisler@dot.ohio.gov <Jordan.Whisler@dot.ohio.gov>
Sent: Friday, December 4, 2020 2:44 PM
To: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Cc: Jeff G. Dotson <JGDotson@starkcountyohio.gov>; Nino.Brunello@dot.ohio.gov
Subject: RE: Interagency consultation

Dan,

Attached you'll find draft a conformity analysis summary for the SCATS 2050 transportation plan. Please fill in additional information as appropriate/known.

Thank you,
Jordan

From: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Sent: Wednesday, January 6, 2021 1:35 PM
To: Whisler, Jordan <Jordan.Whisler@dot.ohio.gov>
Cc: Jeff G. Dotson <JGDotson@starkcountyohio.gov>; Brunello, Antonino <Nino.Brunello@dot.ohio.gov>
Subject: RE: Interagency consultation

Jordan,

We've filled in most of the information that we can. I assume that Nino knows the appropriate budgets and analysis years.

Dan Slicker
Senior Transportation
Engineer
t:330-451-7346
f:330-451-7990

From: Jordan.Whisler@dot.ohio.gov <Jordan.Whisler@dot.ohio.gov>
Sent: Monday, January 11, 2021 4:55 PM
To: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Cc: Jeff G. Dotson <JGDotson@starkcountyohio.gov>; Nino.Brunello@dot.ohio.gov
Subject: RE: Interagency consultation

Thank you for passing this along Dan.

We'll update and formally send out to kick off the IAC process.

Thank you,
Jordan

From: Nino.Brunello@dot.ohio.gov <Nino.Brunello@dot.ohio.gov>
Sent: Wednesday, January 13, 2021 10:22 AM
To: Jordan.Whisler@dot.ohio.gov; Dan K. Slicker <dkslicker@starkcountyohio.gov>
Cc: Jeff G. Dotson <JGDotson@starkcountyohio.gov>
Subject: RE: Interagency consultation

Jordan,

The last time we did the PM2.5 conformity analysis, the analysis years were 2021, 2025, 2030, and 2040. The budget years were 2015 and 2025, and not 2030 as listed in the recent table provided. Is there a new 2030 budget? If not, I suggest that we use the previous analysis years (with the addition of 2050) for this new analysis.

Thanks,
Nino

Nino Brunello, P.E.*Transportation Engineer*

ODOT Office of Statewide Planning & Research

1980 W. Broad Street, Mail Stop 3280, Columbus, Ohio 43223

C: 614-214-6438

(W:614.752.5742, but currently not responding due to working from home)

transportation.ohio.gov**From:** Jordan.Whisler@dot.ohio.gov <Jordan.Whisler@dot.ohio.gov>**Sent:** Thursday, January 14, 2021 5:17 PM**To:** Maietta, Anthony <maietta.anthony@epa.gov>; paul.braun@epa.ohio.gov; mark.kane@dot.gov; frank.burkett@dot.gov; Andy.Johns@dot.gov**Cc:** Dan K. Slicker <dkslicker@starkcountyohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>; Nino.Brunello@dot.ohio.gov**Subject:** SCATS: 2050 Regional Transportation Plan AQ Interagency Consultation

All,

The Stark County Area Transportation Study (SCATS), the MPO for the Canton, Ohio urbanized area is completing its four year Transportation Plan update.

Attached is the proposed approach and schedule for demonstrating Transportation Plan conformity to the 1997 Ozone and 1997/2006 PM_{2.5} standards.

Please review this document and respond with comments or concurrence by Friday January 29th, 2021.

Thank you,

Jordan Whisler, AICP*Statewide Planning Manager*

ODOT Office of Statewide Planning & Research

1980 W. Broad St., Columbus, Ohio 43223

614.644.8181

transportation.ohio.gov**From:** Burkett, Frank (FHWA) <Frank.Burkett@dot.gov>**Sent:** Friday, January 15, 2021 6:41 AM**To:** Jordan.Whisler@dot.ohio.gov; Maietta, Anthony <maietta.anthony@epa.gov>; paul.braun@epa.ohio.gov; Kane, Mark (FTA) <Mark.Kane@dot.gov>; Johns, Andy (FHWA) <Andy.Johns@dot.gov>**Cc:** Dan K. Slicker <dkslicker@starkcountyohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>; Nino.Brunello@dot.ohio.gov**Subject:** RE: SCATS: 2050 Regional Transportation Plan AQ Interagency Consultation

Jordan,

The Ohio Division concurs with the approach described in the attachment to your email.

Frank

Frank Burkett, Senior Planning Specialist

Federal Highway Administration - Ohio Division
200 N. High St. - Rm 328
Columbus, OH 43215
614-280-6838

From: Kane, Mark (FTA) <Mark.Kane@dot.gov>
Sent: Friday, January 15, 2021 8:57 AM
To: Burkett, Frank (FHWA) <Frank.Burkett@dot.gov>; Jordan.Whisler@dot.ohio.gov; Maietta, Anthony <maietta.anthony@epa.gov>; paul.braun@epa.ohio.gov; Johns, Andy (FHWA) <Andy.Johns@dot.gov>
Cc: Dan K. Slicker <dkslicker@starkcountyohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>; Nino.Brunello@dot.ohio.gov
Subject: RE: SCATS: 2050 Regional Transportation Plan AQ Interagency Consultation

FTA Region V also concurs.

Mark Kane
Community Planner
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago, IL 60606
312.353.1552

From: Jordan.Whisler@dot.ohio.gov <Jordan.Whisler@dot.ohio.gov>
Sent: Tuesday, January 26, 2021 12:25 PM
To: Kane, Mark (FTA) <Mark.Kane@dot.gov>; frank.burkett@dot.gov; Maietta, Anthony <maietta.anthony@epa.gov>; paul.braun@epa.ohio.gov; Johns, Andy (FHWA) <Andy.Johns@dot.gov>
Cc: Dan K. Slicker <dkslicker@starkcountyohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>; Nino.Brunello@dot.ohio.gov
Subject: RE: SCATS: 2050 Regional Transportation Plan AQ Interagency Consultation

All,

Just a reminder that we are hoping to receive comments or concurrence by the end of the week (1.29.2021).

Thank you,
Jordan

From: Maietta, Anthony <maietta.anthony@epa.gov>
Sent: Tuesday, January 26, 2021 12:27 PM
To: Jordan.Whisler@dot.ohio.gov; Kane, Mark (FTA) <Mark.Kane@dot.gov>; frank.burkett@dot.gov; paul.braun@epa.ohio.gov; Johns, Andy (FHWA) <Andy.Johns@dot.gov>
Cc: Dan K. Slicker <dkslicker@starkcountyohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>; Nino.Brunello@dot.ohio.gov
Subject: RE: SCATS: 2050 Regional Transportation Plan AQ Interagency Consultation

Jordan my apologies I didn't actually send the email I mean to,

EPA concurs with the clarified approach as well.

-Tony

Anthony Maietta
EPA Region 5
(312) 353-8777
maietta.anthony@epa.gov

From: Nino.Brunello@dot.ohio.gov <Nino.Brunello@dot.ohio.gov>
Sent: Wednesday, March 10, 2021 11:14 AM
To: Maietta, Anthony <maietta.anthony@epa.gov>; Jordan.Whisler@dot.ohio.gov; Kane, Mark (FTA) <Mark.Kane@dot.gov>; frank.burkett@dot.gov; paul.braun@epa.ohio.gov; andy.johns@dot.gov
Cc: Dan K. Slicker <dkslicker@starkcountyohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>
Subject: RE: SCATS: 2050 Regional Transportation Plan AQ Interagency Consultation

All,

After creating the MOVES2014a emission rate files that were needed for the updated analysis years (since the last conformity analysis), I decided to create files for all years using MOVES3. My initial tests produced emission totals that were comparable to last time. If the group agrees, I propose that we use the newer MOVES3 model.

If the final results end up looking out of line, I can always go back to using MOVES2014a until I can make sure I am running MOVES3 correctly.

Thanks,
Nino

Nino Brunello, P.E.

Transportation Engineer

ODOT Office of Statewide Planning & Research
1980 W. Broad Street, Mail Stop 3280, Columbus, Ohio 43223
C: 614-214-6438
(W:614.752.5742, but currently not responding due to working from home)
transportation.ohio.gov

From: Dan K. Slicker
Sent: Wednesday, March 10, 2021 11:18 AM
To: 'Nino.Brunello@dot.ohio.gov' <Nino.Brunello@dot.ohio.gov>; 'Jordan.Whisler@dot.ohio.gov' <Jordan.Whisler@dot.ohio.gov>
Subject: RE: SCATS: 2050 Regional Transportation Plan AQ Interagency Consultation

That sounds like a good idea to me.

Dan Slicker
Senior Transportation
Engineer
t:330-451-7346
f:330-451-7990

From: Maietta, Anthony <maietta.anthony@epa.gov>
Sent: Wednesday, March 10, 2021 11:28 AM
To: Nino.Brunello@dot.ohio.gov; Jordan.Whisler@dot.ohio.gov; Kane, Mark (FTA)

<Mark.Kane@dot.gov>; frank.burkett@dot.gov; paul.braun@epa.ohio.gov; andy.johns@dot.gov
Cc: Dan K. Slicker <dkslicker@starkcountyohio.gov>; Jeff G. Dotson
<JGDotson@starkcountyohio.gov>
Subject: RE: SCATS: 2050 Regional Transportation Plan AQ Interagency Consultation

Hey Nino,

If you think there won't be headaches running the newer model, EPA is good with you using MOVES3.

-Tony

Anthony Maietta
EPA Region 5
(312) 353-8777
maietta.anthony@epa.gov

From: Burkett, Frank (FHWA) <Frank.Burkett@dot.gov>
Sent: Wednesday, March 10, 2021 11:31 AM
To: Maietta, Anthony <maietta.anthony@epa.gov>; Nino.Brunello@dot.ohio.gov;
Jordan.Whisler@dot.ohio.gov; Kane, Mark (FTA) <Mark.Kane@dot.gov>; paul.braun@epa.ohio.gov;
Johns, Andy (FHWA) <Andy.Johns@dot.gov>
Cc: Dan K. Slicker <dkslicker@starkcountyohio.gov>; Jeff G. Dotson
<JGDotson@starkcountyohio.gov>
Subject: RE: SCATS: 2050 Regional Transportation Plan AQ Interagency Consultation

FHWA supports this approach.

Frank Burkett, Senior Planning Specialist
Federal Highway Administration - Ohio Division
200 N. High St. - Rm 328
Columbus, OH 43215
614-280-6838

From: paul.braun@epa.ohio.gov <paul.braun@epa.ohio.gov>
Sent: Wednesday, March 10, 2021 11:32 AM
To: frank.burkett@dot.gov; Maietta, Anthony <maietta.anthony@epa.gov>;
Nino.Brunello@dot.ohio.gov; Jordan.Whisler@dot.ohio.gov; Kane, Mark (FTA)
<Mark.Kane@dot.gov>; andy.johns@dot.gov
Cc: Dan K. Slicker <dkslicker@starkcountyohio.gov>; Jeff G. Dotson
<JGDotson@starkcountyohio.gov>
Subject: RE: SCATS: 2050 Regional Transportation Plan AQ Interagency Consultation

Ohio EPA supports this approach.

From: Kane, Mark (FTA) <Mark.Kane@dot.gov>
Sent: Wednesday, March 10, 2021 11:48 AM
To: paul.braun@epa.ohio.gov; Burkett, Frank (FHWA) <Frank.Burkett@dot.gov>; Maietta, Anthony
<maietta.anthony@epa.gov>; Nino.Brunello@dot.ohio.gov; Jordan.Whisler@dot.ohio.gov; Johns, Andy
(FHWA) <Andy.Johns@dot.gov>

Cc: Dan K. Slicker <dkslicker@starkcountyohio.gov>; Jeff G. Dotson
<JGDotson@starkcountyohio.gov>

Subject: RE: SCATS: 2050 Regional Transportation Plan AQ Interagency Consultation

As does FTA Region V.

Mark Kane
Community Planner
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago, IL 60606
312.353.1552

Appendix B: Financial Resources Forecast

Introduction

This document was created as a planning tool to assist in estimating the availability of funding for future transportation projects in Stark County and to demonstrate compliance with Federal Highway Administration requirements for financial resources forecasting. This report will be used with the Stark County Area Transportation Study's *Moving Ahead to 2050 Transportation Plan* to demonstrate that the Plan is fiscally constrained in year of expenditure dollars.

Federal Legislation

The history of federal legislation that funds highway projects illustrates the advances made in the planning process required to effectively utilize those funds. Each Federal authorization and reauthorization bill has included expanded requirements for planning how those dollars are spent. As competition for funding grows and costs escalate, it becomes increasingly imperative to effectively utilize these funds. Major funding acts history and requirements include:

- **The *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*.** This legislation changed federal transportation philosophy from one of stressing construction of new roadways by including an emphasis on an increased use of mass transit, making existing roadways more efficient, mitigating congestion, mandating more planning at the state and metropolitan level, and encouraging alternative forms of transportation such as pedestrian and bicycle facilities. ISTEA provided flexibility to state and local officials in choosing among highway, transit, and other transportation alternatives and expanded the types of projects and activities that were eligible for funding, created new highway funding classifications, and changed funding participation rates. ISTEA also required a financially constrained plan.
- The ***Transportation Equity Act for the 21st Century (TEA-21)***, enacted June 9, 1998, continued trends established by ISTEA and, with technical corrections included in the TEA-21 Restoration Act enacted July 22, 1998, added additional requirements to strengthen planning efforts. Tea-21 required the development of a financial plan to identify funding sources and to demonstrate the ability for projects identified in the plan to be completed.
- The ***Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)*** was signed into law on August 10, 2005 and included a number of changes including emphasizing planning requirements for environmental consultations, congestion and safety planning, among others. The most relevant change regarding fiscal planning and forecasting were the requirements to account for inflation and ensure that the plan is fiscally constrained by showing projects costs and income in “year of expenditure dollars”.

- ***Moving Ahead for Progress in the 21st Century*** (MAP-21), signed into law on July 6, 2012, MAP-21 provided funding for transportation improvements until September 30, 2014. MAP 21 reauthorized the Federal -aid highway program at levels equal to current funding levels plus inflation over two fiscal years, eliminated earmarks and consolidates the number of core federal programs to four – National Highway Performance Program, Transportation Mobility Program (similar to current Surface Transportation Program), Highway Safety Improvement Program (HSIP) and Congestion Mitigation and Air Quality Program (CMAQ).
- ***Fixing America’s Surface Transportation Act*** (FAST), was signed into law on December 4, 2015 and authorized \$305 billion beginning fiscal year 2016, through fiscal year 2020, for funding transportation improvements. The FAST Act retained the previous funding structure (with the former STP becoming the Surface Transportation Block Grant and TA becoming a set-aside of STBG). For the first time a dedicated source of funds for freight projects was added as part of the Act. There remains the impetus to continue efforts to streamline the delivery of projects as well as the adoption of performance measures.
- ***A Continuing Resolution*** was passed by the 116th Congress (2nd Session) in Sept. 2020. The one year FAST Act extension provides: an Obligation limitation through December 11, estimated to be \$9.1 billion for the Federal-aid Highway Program, an extension of FAST Act funding and provisions from FY 2020 to all of FY 2021, including contract authority formula apportionments to states; a \$10.4 billion general fund transfer to the HTF’s Highway Account and a \$3.2 billion transfer to the Mass Transit Account; a \$14 billion general fund transfer to the Airport and Airway Trust Fund, making up for the aviation excise tax holiday included in the \$2 trillion CARES Act passed in March; a suspension of the Rostenkowski fiscal solvency test for the Mass Transit Account for FY 2021; increased the “multimodal cap” within the U.S. Department of Transportation’s Infrastructure for Rebuilding America or INFRA discretionary grant program from \$500 million to \$600 million; and extended the Better Utilizing Investments to Leverage Development or BUILD grant program obligation deadlines through September 30, 2021.
- ***Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA)*** Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), division M, Public Law (Pub. L. No. 116-260), enacted on December 27, 2020, appropriated an additional \$10,000,000,000 for Highway Infrastructure Programs (HIP). The funds are apportioned as other FHWA programs to areas with 200,000 population, with the Federal share, at the option of the State, up to 100% (although HIP-CRRSAA funds may not be used as the non-Federal match for other Federal programs).

Forecast Methodology and Assumptions

The Financial Resources Forecast projects available resources that will fund transportation improvements in the SCATS area through fiscal year 2050. Accurate financial forecasting requires the analysis of historic trends and assumptions regarding future events. The following assumptions will be applied to this forecast:

- Forecast revenues are based on projected historical data and inflationary rates estimated by the ODOT Office of Contract Sales & Estimating;
- Federal funding through the Highway Trust Fund will remain viable and will continue over the forecast period;
- ODOT will continue to allocate funds with the same methodology used in the past;
- Local funding to meet match requirements will continue to be made available.

Federal Formula Funding Categories

National Highway System (NHS)

The NHS is made up of approximately 160,000 miles of the most significant roads in the nation. This includes the existing interstate system (Eisenhower Interstate System), principal arterials in urban and rural areas that provide intermodal connections, the Strategic Highway Network (STRAHNET) and its major connectors, and other major intermodal connectors and connections between these systems. Funding participation rates for NHS projects are 80% federal and 20% state and/or local. Some safety improvements qualify for 100% funding.

Interstate Maintenance (IM)

The Interstate System retains a separate identity within the NHS and consists of routes with the "Interstate" designation. To ensure continued maintenance and improvement of this system, Congress first established the IM program under ISTEA. The US Department of Transportation (USDOT) distributes funds to states based on lane-miles open to traffic, vehicle-miles traveled, and contributions to the Highway Account of the Highway Trust Fund attributed to commercial vehicles. The funding participation rate for IM projects is 90% federal. Some safety improvements qualify for 100% funding.

Surface Transportation Block Grant Program (STBG)

Highways eligible for STBG funding include highways having a federal functional classification of collector or higher in urbanized areas and major collector or higher in rural areas. STBG funds may also be used for other modal projects such as capital transit projects, commuter rail, bus terminals and facilities, carpool projects, traffic monitoring, regional planning, advanced truck stop electrification systems, improvements to high congestion/accident rate intersections on the federal-aid highway system, bicycle and pedestrian facilities and some environmental restoration and pollution abatement.

ODOT retains a portion of the remaining STBG funds and sub allocates the balance to the MPOs and the County Engineers (through the County Engineers Association of Ohio).

Funding participation rates for STBG projects are 80% federal and 20% state and/or local (high occupancy lanes can qualify for up to 90% federal). Some safety improvements qualify for 100% funding.

Transportation Alternatives Set-Aside (TA)

Transportation Alternatives set-aside (TA) program represent a funding source created in MAP-21 and it replaces the former Transportation Enhancements program. TA funding consolidates the 12 programs funded through the Transportation Enhancements into 6 programs to fund non-vehicular transportation projects. TA funds are available at a ratio of 80% federal and 20% local.

Highway Bridge Program (BR)

Under this program, bridges over twenty feet in length on public roads are eligible to receive funding for replacement, rehabilitation, or systematic preventive maintenance. USDOT distributes these funds to states partially based on deck area and requires that 15% of the funds be used on off-system routes. Ohio distributes BR funds through the following programs: City Bridge, Local Major Bridge, County Bridge, State Bridge and Major High Cost Bridge programs. The funding participation rate for projects using BR funding is 80% federal and 20% state and/or local except for bridges on the Interstate System which have a 90% federal share.

Congestion Mitigation/Air Quality (CMAQ)

CMAQ funding was a new funding category established by ISTEA and is intended to lessen congestion and air pollution. Both highway and transit projects and programs are eligible for CMAQ funds if they meet specific criteria and have documented emission reductions associated with them. The funding participation rates for CMAQ projects are 80% federal and 20% local except for projects on the Interstate System which have a 90% federal share. Certain other activities, including carpool/vanpool projects, priority control systems for emergency vehicles and transit vehicles and traffic control signalization receive a Federal share of 100 percent. The CMAQ program in Ohio, for MPO's with populations over 200,000 transitioned from distributions based on population to a hybrid competitive program under the Ohio Statewide Urban Congestion Mitigation and Air Quality (CMAQ) Program. The program is managed by the Ohio Association of Regional Councils (OARC) Executive Directors Ohio Statewide Urban CMAQ Committee (OSUCC). Although initially strictly a competitive program, it evolved into a hybrid "fair share", where awards are based on population, and receiving higher amounts for large projects will result in some years with no funding.

Highway Safety Improvement Program (HSIP)

This is a category implemented by SAFETEA-LU that replaced the previous Hazard Elimination and Safety Program that was funded through a set-aside percentage of STBG monies. Funds for this program are distributed based on lane miles of Federal-aid highways, vehicle miles traveled on Federal-aid highways and number of fatalities on the Federal-aid system.

The funding participation rates for HSIP projects are 90% federal except for certain safety improvements listed in 23 USC 120(C) which are eligible for 100%.

FTA Section 5307 and 5340 Urbanized Area Formula Program

FTA section 5307 funds are available to urbanized areas for transit capital and operating assistance based on urbanized area population. 5340 is an additional apportionment added with SAFETEA-LU. Eligible applications include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities. The funding rate for 5307 funds is 80%.

FTA Section 5309 Bus and Bus Facilities Program

FTA section 5309 funds can be used for capital projects including the purchase of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, transportation centers, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities, and miscellaneous equipment. The funding rate for 5309 funds is 80%.

FTA Section 5310 Specialized Transportation Program

This program is jointly managed in Stark County by the Stark County Area Transportation Study and the Stark Area Regional Transit Authority (SARTA). Grants are available for the purchase of vehicles, mobility management services, or other transportation related equipment to support transportation services for the elderly and people with disabilities where existing transportation is unavailable, inappropriate, or insufficient as well as for operating costs for programs. A minimum of 55% of the annual appropriation must be expended on equipment. Up to 45% of the annual appropriate can be expended on operating costs. The funding rate for capital projects is 80%, while operating is 50%.

Additional Federal Funding Categories

Discretionary and other Funding

A number of competitive grant programs and additional funding opportunities can occur on an irregularly basis, especially with transit funding. Various programs for funding alternate fuels and capital projects include: Low or No Emission Vehicle Program - 5339c by FTA; Diesel Emissions Reduction Grant (DERG) by Ohio EPA; Volkswagen Mitigation Grants by Ohio EPA; Capital Investment Grants Program for New Starts, Small Starts and Core Capacity Improvements; and a number of others, including various economic stimulus funding programs.

This makes it particularly difficult for estimating Transit spending since a high proportion of their capital projects are funded through grants. These types of awards frequently result in the need to amend the Stark County Transportation Improvement Program (TIP) as well as the state TIP (STIP).

Additional Funding Categories

ODOT TRAC: The Transportation Review Advisory Council (TRAC) was established by the Ohio General Assembly in 1997, and charged with developing and overseeing a project selection process for major new transportation capacity projects (ORC 5512.02), or projects in what is now known as the “Major New Capacity program.” These are projects costing more than \$12 million which add transportation capacity, and are critical to the mobility, economic development, and quality of life of the citizens of Ohio.

Projects receiving TRAC funding in Stark County in the past 10 years include the US30 Trump to SR44 project and the Mahoning Road Transit Corridor.

ODOT State Infrastructure Bank: The Ohio Department of Transportation maintains a direct loan and bond financing program, authorized under the Ohio Revised Code, Chapter 5531, for the purpose of developing transportation facilities throughout Ohio. The State Infrastructure Bank (SIB) is used as a method of funding highway, rail, transit, intermodal, and other transportation facilities and projects which produce revenue to amortize debt while contributing to the connectivity of Ohio's transportation system and further the goals such as corridor completion, economic development, competitiveness in a global economy, and quality of life.

The Shuffel Interchange project was funded by a SIB loan to SCATS which was repaid over a 10-year period with a portion of SCATS STBG funds.

Revenue Sources for Transportation Improvements

Federal Funds for various transportation programs are derived mostly from the levied federal fuel tax of 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel fuel, which was set on October 1, 1993.

State Funds for highway programs are also primarily derived from fuel taxes and license and registration fees. Ohio increased the state fuel tax for gasoline in 2019 to 38.5 cents per gallon. The funds, divided by percentages set by the legislature, are used by ODOT for debt service, operating and capital expenditures and in varying amounts to counties, townships, municipalities and the Ohio Public Works Commission (OPWC). Local government agencies and OPWC utilize the funds for improvements to the transportation system at the local level both as match for federal funds and as the primary funding source. The Ohio diesel fuel tax was also increased in 2019 to 47 cents per gallon, as well an increase in registration fees for electric vehicles to \$200 and hybrid vehicles to \$100.

Local Funds are needed not only for use as matching funds for various programs but also to maintain roads not on the Federal aid network, which is composed of the Interstate Highway System, primary highways and secondary local roads. In addition to the fuel, registration, and licensing fees distributed to local government by the state, they have the ability to add permissive

amounts on registration fees and can enact local property taxes. Municipalities can also utilize funds from income taxes.

Public transportation in Ohio relies primarily on sales taxes, in addition to passenger fares. SARTA's locally approved transit dedicated 0.25% county sales tax was passed for a 10-year term in 2016. In 2019, according to the latest Comprehensive Annual Financial Report available from SARTA, the sales tax brought in slightly more than \$15 million annually.

Forecasting Future Revenue and Costs

Long term forecasting for revenue and costs, while becoming increasingly sophisticated, still cannot foresee crises, the adoption rate of technological advances, social changes or any number of additional factors affecting our lives and costs. Who could foresee the effects of fracking, a pandemic, various economic crashes, the Arab Spring, global warming carbon sequestration plans, the planned manufacturing shift to electric vehicles?

As drastic as some of these events and changes have been, over the long term, trends even out, adjustments are made in taxes and fees, sources of funds are identified, demand and needs change, high priority projects proceed as needed.

A number of methodologies are used in forecasting. On the cost side, especially for types of pavement, bridges, etc. the Bid Analysis & Review Team, Office of Estimating at ODOT, track a number of factors such as: state, national and international economic trends; labor trends, contractor and supplier margins; competition in bidding; oil, diesel and natural gas costs; and costs for steel asphalt binder, concrete, aggregate, among others. Their most recent report was released February 1, 2021 and provides estimates for inflation rates for calendar years 2021 through 2025, 2026-30, and beyond 2030. Also released on that date was a business plan calculator for estimating project costs in a manner that meets FAST Act requirements (year of dollar expenditure and based on the midpoint of construction). This calculator is operable for projects with a midpoint extending through 2046.

Estimating revenues over the long term vary a great deal between plans and MPO's. A number of calculations are based on analyzing past trends, calculating "fair" shares based on population and lane mile estimates, etc. SCATS, in its previous plan, examined 10-year trends, determined a modest growth rate and applied that to the plan years. In this 2050 plan we are using the latest TIP estimates as a base. Federal and State funds are averaged for the four years of the program to create a base year figure, the base year for OPWC/LTIP funds is based on the actual 2021 program year funding, base year income from fuel taxes is based on the Ohio Department of Transportation-Estimate of Local Gas Tax Revenues (State FY 2021) calculator, and the base year for license and registration is based on 2020 funds with a 5% growth rate applied.

There are challenges in any methodology chosen for estimating funding. SCATS previous plans based fuel vehicle tax income only on that provided to the county, not accounting for municipal (and township) funds. The current TIP used to calculate base figures in this plan incorporates a large CMAQ to STBG transfer. This plan also does not estimate earmarks, discretionary

programs, economic stimulus efforts or other programs that often result in funding multi-million dollar projects or repairing an abandoned mine collapse under a roadway.

Table 1 shows a history of federal, state and local funds applied to highway projects in the SCATS area. Targeted one time spending such as earmarks and state and federal stimulus funding are excluded from the table. **Table 1a** shows the calculations for the *SCATS 2021-24 Transportation Improvement Program* which was used to estimate the base amount for the 2050 transportation plan. **Table 2** displays a history of spending by SARTA over a ten year period.

Appendix B, Table-1- Historic Highway Spending History

Table 1 - Historical Highway Spending						
Year	Federal	State of Ohio		Local		
	(Excluding Earmarks, etc.)	ODOT	OPWC (Fuel Tax & Bonds)*	License & Permissive Fees	Fuel Tax	Total License Fees and Local Fuel Tax
2003	\$27,957,800	\$1,733,200				
2004	\$46,456,360	\$2,817,840				
2005	\$49,986,314	\$691,000	\$7,754,000			
2006	\$46,064,200	\$2,007,400	\$6,470,000			
2007	\$20,604,200	\$3,932,400	\$6,261,000			
2008	\$20,747,100	\$4,548,000	\$7,457,000	\$11,119,169	\$2,415,819	\$13,534,988
2009	\$20,156,900	\$4,162,800	\$6,269,000	\$11,165,696	\$2,331,703	\$13,497,399
2010	\$7,108,300	\$565,000	\$6,746,000	\$11,333,653	\$2,366,745	\$13,700,398
2011	\$8,103,400	\$348,000	\$6,951,000	\$11,256,733	\$2,310,207	\$13,566,940
2012	\$15,806,400	\$2,685,000	\$5,236,200	\$11,442,606	\$2,290,682	\$13,733,288
2013	\$28,840,507	\$7,210,127	\$6,852,000	\$12,082,203	\$2,343,172	\$14,425,375
2014	\$10,510,733	\$2,627,683	\$6,951,000	\$11,431,306	\$2,334,894	\$13,766,200
2015	\$12,053,260	\$3,013,315	\$7,907,000	\$11,727,879	\$2,356,713	\$14,084,592
2016	\$43,964,981	\$11,498,190	\$8,157,000	\$18,667,610	\$2,338,616	\$14,420,819
2017	\$47,921,428	\$16,270,526	\$8,221,000	\$18,176,267	\$10,268,906	\$28,445,173
2018	\$43,025,822	\$8,641,168	\$8,824,000	\$18,489,426	\$10,538,506	\$29,027,932
2019	\$15,693,747	\$4,579,087	\$8,434,000	\$18,690,026	\$13,021,250	\$31,711,276
2020	\$31,831,637	\$32,277,505	\$8,285,000	\$18,166,689	\$16,332,380	\$34,449,069
Average	\$23,520,324	\$7,571,262	\$7,406,938	\$14,134,716	\$5,480,738	\$19,615,297

NOTES: The average calculation is based on the years 2008 through 2020; OPWC year 2008 and 2009 stimulus funds are excluded from the average calculation; fuel tax amounts from 2003 to 2016 reflect funds distributed to the county only, excluding municipal and township distributions.

Appendix B, Table-1a- SCATS 2021-24 Transportation Improvement Program Spending

Draft Summary of Highway STIP Estimates for SCATS Region in 2021 - 2024

SCATS	2021	2022	2023	2024	Total
SC04	Estimate	Estimate	Estimate	Estimate	Estimate
Federal Funds by Program					
Garvee Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -
Discretionary / Earmark	\$ -	\$ -	\$ -	\$ -	\$ -
Emergency	\$ -	\$ -	\$ -	\$ -	\$ -
FLAP	\$ -	\$ -	\$ -	\$ -	\$ -
Garvee / SIB	\$ -	\$ -	\$ -	\$ -	\$ -
Local Programs	\$ -	\$ 2,217,600	\$ 3,863,945	\$ 3,228,000	\$ 9,309,545
Major Programs	\$ -	\$ 600,000	\$ -	\$ -	\$ 600,000
MPO STBG	\$ 6,123,947	\$ 15,063,190	\$ 6,265,600	\$ 4,720,000	\$ 32,172,737
MPO CMAQ	\$ 1,232,170	\$ 600,000	\$ 2,400,000	\$ -	\$ 4,232,170
MPO TA	\$ 30,914	\$ 960,974	\$ 600,000	\$ 416,000	\$ 2,007,888
National Highway Freight	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 1,361,250	\$ -	\$ -	\$ -	\$ 1,361,250
Preservation	\$ 5,142,560	\$ 23,073,920	\$ 13,205,500	\$ 10,691,200	\$ 52,113,180
Rail	\$ -	\$ -	\$ -	\$ -	\$ -
Rec Trails	\$ -	\$ -	\$ -	\$ -	\$ -
Safety	\$ 5,102,514	\$ 1,260,000	\$ 1,899,900	\$ 693,000	\$ 8,955,414
Total Federal	\$ 18,993,355	\$ 43,775,684	\$ 28,234,945	\$ 19,748,200	\$ 110,752,184
Other Funds					
State	\$ 9,822,890	\$ 12,642,600	\$ 5,704,500	\$ 4,822,800	\$ 32,992,790
Local	\$ 4,319,620	\$ 2,632,886	\$ 3,777,655	\$ 2,168,000	\$ 12,898,161
Labor	\$ 1,839,603	\$ 3,105,170	\$ 893,500	\$ 867,000	\$ 6,705,274
Total Other	\$ 15,982,114	\$ 18,380,656	\$ 10,375,655	\$ 7,857,800	\$ 52,596,225
Total	\$ 34,975,469	\$ 62,156,340	\$ 38,610,600	\$ 27,606,000	\$ 163,348,409

Note: Estimates include all projects that have a portion of work within the SCATS region.

Appendix B, Table-2- Transit (SARTA) Spending History

SARTA Spending (2002 - 20011)		
Year	Federal	Local
2002	\$6,913,000	13,891,000
2003	\$9,718,000	13,847,000
2004	\$4,414,000	12,583,000
2005	\$3,942,000	14,151,000
2006	\$3,804,000	13,759,000
2007	\$4,748,000	13,273,000
2008	\$4,815,000	13,035,000
2009	\$3,444,000	13,268,000
2010	\$4,781,000	12,724,000
2011	\$967,000	11,745,000
Average	\$4,754,600	13,227,600

The SCATS 2050 Long Range Plan future highway and transit revenues can be determined by projecting the average historical federal, state and local information identified in Tables 1, 1a and 2. In each instance, an average historical spending amount has been established. This average amount provides a base for projecting expected spending into the future using an appropriate estimated growth rate.

Determining the growth rate for transportation funding over the 30 year planning period of the Long Range Plan requires researching possible effects on growth and the application of a rate that is most appropriate. For this analysis, two growth rates were applied as determined appropriate. For federal, ODOT, and SARTA transit funding, (the last of which includes both federal and local funds) the Consumer Price Index was applied. In the near term from 2013 to 2015 this rate varies from 1.9 to 2.0 percent and over the remaining of the planning period the rate is estimated to be 2.1%. For state and local highway funding sources a more moderate rate of 0.5% was applied because the sources do not provide the expectation for growth over time. **Table 3** displays estimated projected highway funding and **Table 4** shows projected operating Transit funding over the long range planning time frame and **Table 5** shows recent capital activity.

Summary and Conclusion

Planning for transportation improvements over a 30 year horizon requires assumptions as to the continued availability and amount of funding as well as the identification of the needs beyond the short term. This analysis estimates the funding that will be available to meet the transportation needs for the planning period extending through fiscal year 2050. To do so, assumptions were made for available funding over the planning period. The results of this projection will be applied to the transportation needs over the same period to produce a fiscally constrained list of improvements in the SCATS planning area through the year 2050.

Appendix B, Table-3- Highway Funding Projections

SCATS 2050 Highway Funding Projections									
Year	Federal	Growth Rate	State of Ohio			Local		Row Totals	
			ODOT	Growth Rate	OPWC/LTIP	Growth Rate	Fuel Tax & License Fees		Growth Rate
2021	\$27,688,046		\$8,248,198		\$9,455,328		\$35,529,352		
2022	\$28,269,495	2.1%	\$8,421,410	2.1%	\$9,502,605	0.5%	\$35,706,999	0.5%	
2023	\$28,863,154	2.1%	\$8,598,259	2.1%	\$9,550,118	0.5%	\$35,885,534	0.5%	
2024	\$29,469,281	2.1%	\$8,778,823	2.1%	\$9,597,868	0.5%	\$36,064,962	0.5%	
2025	\$30,088,135	2.1%	\$8,963,178	2.1%	\$9,645,858	0.5%	\$36,245,287	0.5%	
2021-25	\$144,378,111		\$43,009,867		\$47,751,776		\$179,432,134		\$414,571,889
2026	\$30,719,986	2.1%	\$9,151,405	2.1%	\$9,694,087	0.5%	\$36,426,513	0.5%	
2027	\$31,365,106	2.1%	\$9,343,584	2.1%	\$9,742,557	0.5%	\$36,608,646	0.5%	
2028	\$32,023,773	2.1%	\$9,539,799	2.1%	\$9,791,270	0.5%	\$36,791,689	0.5%	
2029	\$32,696,273	2.1%	\$9,740,135	2.1%	\$9,840,226	0.5%	\$36,975,647	0.5%	
2030	\$33,382,894	2.1%	\$9,944,678	2.1%	\$9,889,428	0.5%	\$37,160,526	0.5%	
2026-30	\$160,188,032		\$47,719,602		\$48,957,568		\$183,963,021		\$440,828,223
2031	\$34,083,935	2.1%	\$10,153,516	2.1%	\$9,938,875	0.5%	\$37,346,328	0.5%	
2032	\$34,799,698	2.1%	\$10,366,740	2.1%	\$9,988,569	0.5%	\$37,533,060	0.5%	
2033	\$35,530,491	2.1%	\$10,584,442	2.1%	\$10,038,512	0.5%	\$37,720,725	0.5%	
2034	\$36,276,632	2.1%	\$10,806,715	2.1%	\$10,088,705	0.5%	\$37,909,329	0.5%	
2305	\$37,038,441	2.1%	\$11,033,656	2.1%	\$10,139,148	0.5%	\$38,098,875	0.5%	
2036	\$37,816,248	2.1%	\$11,265,363	2.1%	\$10,189,844	0.5%	\$38,289,370	0.5%	
2037	\$38,610,389	2.1%	\$11,501,935	2.1%	\$10,240,793	0.5%	\$38,480,817	0.5%	
2038	\$39,421,208	2.1%	\$11,743,476	2.1%	\$10,291,997	0.5%	\$38,673,221	0.5%	
2039	\$40,249,053	2.1%	\$11,990,089	2.1%	\$10,343,457	0.5%	\$38,866,587	0.5%	
2040	\$41,094,283	2.1%	\$12,241,881	2.1%	\$10,395,174	0.5%	\$39,060,920	0.5%	
2031-40	\$374,920,377		\$111,687,814		\$101,655,073		\$381,979,231		\$970,242,495
2041	\$41,957,263	2.1%	\$12,498,960	2.1%	\$10,447,150	0.5%	\$39,256,224	0.5%	
2042	\$42,838,365	2.1%	\$12,761,439	2.1%	\$10,499,386	0.5%	\$39,452,505	0.5%	
2043	\$43,737,971	2.1%	\$13,029,429	2.1%	\$10,551,883	0.5%	\$39,649,768	0.5%	
2044	\$44,656,469	2.1%	\$13,303,047	2.1%	\$10,604,642	0.5%	\$39,848,017	0.5%	
2045	\$45,594,254	2.1%	\$13,582,411	2.1%	\$10,657,665	0.5%	\$40,047,257	0.5%	
2046	\$46,551,734	2.1%	\$13,867,641	2.1%	\$10,710,954	0.5%	\$40,247,493	0.5%	
2047	\$47,529,320	2.1%	\$14,158,862	2.1%	\$10,764,508	0.5%	\$40,448,731	0.5%	
2048	\$48,527,436	2.1%	\$14,456,198	2.1%	\$10,818,331	0.5%	\$40,650,974	0.5%	
2049	\$49,546,512	2.1%	\$14,759,778	2.1%	\$10,872,423	0.5%	\$40,854,229	0.5%	
2050	\$50,586,989	2.1%	\$15,069,733	2.1%	\$10,926,785	0.5%	\$41,058,500	0.5%	
2041-50	\$461,526,313		\$137,487,498		\$106,853,727		\$401,513,699		\$1,107,381,238
Column Totals	\$1,141,012,834		\$339,904,781		\$305,218,145		\$1,146,888,085		\$2,933,023,845

SARTA Funding

The following tables extrapolate SARTA operating and capital funds in a similar manner as was estimated for highway funds. Recent fiscal reports and capital programs were used to average out funding for recent years and then applied differing rates of growth as with SCATS estimates.

However, a number of conditions differ between highway and transit funding programs. These result in complications when estimating income and expenditures for any given year.

Major differences include:

- SARTA's primary source of funding is the 0.25% Stark County sales tax that was passed in 2016 for a 10-year period. This tax yields approximately \$15 million annually, providing funds to ensure operating costs are met. While generally stable, a recession can negatively impact SARTA's budget;
- FTA programmatic grants assist SARTA in meeting bus replacement needs but do not provide enough funds to meet all SARTA's capital projects (and bus replacements) or operating needs;
- Discretionary and competitive grants have provided a substantial boost to SARTA in recent years, especially as they have embraced alternative and no and/or low emission vehicles. Thus SARTA will plan for major capital projects and depend upon receiving a discretionary grant. This results in an uncertain time line for projects;
- SARTA's fiscal year is calendar based, SCATS and ODOT is July 1 through June 30th, and the Federal fiscal year is October 1 through September 30. This can result in a certain amount of confusion over which year is being discussed and also creates difficulties due to differing times when fiscal systems shut down for fiscal reporting; and
- Federal Transit Administration grant funds must be obligated within three years of award versus ODOT funds allocated to SCATS, which generally must be obligated with that fiscal year. This means in any given year a SARTA project is utilizing funds obligated from multiple year of grants.

For these reasons it should be recognized that estimating SARTA fiscal resources, especially for capital needs, is based generally on trends and averages and that there can be sudden and dramatic increases and decreases at any time. Awards frequently result in TIP/STIP amendments, even in the month after a new TIP/STIP has been adopted. Thus bus replacement schedules become skewed if some replacements are based on discretionary grants not awarded, projects may be delayed, and bus life extended by additional maintenance, increasing operating costs.

2050 SARTA Capital Expenditures Estimate			
Year	Local Share	Federal Share	Total Projects
2017	\$3,633,071	\$16,725,270	\$20,358,341
2018	\$3,824,990	\$20,883,480	\$24,708,470
2019	\$5,242,456	\$21,392,494	\$26,634,950
2020	\$6,646,496	\$29,441,071	\$36,087,567
2021	\$4,442,642	\$31,390,382	\$35,833,024
TOTAL	\$23,789,655	\$119,832,697	\$143,622,352
5 YR AVE	\$4,757,931	\$23,966,539	\$28,724,470

NOTES: This table was created using SARTA's annual Program of Projects which includes primarily grant funded capital projects

Appendix B, Table-4- Projected Transit Funding

SCATS 2050 SARTA Operating Funding Projections					
	Federal	Growth Rate	SARTA Local Match	Growth Rate	Row Totals
2021	\$4,306,000		\$764,000		\$5,070,000
2022	\$4,396,426	2.1%	\$780,044	2.1%	\$5,176,470
2023	\$4,488,751	2.1%	\$796,425	2.1%	\$5,285,176
2024	\$4,583,015	2.1%	\$813,150	2.1%	\$5,396,165
2025	\$4,679,258	2.1%	\$830,226	2.1%	\$5,509,484
2021-25	\$22,453,450		\$3,983,845		\$26,437,294
2026	\$4,777,522	2.1%	\$847,661	2.1%	\$5,625,183
2027	\$4,877,850	2.1%	\$865,462	2.1%	\$5,743,312
2028	\$4,980,285	2.1%	\$883,636	2.1%	\$5,863,922
2029	\$5,084,871	2.1%	\$902,193	2.1%	\$5,987,064
2030	\$5,191,654	2.1%	\$921,139	2.1%	\$6,112,792
2026-30	\$24,912,183		\$4,420,090		\$29,332,273
2031	\$5,300,678	2.1%	\$940,483	2.1%	\$6,241,161
2032	\$5,411,993	2.1%	\$960,233	2.1%	\$6,372,225
2033	\$5,525,644	2.1%	\$980,398	2.1%	\$6,506,042
2034	\$5,641,683	2.1%	\$1,000,986	2.1%	\$6,642,669
2305	\$5,760,158	2.1%	\$1,022,007	2.1%	\$6,782,165
2036	\$5,881,122	2.1%	\$1,043,469	2.1%	\$6,924,590
2037	\$6,004,625	2.1%	\$1,065,382	2.1%	\$7,070,007
2038	\$6,130,722	2.1%	\$1,087,755	2.1%	\$7,218,477
2039	\$6,259,467	2.1%	\$1,110,598	2.1%	\$7,370,065
2040	\$6,390,916	2.1%	\$1,133,920	2.1%	\$7,524,836
2031-40	\$58,307,009		\$10,345,229		\$68,652,238
2041	\$6,525,125	2.1%	\$1,157,732	2.1%	\$7,682,858
2042	\$6,662,153	2.1%	\$1,182,045	2.1%	\$7,844,198
2043	\$6,802,058	2.1%	\$1,206,868	2.1%	\$8,008,926
2044	\$6,944,902	2.1%	\$1,232,212	2.1%	\$8,177,114
2045	\$7,090,744	2.1%	\$1,258,088	2.1%	\$8,348,833
2046	\$7,239,650	2.1%	\$1,284,508	2.1%	\$8,524,158
2047	\$7,391,683	2.1%	\$1,311,483	2.1%	\$8,703,166
2048	\$7,546,908	2.1%	\$1,339,024	2.1%	\$8,885,932
2049	\$7,705,393	2.1%	\$1,367,144	2.1%	\$9,072,537
2050	\$7,867,206	2.1%	\$1,395,854	2.1%	\$9,263,060
2041-50	\$71,775,824		\$12,734,958		\$84,510,782
Column Totals	\$177,448,465		\$31,484,122		\$208,932,587

Calculations for the table above base year is based on budgeted 2021 expenditures for Preventive Maintenance, ADA Paratransit Service, Security, and Transit Enhancements as seen below

					Total
SARTA Operating Expenses	Federal	\$1,900,000	Local	\$475,000	\$2,375,000
Preventive Maintenance	Federal	\$1,950,000	Local	\$175,000	\$2,125,000
ADA Paratransit Service	Federal	\$380,000	Local	\$95,000	\$475,000
Security	Federal	\$38,000	Local	\$9,500	\$47,500
Transit Enhancements	Federal	\$38,000	Local	\$9,500	\$47,500
		\$4,306,000		\$764,000	\$5,070,000

Appendix B, Table 5 Transit Capital Funding Projections

Year	Federal	Growth Rate	Local	Growth Rate	Total	Inflation Factor
2021	\$5,818,582	2.1%	16,187,665	2.1%	22,006,247	1.22
2022	\$5,940,772	2.1%	16,527,606	2.1%	22,468,378	1.25
2023	\$6,065,528	2.1%	16,874,686	2.1%	22,940,214	1.28
2024	\$6,192,904	2.1%	17,229,054	2.1%	23,421,959	1.30
2025	\$6,322,955	2.1%	17,590,865	2.1%	23,913,820	1.33
2021-25	\$30,340,742		\$84,409,877		\$114,750,619	
2026	\$6,455,737	2.1%	17,960,273	2.1%	24,416,010	1.36
2027	\$6,591,308	2.1%	18,337,438	2.1%	24,928,746	1.39
2028	\$6,729,725	2.1%	18,722,525	2.1%	25,452,250	1.42
2029	\$6,871,050	2.1%	19,115,698	2.1%	25,986,747	1.45
2030	\$7,015,342	2.1%	19,517,127	2.1%	26,532,469	1.48
2026-30	\$33,663,162		\$93,653,061		\$127,316,223	
2031	\$7,162,664	2.1%	19,926,987	2.1%	27,089,651	1.51
2032	\$7,313,080	2.1%	20,345,454	2.1%	27,658,534	1.54
2033	\$7,466,654	2.1%	20,772,708	2.1%	28,239,363	1.57
2034	\$7,623,454	2.1%	21,208,935	2.1%	28,832,389	1.60
2305	\$7,783,547	2.1%	21,654,323	2.1%	29,437,870	1.64
2036	\$7,947,001	2.1%	22,109,064	2.1%	30,056,065	1.67
2037	\$8,113,888	2.1%	22,573,354	2.1%	30,687,242	1.71
2038	\$8,284,280	2.1%	23,047,394	2.1%	31,331,674	1.74
2039	\$8,458,250	2.1%	23,531,390	2.1%	31,989,639	1.78
2040	\$8,635,873	2.1%	24,025,549	2.1%	32,661,422	1.82
2031-2040	\$78,788,691		\$219,195,157		\$297,983,849	
2041	\$8,817,226	2.1%	24,530,085	2.1%	33,347,312	1.85
2042	\$9,002,388	2.1%	25,045,217	2.1%	34,047,605	1.89
2043	\$9,191,438	2.1%	25,571,167	2.1%	34,762,605	1.93
2044	\$9,384,458	2.1%	26,108,161	2.1%	35,492,620	1.97
2045	\$9,581,532	2.1%	26,656,433	2.1%	36,237,965	2.02
2046	\$9,782,744	2.1%	27,216,218	2.1%	36,998,962	2.06
2047	\$9,988,182	2.1%	27,787,758	2.1%	37,775,940	2.10
2048	\$10,197,934	2.1%	28,371,301	2.1%	38,569,235	2.14
2049	\$10,412,090	2.1%	28,967,098	2.1%	39,379,189	2.19
2050	\$10,630,744	2.1%	29,575,408	2.1%	40,206,152	2.24
2041-50	\$96,988,738		\$269,828,846		\$366,817,584	
Totals	\$169,628,515		\$471,917,333		\$641,545,848	

Appendix C - Environmental Justice Assessment

Introduction

Recognizing that the impacts of federal programs and activities may raise questions of fairness to affected groups, President Clinton, on February 11, 1994, signed Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations.

The U.S. EPA's Office of Environmental Justice defines EJ as follows: "The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies."

While not a new requirement, EJ amplifies the provisions found in the three-decade old Title VI of the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 prohibits discriminatory practices in programs and activities receiving federal funds. The transportation planning regulations issued in October 1993 require that metropolitan transportation planning processes be consistent with Title VI. EJ strengthens Title VI by requiring federal agencies to make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

SCATS devised a process to assess the impacts of the Transportation Plan on the target populations.

Target Population

Demographic data were sought regarding target populations including minorities, low-income populations, minorities in poverty, and households without cars to respond to the direction of Executive Order 12898. These target populations were researched for the transportation study area of SCATS, which includes all of Stark County. The data set used to compile these statistics was the Census Transportation Planning Package (CTPP).

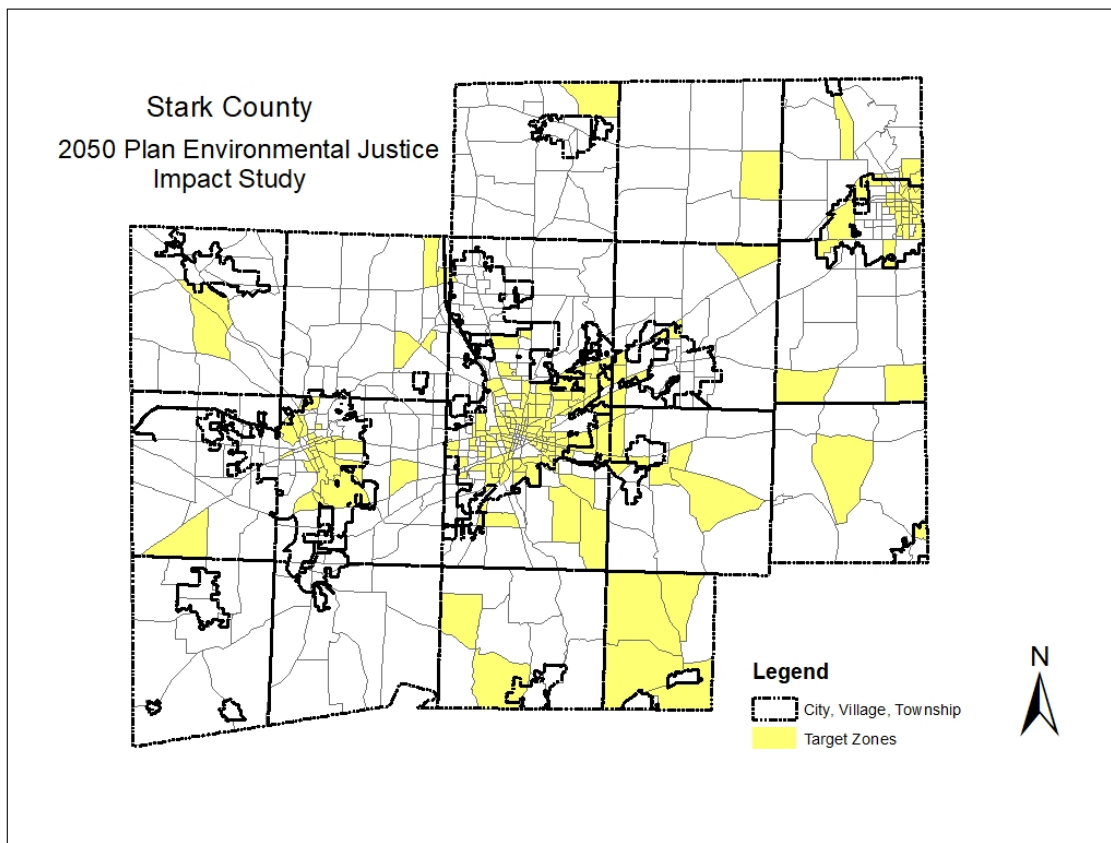
SCATS used Traffic Zone data to identify target populations. Traffic Zones are the basic unit of analysis for the SCATS transportation planning process. Census tracts and block groups were both too large an area for the detailed analysis necessary. Census blocks would provide very detailed information, but some demographic information is not available at the block level.

The map on the next page shows the target areas. There are 607 traffic zones in the SCATS area in the CTPP. Averages of regional totals for the various target populations were used as thresholds to identify concentrations of these populations in the study area. All Zones with minority populations greater than 12.0% of the total population or households in poverty of greater than 13% were identified as target areas. These numbers are slightly higher than the rates in the county as a whole. Two hundred seven (207) traffic zones were identified using the geographic information system (GIS).

The following table provides some statistics comparing the target zones to the total county population.

Environmental Justice Target Zones	All Zones	Minority Zones	Poverty Zones	Both Minority & Poverty	Target Zones (Either)	Per Cent of County
Number of Zones	607	151	157	101	207	34.1%
Population	378,111	81,549	75,024	56,979	99,594	26.3%
Whites	341,549	55,312	53,513	36,218	72,607	21.3%
Non-White	36,562	26,237	21,511	20,761	26,987	73.8%
Black	27,067	21,752	18,093	17,644	22,201	82.0%
Households	148,398	32,042	29,936	22,332	39,646	26.7%
Households Below Poverty	13,714	6,821	7,742	6,090	8,473	61.8%
Percent Below Poverty	9.24%	21.29%	25.86%	27.27%	21.37%	
Dwelling Units	156,896	35,503	32,777	24,813	43,467	27.7%

The target zones represent 34% of the total number of zones in the county. They have only 26.3% of the county population but include 73.8% of the non-white population and 82% of the black population. The target areas contain 61.8% of the households below poverty.



In examining the map, it is apparent that most of the target zones are clustered around the older cities of Canton, Massillon and Alliance. There are however a number of zones located in the more rural parts of the county. A number of targeted zones in the more suburban areas have a higher than average numbers of older adults.

Travel Time to Work

One measure of the impacts of the transportation system on target populations is how well these populations are served by the system. SCATS compiled travel times for target zones versus the county as a whole. The data came from census question “Length of your travel time to work”. The average travel time includes trips by all modes.

Travel times to work in minutes	All Zones	Target Zones
All Workers	16.56	16.17
Workers who drove alone	16.03	14.6
Workers who took transit	13.58	9.07

There is very little difference in the mean travel time to work for the county versus the targeted areas. There is greater difference for those that travel by transit. The timesaving for target zones are due, in part, to the central location of these zones. This is offset somewhat by the tendency to have more transit trips from the target areas. Therefore SCATS concludes that the transportation system serves target areas as well as it serves the non-target areas.

Impact Analysis

The executive order requires evaluation of the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but not be limited to:

- Bodily impairment, infirmity, illness or death
- Air, noise and water pollution and soil contamination
- Destruction or disruption of man-made or natural resources
- Destruction or diminution of aesthetic values
- Destruction or disruption of community cohesion
- Destruction or disruption of a community's economic vitality
- Destruction or disruption of the availability of public and private facilities and services
- Vibration
- Adverse employment effects
- Displacement of persons, businesses, farms, or non-profit organizations
- Increased traffic congestion
- Isolation
- Exclusion or separation of minority or low-income individuals within a given community or from the broader community
- The denial of, reduction in, or significant delay in the receipt of benefits

The burden on the transportation planner is to gauge the impact of the transportation program as a whole on target areas scattered across the entire region and determine whether there are disproportionate negative impacts. At the Plan stage of project development, project scopes are still being defined and there is often little information upon which to base an impact analysis.

There are, however, clearly types of projects that can be expected to have the greatest impacts. Resurfacing projects, bridge replacements, signal projects, and other system preservation projects generally have few serious adverse impacts and benefits tend to accrue to the same people impacted. The projects such as new roadways, major widening projects, roadway relocations and new interchanges all may generate adverse impacts. Impacts from these projects generally fall most seriously on adjacent property, while the benefits accrue to the public at large.

SCATS concentrated on these projects in order to assess the impacts on the target areas. One characteristic these projects share is the need to acquire right of way. Therefore,

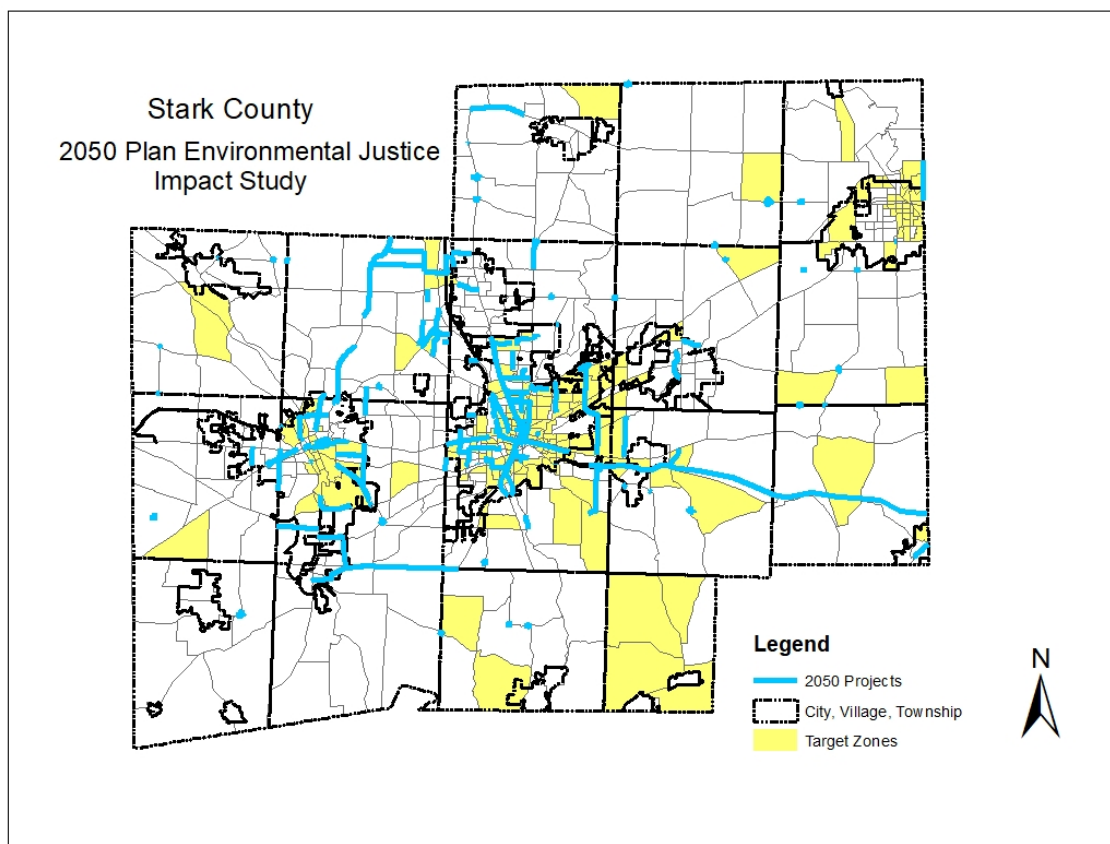
SCATS identified those Plan projects which require additional right of way. These projects are listed in the table below:

NAME	TYPE
US-30 from SR-44 to SR 183	New 4-lane road
Trump from Lincoln to 153	Widen to 4 lanes
Trump from 43 to New 30	2-lane improvements
US 30 Connector from SR 44 to Sr 172	New 2-lane connector
SR 44 at Orchard View	Intersection Improvement
Wood & Orchard View	Intersection Improvement
Broadway from US 30 to Georgetown	Reconstruction
Orchardview/Argyle Intersection Improvement	Intersection
U.S. Route 30 relocation between Trump Ave & SR44	New Route
US-30 from SR-183 to East Rochester	New super 2-lane
Harmont Interchange	New interchange
Reno Extension	New 2-lane road
Edison from Cleveland to 43	Widen to 4 lanes
Frank from Fulton to University	Widen to 3 or 5 lanes
Harmont from 153 to 62	Widen to 4 lanes
Market from Applegrove to Mt Pleasant	Widen to 4 lanes
Wales from Portage to Summit County Line	Widen to 4 lanes
Wales from Hills & Dales to Portage	Widen to 4 lanes
Whipple from Applegrove to Shuffel	Widen to 5 lanes
Fohl from Navarre to I-77	2-lane improvements
Richville from Nave to Southway	Widen to 3 lanes
Walnut from Southway to 16th	2-lane improvements
Navarre from 21 to Sterlite	Widen to 3 lanes
Alabama & Stanwood	Intersection Improvement
Columbus & Paris	Intersection Improvement
Lincoln Way & Main	Intersection Improvement
Strausser & High Mill	Intersection Improvement
236 & Strausser	Intersection Improvement
SR-44 Bypass	New 2-lane road
SR-44 Bypass	New 2-lane road
Jackson from Richville to Lincoln Way	New 2-lane road
Mahoning Extension	New 2-lane road
Mahoning Extension	New 2-lane road
Portage - Willaman to Orchard	2-lane improvements
Pittsburg - Applegrove to Shuffel	Widen to 3 lanes
Alambama at Orrville	Intersection Improvement
Alabama at Wooster	Intersection Improvement
Applegrove - Frank to Whipple	Widen to 5 lanes

Beech St at Oakhill	Intersection Improvement
Cleveland at State	Intersection Improvement
Cleveland at Wright	Intersection Improvement
Columbus at Beeson & Reeder	Roundabout
Easton at Bentler	Intersection Improvement
Easton at Glen Oak Entrance	Intersection Improvement
Frank from Applegrove to Shuffel	Widen to 5 lanes
Georgetown at Paris	Intersection Improvement
SR 173 State at Paris	Intersection Improvement
Perry at Harris	Intersection Improvement
Portage-Mega Connector	New road
SR 241 Wales at Strausser	Intersection Improvement
Whipple from Southway to 13th SW	New road
Lake Ave NE	Improvements
Nave St	Improvements
Tremont Ave SE	Improvements
Warmington St	Improvements
Tremont & Main	Roundabout
SR 241 & Hills & Dales	Roundabout
Fohl at Dueber	Intersection Improvement
Battlesburg at Briggie	Intersection Improvement
Battlesburg at Ridge	Intersection Improvement
SR 153 at Beechwood	Intersection Improvement
Beeson at McCallum	Intersection Improvement
Pontius at Duquette	Intersection Improvement
SR 627 at Navarre	Intersection Improvement
Sherman Church at Haut	Intersection Improvement
US 62 at Pigeon Run/Justus	Intersection Improvement
Orion - Pittsburg to Cleveland	Widen to 3 lanes
Portage - Pittsburg to Willaman	Widen to 3 lanes
Shuffel - SR 241 to Frank	Widen to 3 lanes
Strausser - SR 241 to Frank	Widen to 3 lanes
Jackson - 12th to Perry	Widen to 3 lanes
17th St SW	Improvements
29th St NW	Improvements
Harsh Ave SW	Improvements
3rd St NW	Improvements
Amherst Rd	Improvements
Main Ave W	Improvements
Lincoln Way	Streetscaping, widening, signals
Applegrove & Whipple	Roudabout
Cleveland & Lake Center	Intersection Improvement
Pittsburg & Applegrove	Roundabout

Beechwood & Georgetown	Intersection Improvement
SR 93 & Strausser	Intersection Improvement
Dressler from Fulton to Belden Village	Access Management
Everhard from Fulton to Dressler	Access Management
Belden Village St NW	Access Management
Intersection of SR 183 and US 62	Intersection Improvement
Navarre Main Intersection	Intersection Improvement
Erie and Navarre Rd SW	Intersection Improvement
Navarre Rd SW at Millennium & Sterilite	Intersection Improvement
Intersection Safety Project	Intersection Improvement
SR 21 & Lake Ave	Intersection Improvements
SR 21 & Cherry	Intersection Improvements
SR 21 & Walnut	Intersection Improvements
SR 21 & Lillian Gish	Intersection Improvements
West Tusc. Safety Project Phase 1	Safety Improvements
West Tusc. Safety Project Phase 2	Safety Improvements
West Tusc. Safety Project Phase 3	Safety Improvements
11th & Cherry Roadway Reconstruction	Road/Intersect. Improvements
Park Drive Reconstruction Phase 1	Road & Ped Improvements
Park Drive Reconstruction Phase 2	Road/Intersect. Improvements
Fulton Streetscape Phase 2	Intersection Improvement
Erie St S to Tremont Ave SE (SR241 Improvements)	Improvements
Erie St N to Federal Ave NE - Improvements	Improvements
Lesh Realignment Safety Project Phase 1	Safety Improvements
Norman Reconstruction	Reconstruction
30th St NW Reconstruction	Reconstruction
3rd St SW Reconstruction	Reconstruction
Ojays/Rowland/7th St NE Roundabout Project	Roundabout
Beech & Beechwood	Intersection Improvement
Hess & Tremont Roundabout	Roundabout
Nave & Erie Intersection	Intersection Improvements
23rd St. NW Extension	Road Extension
Sterlite Extension	New 2-lane Road
Fulton, Harrison, & 25th St NW Intersection	Intersection Improvements
Mt. Pleasant, Market Ave, & Kent Intersection	Intersection Improvements
Lesh Realignment Safety Project Phase 2	Realignment
US-30/Richville/SR627 Interchange	Intersection Improvements
SR 687 (Fulton Dr) & Frank/Sibilia Intersection	Intersection Improvements

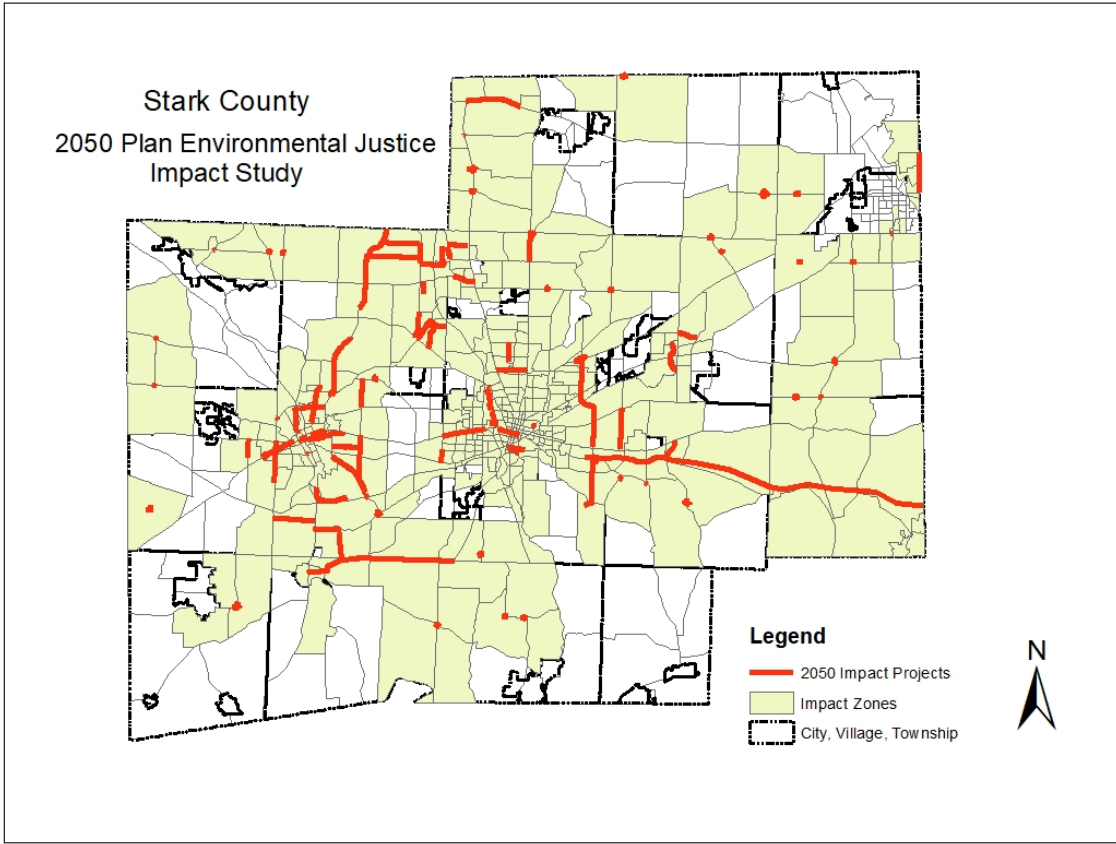
Impacted zones were then identified using GIS software. Any project within 0.25 mile of any part of an Impact Project was assumed to be an impacted zone. The map on page C-10 on the next page shows the impacted zones and impact projects. 438 of the 607 zones were identified as impacted zones. Of these impacted zones, 165 were target zones. The following table summarizes the economic justice analysis of the update to the 2050 Transportation Plan highway projects.

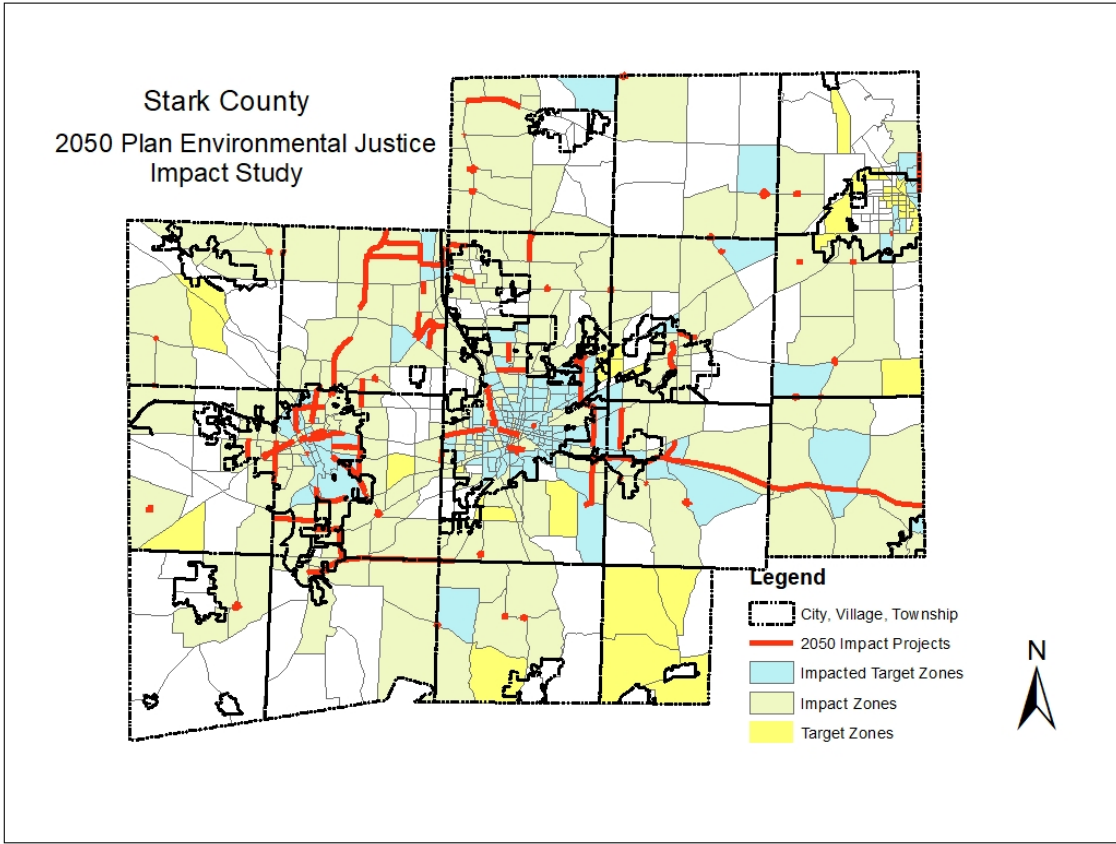


Environmental Justice Target Zones	All Zones	All Zones %	All Impacted Zones	All Impacted Zones %	Target Zones	Target Zones Impacted	Per Cent of all zones	Per Cent of Target Zones
Zones	607		438		207	165	72%	80%
Population	378,111		290,836	77%	99,594	83,499	77%	84%
Whites	341,549	90%	258,934	89%	72,607	59,192	76%	82%
Non-White	36,562	10%	31,902	11%	26,987	24,307	87%	90%
Black	27,067	8%	24,220	8%	22,201	20,142	89%	91%
Households	148,398		114,610	77%	39,646	33,557	77%	85%
Households Below Poverty	13,714	9%	11,094	10%	8,473	7,195	81%	85%
Dwelling Units	156,896		121,438		43,467	35,570	77%	82%

80% of target zones were impacted versus 72% of all zones. The impacted zones contained a slightly higher percentage of minority populations (11%) than total population (10%). Impact zones contained a similar percent of households below poverty level (81%) than total households (77%).

10% of households in impacted zones are below the poverty level compared to 9% of all zones. Considering the types of projects in and adjacent to the cities of Canton and Massillon that are having an impact on a number of target zones, the impact appears minimal considering the long-term economic improvement to the area. The addition of bicycle and pedestrian facilities should improve mobility for zero vehicle households and other non-motorized users. Given the wide reach of a plan of this nature, many people will be impacted by the projects and many more will benefit. A number of high crash locations will be improved increasing safety for both residents and other users of the roadway. In conclusion, SCATS analysis does not show any pattern of disproportionate adverse impacts on target zones or populations.





Appendix D - Environmental Mitigation, Analysis, and Consultation

Introduction

Beginning with SAFETEA-LU, the Federal authorization of the surface transportation program approved in August of 2005, incorporated new requirements for consultation and environmental mitigation under 23 CFR 450.322. MPO's are required to include a discussion of potential environmental mitigation activities in transportation plans as well as consult with additional Federal, State and local land management, wildlife and regulatory agencies, and with environmental advocacy groups. This addendum contains three sections: a discussion of environmental mitigation activities; identification of environmental resource agencies and others that will be consulted; and a discussion of projects that could potentially require environmental mitigation.

Environmental Mitigation Activities

Environmental mitigation activities are actions that serve to minimize, or compensate for, the impacts to, or disruption of, elements of the human and natural environment associated with the implementation of transportation projects. The activities can include direct actions and also strategies, policies, programs, and/or activities that can mitigate or eliminate impacts. Environmental mitigation strategies and activities can also be regional in scope, and may not necessarily address potential project-level impacts. There are three primary types of mitigation that may be necessary to remediate impacts of transportation projects: wetland (including streams), noise, and storm water runoff.

The Ohio Department of Transportation (ODOT) has adopted project mitigation guidelines to meet requirements of the U.S. Army Corps of Engineers (USACE) and the Ohio Environmental Protection Agency (OEPA). The USACE mitigation guidelines are outlined in USACE Regulatory Guidance Letter (RGL) 02-02, dated December 24, 2002. Ohio EPA guidelines for wetland mitigation are included in the Ohio Administrative Code Sections 3745-1-50 through 3745-1-54, "The Wetland Water Quality Standards." Stream mitigation is accomplished on a case-by-case basis as required and as negotiated between the USACE, the OEPA, and the ODOT Office of Environmental Services, as formal rules have not been adopted at this time.

Wetland Mitigation

Wetlands are areas where the water table stands near, at, or above the land surface for at least part of the year and are defined according to the degree of wetness, soil condition, and vegetation supported by existing conditions. Wetlands are important elements of a watershed, providing benefits such as water retention, which lessens flooding; aquifer recharge areas that replenish drinking water supplies; wildlife habitat; and attenuation of adverse environmental conditions

such as water pollution. Wetland mitigation and the application of best management practices (BMPs) are implemented primarily to protect the functions of natural wetlands from the impacts of urban stormwater discharges and other sources of runoff or to replace wetland areas impacted by construction.

Mitigation banking is defined in the Federal Guidance for the Establishment, Use and Operation of Mitigation Banks (Federal Bank Guidance) (60 Federal Register 58605- 58614) as "...wetland restoration, creation, enhancement, and in exceptional circumstances, preservation undertaken expressly for the purpose of compensating for the unavoidable wetland losses in advance of development actions when such compensation cannot be achieved at the development site or would not be environmentally beneficial. It typically involves the consolidation of small, fragmented wetland mitigation projects into one large contiguous site. Units of restored, created, enhanced or preserved wetlands are defined as 'credits', which may be subsequently withdrawn to offset 'debits' incurred at a project development site."

The Wilderness Center, Inc., a 501(c) (3) nonprofit organization, operates a USACE approved mitigation bank, the Brewster Wetland Mitigation Bank, which was approved for 46.8 wetland preservation credits in May, 2004. The Brewster Wetland is located in Brewster, Ohio along Sugar Creek, within the USACE Huntington District Boundary Tuscarawas River Watershed (Hydrologic Unit Code 05040001). The wetland is a high-quality category 3 forested wetland.

The Wilderness Center, Inc. is also approved to offer stream mitigation under its in-lieu fee agreement with the U.S. Army Corps of Engineers Huntington District and the Ohio Environmental Protection Agency. The Center acquired stream frontage along the Sugar Creek in southwestern Stark County and can use this land for stream mitigation with the approval of the agencies.

Noise Mitigation

Noise mitigation is considered in freeway projects that add additional capacity, lanes or include pavement replacement with changes in materials (such as from asphalt to concrete). These projects require an investigation for potential noise level increases and may require mitigation with noise walls or other buffers if USDOT noise thresholds are exceeded. The level of highway traffic noise is dependent upon a number of conditions including traffic volume, speed, type of vehicle, pavement material and condition, and gradient and includes a mix of tire, exhaust and engine sounds. Generally, loudness increases with heavier traffic volumes, higher speeds, and an increasing proportion of trucks to cars, changes in pavement from asphalt to concrete and increases in gradient.

Noise reduction measures can include creating buffer zones, constructing barriers, and planting vegetation. Buffer zones are undeveloped open spaces which border a highway located within areas exceeding noise limits. Noise barriers are structures built to reduce the volume of sound between the highway and impacted adjacent lands and can consist of earth mounds, vegetation, and/or vertical walls. Determining the type of mitigation, if required, includes considering a

mixture of local desires, the cost and type of material available, the right-of-way availability or acquisition cost required for the installation of the mitigation measure, and future maintenance costs. Additional factors to be taken into account include possible impacts to air circulation, ambient light conditions and the possible reflection of sound.

Storm Water Mitigation

Three major methods of storm water mitigation are generally accepted- grass swales, vegetative filter strips, and bio-retention. Post-construction storm water management in both new developments and areas being redeveloped can make use of grass swales (grassed waterways) in median and drainage ditches as a low cost means to slow water flow. Vegetative filter strips and buffers are areas of land with vegetative cover that are designed to accept runoff from upstream development and can utilize existing land areas or be constructed to maximize water retention.

Bio-retention manages and treats storm water runoff using specific soils and vegetation in order to filter runoff stored within retention areas. This method combines physical filtering and adsorption with biological processes to maximize water retention and to treat surface runoff.

ODOT has adopted storm water mitigation policies and developed a detailed Storm Water Management Plan to ensure that BMPs are used in ODOT-sponsored projects and to meet OEPA regulations and requirements of the OEPA Statewide Construction Permit. Standard designs for BMPs can be found in the ODOT Location and Design Manual and include practices such as energy dissipaters in open ditches, storm water retention ponds as required by the Clean Water Act for construction sites over one acre, and over-wide ditches.

Environmental Resource Agencies

SAFETEA-LU emphasized consultation with environmental resource agencies in the transportation planning process. As a result, SCATS coordinates with a number of Federal, State, and local land use management, natural resources, environmental protection, conservation, historic preservation, advocacy groups and other regulatory agencies.

Those in the following list have been identified as agencies dealing primarily with natural and other environmental conditions and are notified of the availability of the draft Transportation Plan. These agencies and others are encouraged to review the TIP and Transportation Plan and comment to SCATS on any potential environmental impacts that may result from the projects and to provide comments and recommendations for these documents.

Environmental Agencies, Regulatory Agencies, Advocacy Groups and Other Parties Contact List

FEDERAL AGENCIES

Federal Highway Administration

Environmental Program Specialist
200 N. High St., Rm. 328
Columbus, OH 43215-2408
Frank Burkett, Senior Planner
Frank.Burkett@dot.gov

U.S. Army Corps of Engineers

Huntington District

502 Eighth St.
Huntington, WV 25701-2070
pa2@usace.army.mil

U.S. Department of Agriculture Natural Resources Conservation Service

Massillon Service Center
2650 Richville Dr. SE, Suite 103
Massillon, OH 44646
John Miller, Area Director
john.miller@oh.usda.gov

U.S. Environmental Protection Agency Region 5

77 W. Jackson Blvd.
Chicago, IL 60604
Tony Maietta, Transportation Conformity
maietta.anthony@epa.gov

U.S. Fish & Wildlife Service Ohio Ecological Services Field Office

4625 Morse Road, Suite 104
Columbus, OH 43230
614-416-8993
ohio@fws.gov

U.S. Geological Survey Ohio-Kentucky-Indiana Water Science Center

6460 Busch Blvd.
Columbus, OH 43229-1737
Jeffrey Frey, Deputy Director
jwfrey@usgs.gov

U.S. National Park Service

Midwest Regional Office

601 Riverfront Drive
Omaha, NE 68102
Geoffrey Burt, Historical Landscape Architect
Cultural Resources Division
Geoffrey_Burt@nps.gov

STATE AGENCIES

Ohio Department of Natural Resources (ODNR)

Division of Natural Areas and Preserves/Scenic Rivers

2045 Morse Rd., Bldg. C-3
Columbus, OH 43229
Adam Wohlever NE District Manager
adam.wohlever@dnr.state.oh.us

ODNR Division of Real Estate and Land Management

2045 Morse Rd., Bldg. E-2
Columbus, OH 43229-6693
realm@dnr.state.oh.us

ODNR Division of Soil and Water Resources - Floodplain

Management Program
2045 Morse Rd., Bldg. B
Columbus, OH 43229-6693
water@dnr.state.oh.us

ODNR Division of Mineral Resources Management

Northeast Region Office
3575 Forest Lake Dr. Suite 150
Uniontown, OH 44685
thomas.hill@dnr.state.oh.us

ODNR Wildlife District Three

912 Portage Lakes Dr.
Akron, OH 44319
wildinfo@dnr.state.oh.us

**Ohio Department of Transportation (ODOT)
Office of Environmental Services**

Mail Stop 4170
1980 W. Broad St.
Columbus, OH 43223
Tim Hill
Tim.Hill@dot.state.oh.us

ODOT Scenic Byway Coordinator

Ohio Department of Transportation
1980 W. Broad St., 2nd Floor
Columbus, OH 43223
Thomas P. Barrett
Tom.Barrett@dot.ohio.gov

Ohio EPA NE District Office

2110 East Aurora Road
Twinsburg, Ohio 44087
Kurt Prinic, Chief
Kurt.Prinic@epa.state.oh.us

Ohio Historic Preservation Office

567 E. Hudson St.
Columbus, OH 43211-1030
ohpo@ohiohistory.org

REGIONAL/COUNTY AGENCIES

Muskingum Watershed Conservancy District

P.O. Box 349
New Philadelphia, OH 44663
info@mwcdlakes.com

Stark County Engineer

5165 Southway St. SW
Canton, OH 44706
Keith Bennett, County Engineer
kabennett@starkcountyohio.gov

Stark County Health Department

7235 Whipple Ave NW, Suite B
North Canton Ohio, 44720
Todd Paulus, Environmental Health
paulust@starkhealth.org

Stark County Park District

1500 Tyner Street NW
Canton, OH 44708
Robert Fonte, Director

bfonte@starkparks.com

Stark County Sanitary Engineer

1701 Mahoning Rd. NE
Canton, OH 44705
scse@starkcountyohio.gov

Stark County Subdivision Engineer

201 3rd St NE, Suite 201
Canton, OH 44702-1211
Joe Underwood
JEUnderwood@starkcountyohio.gov

Stark Soil & Water Conservation District

2650 Richville Drive SE, Suite 103
Massillon, OH 44646
John Weeden
jweedon@starkcountyohio.gov

UTILITY AGENCIES

American Electric Power

301 Cleveland Ave. SW
PO Box 24400
Canton, OH 44701-4400
Mike Burnell
mburnell@aep.com

AT&T Engineering Department

50 West Bowery St., 6th Floor
Akron, Ohio 44308
866-303-5396
330-384-8057

Aqua Ohio

870 3rd St. NW
Massillon, OH 44647
Attn: Jacob Flanary
jlflanary@aquaamerica.com

Columbia Gas Company

1985 W. Main St.
Alliance, OH 44601
Chris Robinson

Dominion Energy

320 Springside Drive Suite 320
Akron, OH 44333
Kevin Birt

relocations@dominionenergy.com

**Ohio Edison Company
Eastern Region Engineering**

730 South Ave.
Youngstown, OH 44502
Bill Mulichak

bmulichak@firstenergycorp.com

**Ohio Edison Company
Central Division Engineering**

1910 W Market St., Building #1
Akron, OH 44313
David L. Miller

turnera@firstenergycorp.com

ADVOCACY GROUPS, ETC.

Beech Creek Botanical Garden and Nature Preserve

11929 Beech St NE,
Alliance, Ohio 44601
info@beechcreekgardens.org

Buckeye Trail Association

P.O. Box 5
Shawnee, Ohio 43782

president@buckeyetrail.org

Buckeye Trail Assoc., Massillon Trail Section

Scott and Mary Anne Kamph
massillon@buckeyetrail.org

Canton Audubon Society

P.O. Box 9586
Canton, OH 44711-9586
Linda Chen, President

cantonaudubonsociety@gmail.com

The Nature Conservancy

6375 Riverside Drive
Suite 100
Dublin, OH 43017

ohio@tnc.org

Ohio & Erie Canalway Coalition

47 West Exchange Street
Akron, Ohio 44308

drice@ohioeriecanal.org

Rails-to-Trails Conservancy Midwest Regional Office

716 Xenia Ave., Suite 2,
Yellow Springs, OH 45387

eric@railstotrails.org

Western Reserve Land Conservancy

3850 Chagrin River Road
Moreland Hills, OH 44022

info@wrlandconservancy.org

Wilderness Center, Inc.

PO Box 202
9877 Alabama Ave. SW
Wilmot, OH 44689-0202

Jeanne M. Gural, Executive Director

jeanne@wildernesscenter.org

Stark County Bicycle Club

PO Box 8863
Canton, Ohio 44711

bikescbc@bikescbc.com

Folks on Spokes

521 Grosvenor Ave, NW
Massillon, OH 44647
Debbie Godfrey, President

dwgodfrey728@gmail.com

Ohio Bicycle Federation

Chuck Smith, Chair
P.O. Box 69
Vandalia, OH 45377
bikeohio@gmail.com

Hilltop Hikers

PO Box 120
Massillon, OH 44648
Debbie Withnell, President

hilltophikers2015@gmail.com

Potential Environmental Impacts of Projects

Projects listed in the Transportation Improvement Program (TIP) and the 2050 Transportation Plan that will acquire additional rights-of way have been reviewed for potential impacts on eight environmental conditions. Projects range from those having the potential of major impacts, such as building new roads or freeway interchanges, to those having minimal potential impacts, such as intersection improvements. Repaving and rebuilding projects, including replacing bridges, were not reviewed. ODOT Technical services assisted in providing data layers for use with the Geographic Information System. This data was then reviewed for proximity to proposed projects. The environmental conditions reviewed were:

- Threatened and Endangered Species, including State and Federally listed threatened or endangered species of plants, animals, and insects, etc. Only location data was provided by ODOT/ODNR in order to protect species from possible collection, capture, or hunting. A 1,000' buffer range was used to review this category.
- Potential Indiana Bat Habitat & Northern Long-Eared Bat- identification of "primary" high quality potential bat habitat, according to forest types; proximity to water, other forested areas and parkland or conservation areas. There have been no "captures" or identification of Indiana Bats within Stark County or within their 5 miles designated habitat/foraging zone. Thus, typical actions required to fulfill NEPA requirements, unless an area is identified as a potential high quality habitat, is the cutting of trees outside of the possible habitation and nesting period (tree removal between September 15 and April 15). Projects were reviewed at a 100' buffer for woodland areas.
- National Register Sites and Districts as identified by the Ohio Historic Preservation Office (OHPO) and national Park Service. A 1,000' buffer is used to identify historic structures and districts. SCATS no longer has the ability to review archeological resources since the OHPO altered their online mapping to a subscription service. However, ODOT's review of projects includes an archeological review in order to fulfill NEPA requirements.
- USEPA Superfund Sites as identified from the USEPA CERCLIS listing. A 1,000' buffer range was used to review this category.
- 100-Year Flood Plain as determined by FEMA Flood layer converted to GIS by ODNR. Projects were listed if they intersect the 100-year flood plain.
- Reservoirs and Lakes. Projects were listed if they fall within a 500' buffer of a lake or reservoir.
- Impacted Streams, i.e. those exceeding established Total Maximum Daily Loads set by the OEPA and identified by 11-digit Hydrologic Unit Code and ID code. All listed rivers and perennial streams are identified in this category. OEPA has not established limits and impacted areas at this time, thus all projects intersecting or within 500' of streams and rivers are identified.
- Wetland and Woody Wetland Areas as identified by ODNR and USFWS. Projects were listed they fall within a 100' buffer.
- Parklands and Conservation Lands such as metropolitan, city, and township parks; state parks, state managed wildlife areas, privately held conservation areas, other open space areas, etc. These locations have been identified by ODNR, SCRPC, and other local governmental agencies within Stark County. A 500' buffer was used for this review.

It should be noted that there are no identified wild, scenic, or recreational rivers in Stark County, thus this category was not reviewed. Only a small portion of the Mahoning River within Stark County is eligible for designation as a wild, scenic or recreational river.

Projects identified as having potential impacts are shown in Table 1, with the exception of potential Indiana Bat and Northern Long-Eared Bat habitat. All of the projects fall within a 100' buffer of a woodland area (119 out of 119 projects) and can be assumed to require remediation if exfoliating bark trees are present.

Appendices D, Table-1- Projects Having a Possible Impact		Possible Impact Category							
Project Name	Type of Project	Endangered/Threatened Species	National Register Listed Sites	EPA Superfund Sites	Floodplain	Reservoirs and Lakes	Perennial Streams/Rivers	Wetland and Woody Wetland	Parks and Natural Areas
US-30 from SR-44 to SR 183	New 4-lane road	x			x	x		x	x
Trump from Lincoln to 153	Widen to 4 lanes				x	x	x	x	
Trump from 43 to New 30	2-lane improvements					x		x	
US 30 Connector from SR 44 to Sr 172	New 2-lane connector				x	x			
SR 44 at Orchardview	Intersection Improvement					x			
Wood & Orchardview	Intersection Improvement					x			
Broadway from US 30 to Georgetown	Reconstruction					x			
Orchardview/Argyle Intersection Improvement	Intersection					x		x	x
U.S. Route 30 relocation between Trump Ave & SR44	New Route			x	x			x	
US-30 from SR-183 to East Rochester	New super 2-lane				x				
Harmont Interchange	New interchange								
Reno Extension	New 2-lane road				x	x		x	
Edison from Cleveland to 43	Widen to 4 lanes				x	x		x	x
Frank from Fulton to University	Widen to 3 or 5 lanes					x			x
Harmont from 153 to 62	Widen to 4 lanes				x			x	x
Market from Applegrove to Mt Pleasant	Widen to 4 lanes		x		x	x		x	
Wales from Portage to Summit County Line	Widen to 4 lanes	x			x	x	x	x	x
Wales from Hills & Dales to Portage	Widen to 4 lanes					x		x	x
Whipple from Applegrove to Shuffel	Widen to 5 lanes				x	x		x	
Fohl from Navarre to I-77	2-lane improvements		x		x	x			x
Richville from Nave to Southway	Widen to 3 lanes					x			x
Walnut from Southway to 16th	2-lane improvements								x
Navarre from 21 to Sterlite	Widen to 3 lanes					x	x		
Alabama & Stanwood	Intersection Improvement					x			
Columbus & Paris	Intersection Improvement								
Lincoln Way & Main	Intersection Improvement				x		x		x
Strausser & High Mill	Intersection Improvement					x			
236 & Strausser	Intersection Improvement							x	
SR-44 Bypass	New 2-lane road				x		x	x	x
SR-44 Bypass	New 2-lane road		x	x	x		x		x

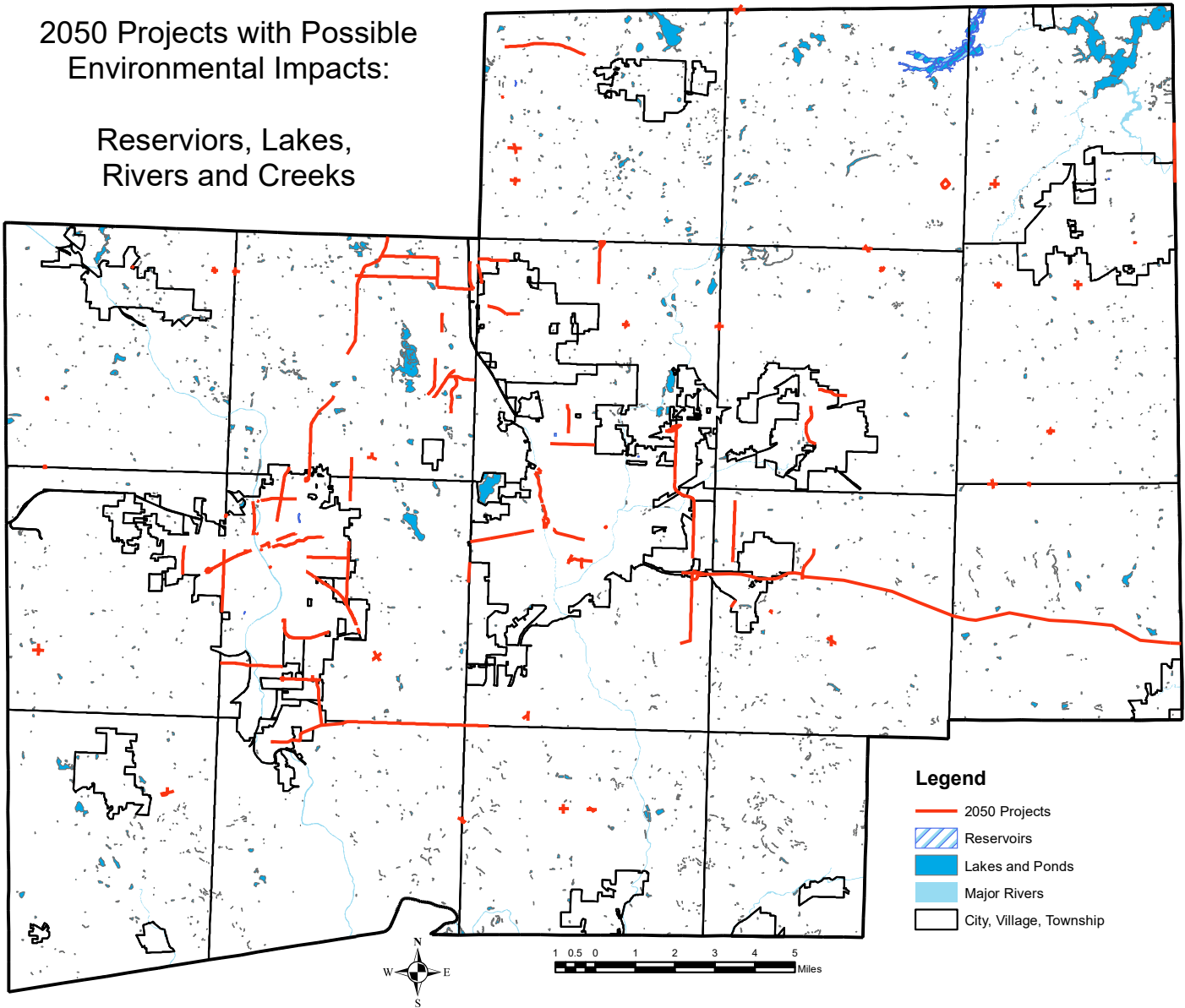
Jackson from Richville to Lincoln Way	New 2-lane road	x					x			
Mahoning Extension	New 2-lane road			x	x	x	x	x	x	x
Mahoning Extension	New 2-lane road				x	x	x	x	x	x
Portage - Willaman to Orchard	2-lane improvements			x		x				x
Pittsburg - Applegrove to Shuffel	Widen to 3 lanes				x	x				
Alabama at Orrville	Intersection Improvement									
Alabama at Wooster	Intersection Improvement									
Applegrove - Frank to Whipple	Widen to 5 lanes				x	x			x	
Beech St at Oakhill	Intersection Improvement	x	x		x	x				
Cleveland at State	Intersection Improvement				x					x
Cleveland at Wright	Intersection Improvement					x				x
Columbus at Beeson & Reeder	Roundabout					x				
Easton at Bentler	Intersection Improvement									
Easton at Glen Oak Entrance	Intersection Improvement									
Frank from Applegrove to Shuffel	Widen to 5 lanes								x	
Georgetown at Paris	Intersection Improvement									
SR 173 State at Paris	Intersection Improvement								x	
Perry at Harris	Intersection Improvement									
Portage-Mega Connector	New road					x			x	
SR 241 Wales at Strausser	Intersection Improvement				x	x			x	x
Whipple from Southway to 13th SW	New road					x			x	
Lake Ave NE	Improvements				x	x	x			x
Nave St	Improvements									x
Tremont Ave SE	Improvements		x		x				x	x
Warmington St	Improvements				x	x	x	x	x	x
Tremont & Main	Roundabout									x
SR 241 & Hills & Dales	Roundabout									
Fohl at Dueber	Intersection Improvement								x	
Battlesburg at Briggie	Intersection Improvement					x				
Battlesburg at Ridge	Intersection Improvement									
SR 153 at Beechwood	Intersection Improvement					x				
Beeson at McCallum	Intersection Improvement		x			x				
Pontius at Duquette	Intersection Improvement				x					x
SR 627 at Navarre	Intersection Improvement									
Sherman Church at Haut	Intersection Improvement					x				x
US 62 at Pigeon Run/Justus	Intersection Improvement								x	
Orion - Pittsburg to Cleveland	Widen to 3 lanes				x	x			x	
Portage - Pittsburg to Willaman	Widen to 3 lanes									x
Shuffel - SR 241 to Frank	Widen to 3 lanes	x			x	x			x	
Strausser - SR 241 to Frank	Widen to 3 lanes				x	x			x	x
Jackson - 12th to Perry	Widen to 3 lanes				x					x
17th St SW	Improvements				x				x	x
29th St NW	Improvements								x	
Harsh Ave SW	Improvements	x				x				x
3rd St NW	Improvements			x	x	x	x	x	x	x
Amherst Rd	Improvements		x			x				x
Main Ave W	Improvements				x				x	x
Lincoln Way	Streetscaping, widening, signals		x		x			x		x
Applegrove & Whipple	Roudabout				x	x			x	
Cleveland & Lake Center	Intersection Improvement				x	x				
Pittsburg & Applegrove	Roundabout					x				

Beechwood & Georgetown	Intersection Improvement					x				
SR 93 & Strausser	Intersection Improvement						x			
Dressler from Fulton to Belden Village	Access Management						x			x
Everhard from Fulton to Dressler	Access Management						x		x	x
Belden Village St NW	Access Management									
Intersection of SR 183 and US 62	Intersection Improvement		x							
Navarre Main Intersection	Intersection Improvement		x		x					
Erie and Navarre Rd SW	Intersection Improvement									
Navarre Rd SW at Millennium & Sterilite	Intersection Improvement									
Earl/Carmont Intersection Safety Project	Intersection Improvement					x			x	
SR 21 & Lake Ave	Intersection Improvements					x	x	x		x
SR 21 & Cherry	Intersection Improvements			x		x		x	x	x
SR 21 & Walnut	Intersection Improvements	x				x		x	x	x
SR 21 & Lillian Gish	Intersection Improvements		x			x		x	x	
West Tusc. Safety Project Phase 1	Safety Improvements	x							x	x
West Tusc. Safety Project Phase 2	Safety Improvements								x	
West Tusc. Safety Project Phase 3	Safety Improvements		x							x
11th & Cherry Roadway Reconstruction	Road/Intersect. Improvements		x	x	x			x		x
Park Drive Reconstruction Phase 1	Road & Ped Improvements		x		x	x	x	x	x	x
Park Drive Reconstruction Phase 2	Road/Intersect. Improvements	x	x		x	x	x	x	x	x
Fulton Streetscape Phase 2	Intersection Improvement	x				x		x		x
Erie St S to Tremont Ave SE (SR241 Improvements)	Improvements		x			x				x
Erie St N to Federal Ave NE - Improvements	Improvements		x							x
Lesh Realignment Safety Project Phase 1	Safety Improvements					x				
Norman Reconstruction	Reconstruction									x
30th St NW Reconstruction	Reconstruction						x			x
3rd St SW Reconstruction	Reconstruction		x			x			x	x
Ojays/Rowland/7th St NE Roundabout Project	Roundabout					x		x		x
Beech & Beechwood	Intersection Improvement									
Hess & Tremont Roundabout	Roundabout					x	x			x
Nave & Erie Intersection	Intersection Improvements									x
23rd St. NW Extension	Road Extension					x	x	x	x	x
Sterilite Extension	New 2-lane Road								x	x
Fulton, Harrison, & 25th St NW Intersection	Intersection Improvements					x	x	x	x	x
Mt. Pleasant, Market Ave, & Kent Intersection	Intersection Improvements					x	x		x	
Lesh Realignment Safety Project Phase 2	Realignment									
US-30/Richville/SR627 Interchange	Intersection Improvements									
SR 687 (Fulton Dr) & Frank/Sibilia Intersection	Intersection Improvements						x			x

Appendices D, Map 1 Impact Map of River & Lakes

2050 Projects with Possible Environmental Impacts:

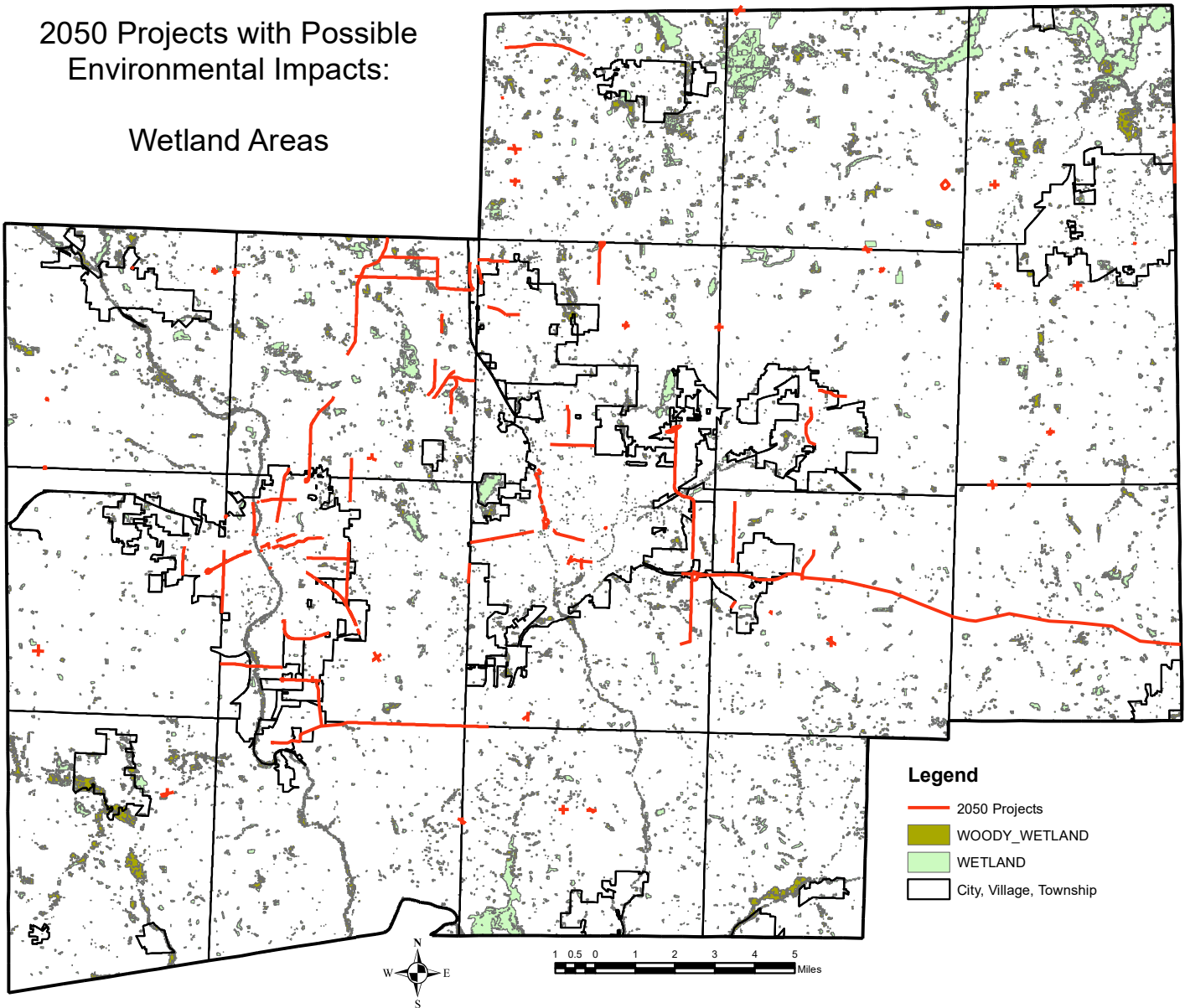
Reservoirs, Lakes, Rivers and Creeks



Appendices D, Map 2 Impact Map of Wetland Areas

2050 Projects with Possible Environmental Impacts:

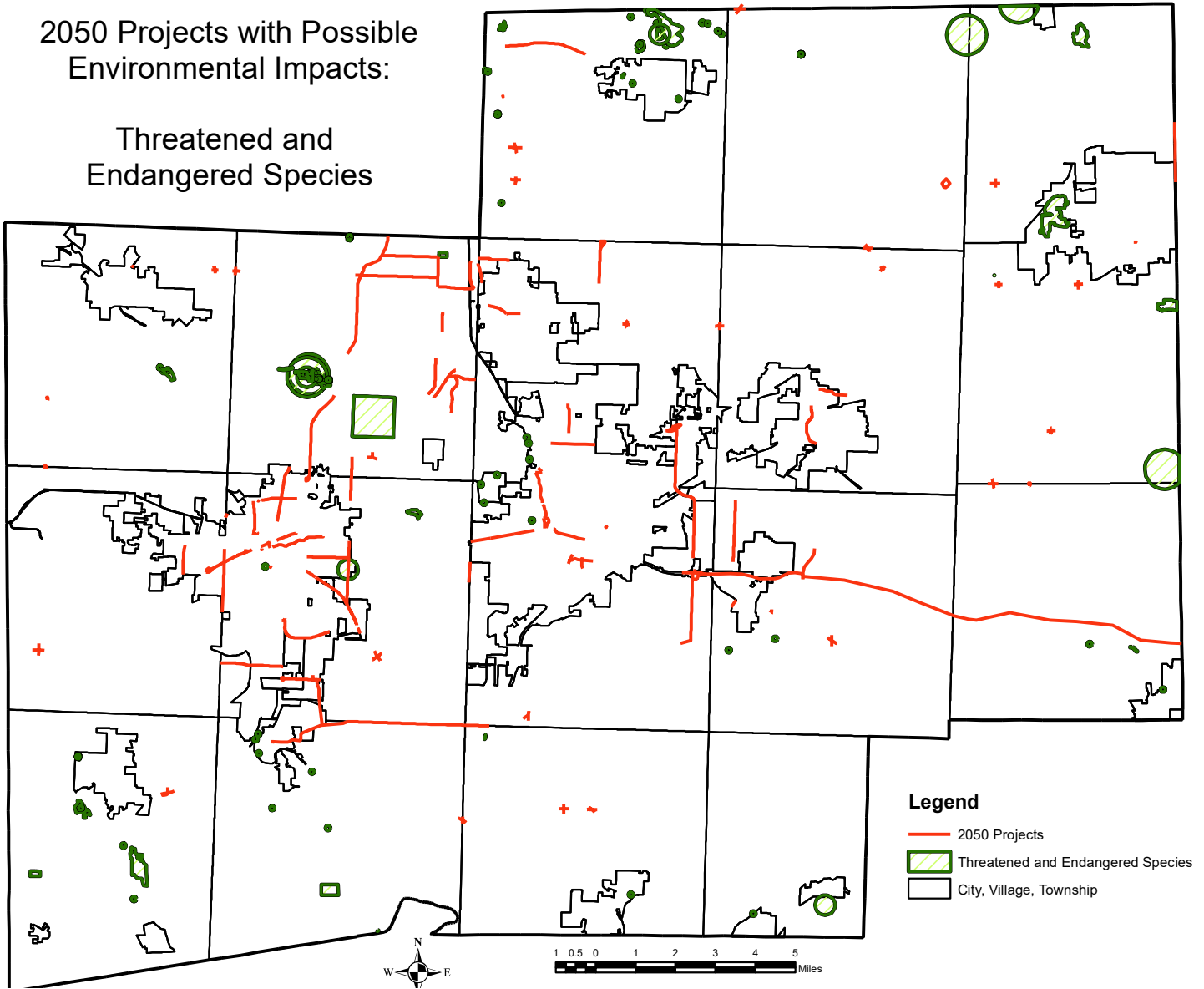
Wetland Areas



Appendices D, Map 3 Impact Map of Threatened/Endangered Species

2050 Projects with Possible Environmental Impacts:

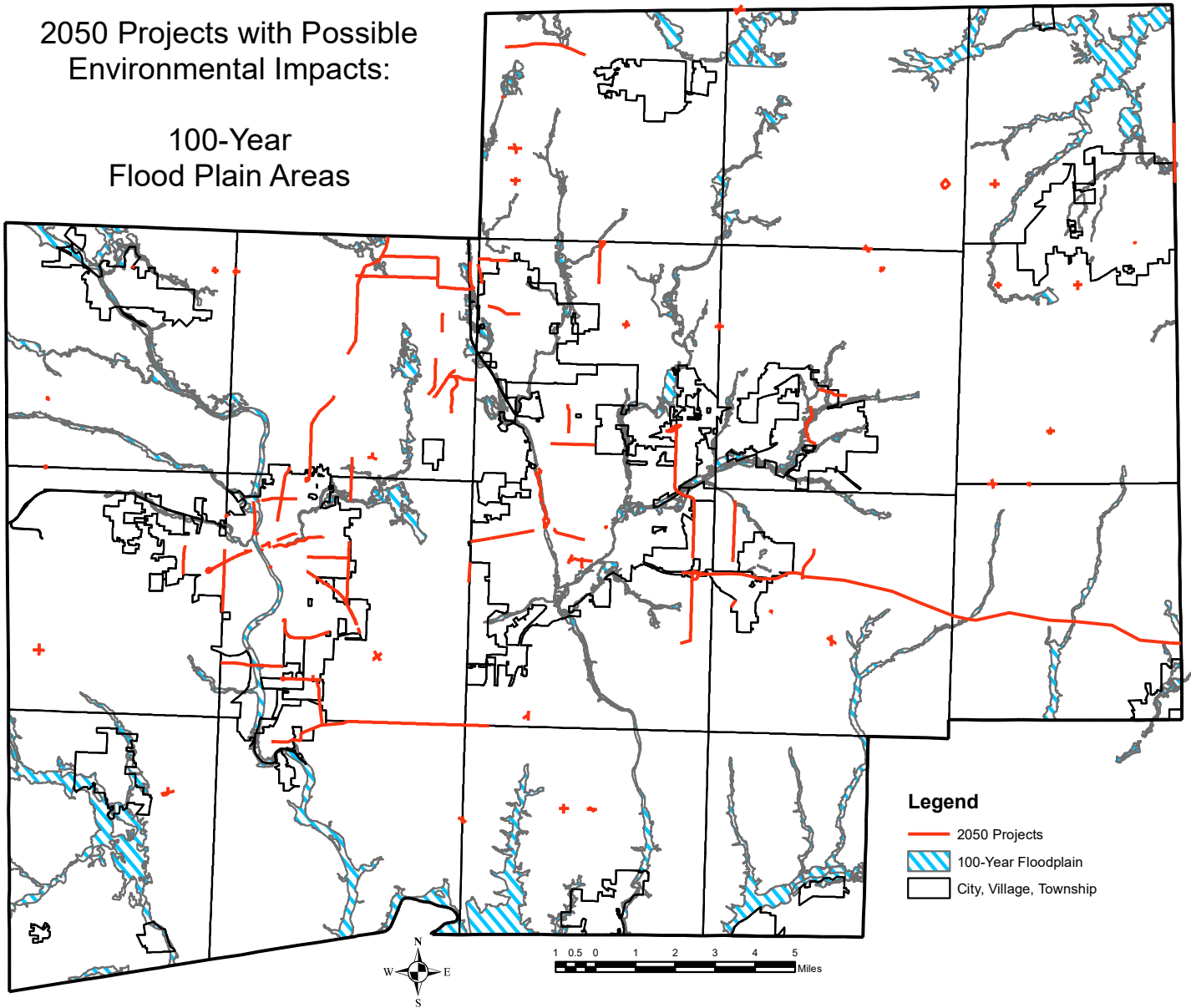
Threatened and Endangered Species



Appendices D, Map 4 Impact Map of 100-Year Flood Plain

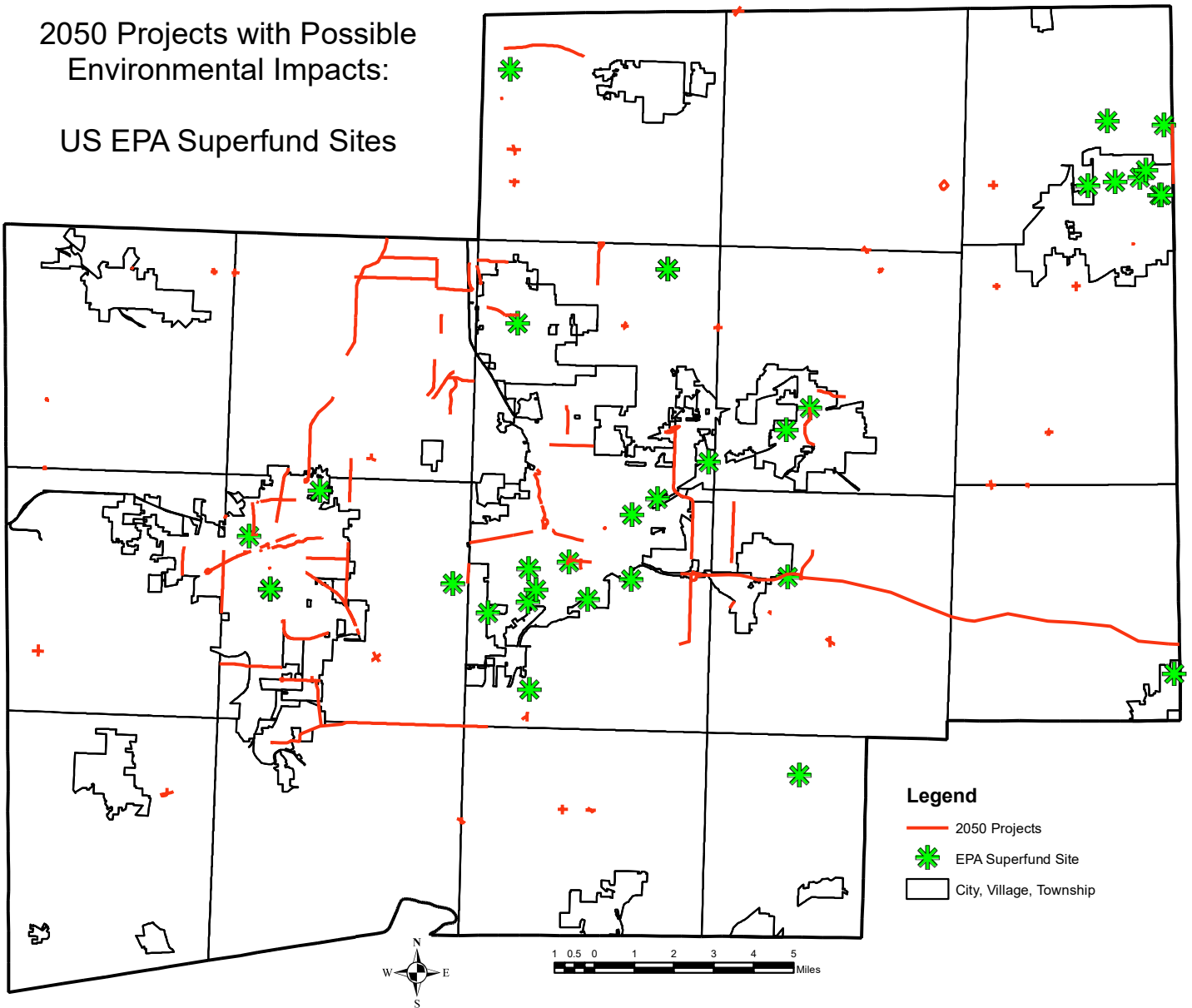
2050 Projects with Possible Environmental Impacts:

100-Year Flood Plain Areas



Appendices D, Map 5 Impact Map of USEPA Superfund Sites

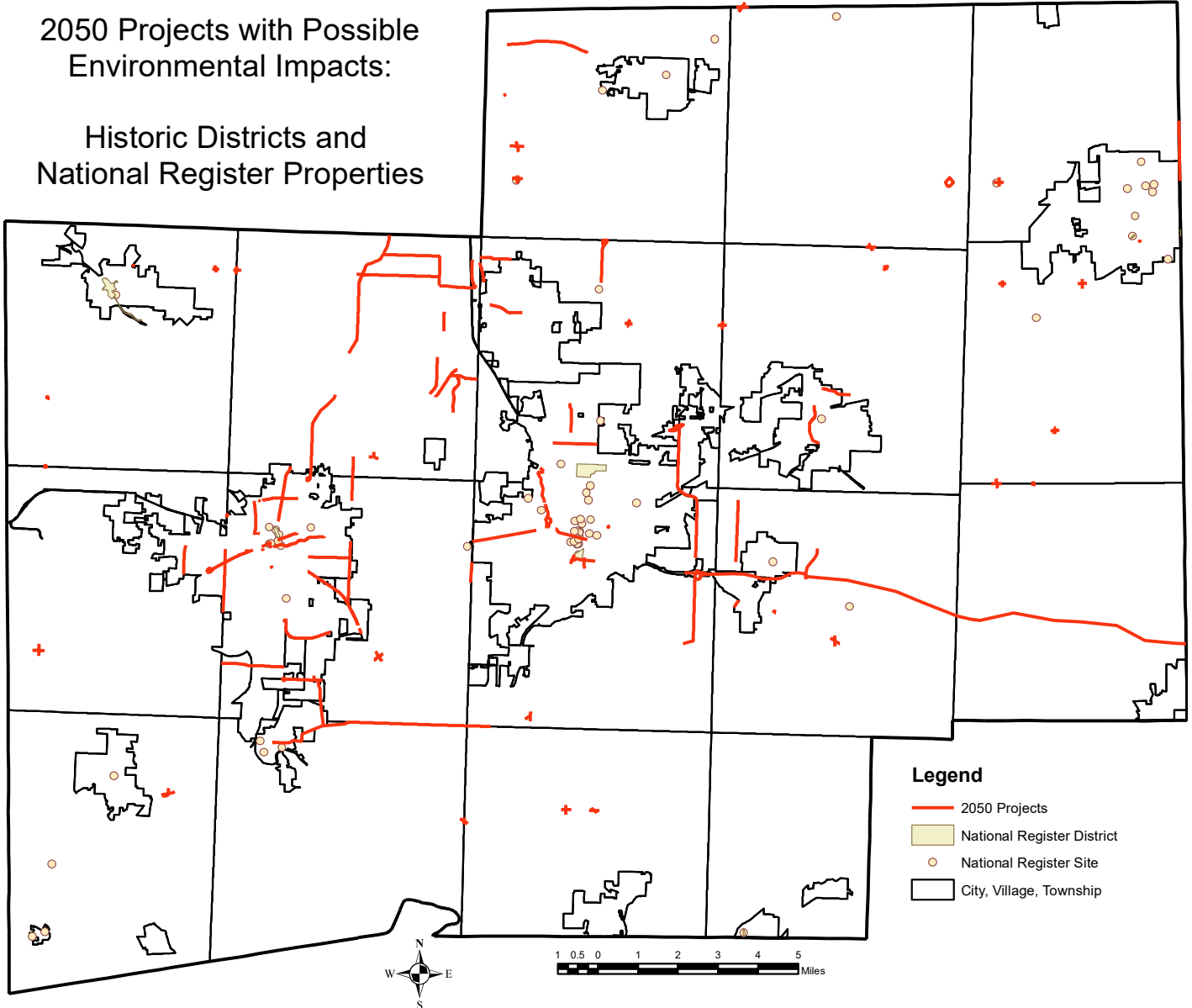
2050 Projects with Possible Environmental Impacts:
US EPA Superfund Sites



Appendices D, Map 6 Impact Map of **Historic Districts and Properties**

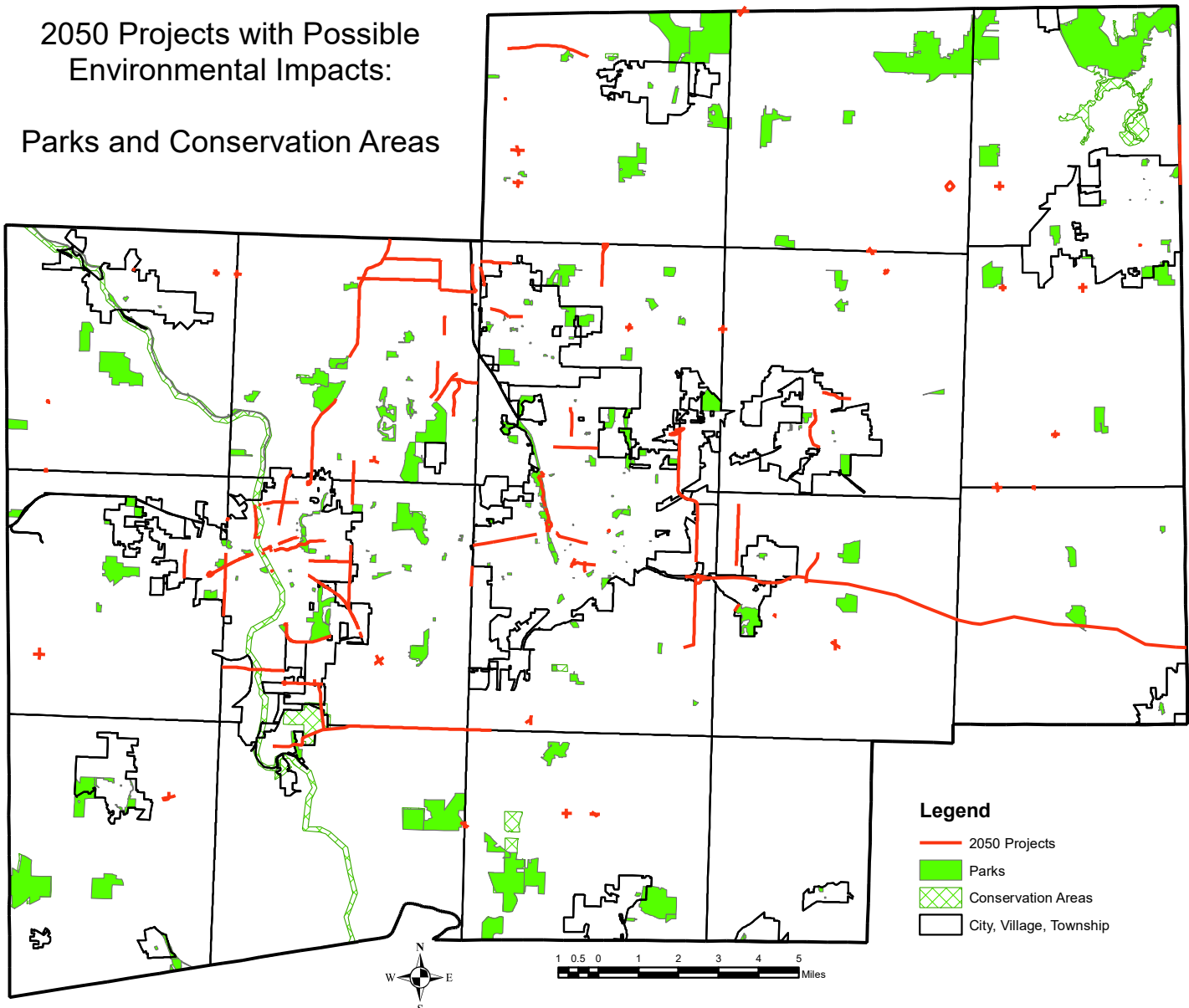
2050 Projects with Possible Environmental Impacts:

Historic Districts and National Register Properties



Appendices D, Map 7 Impact Map of Parks and Trails

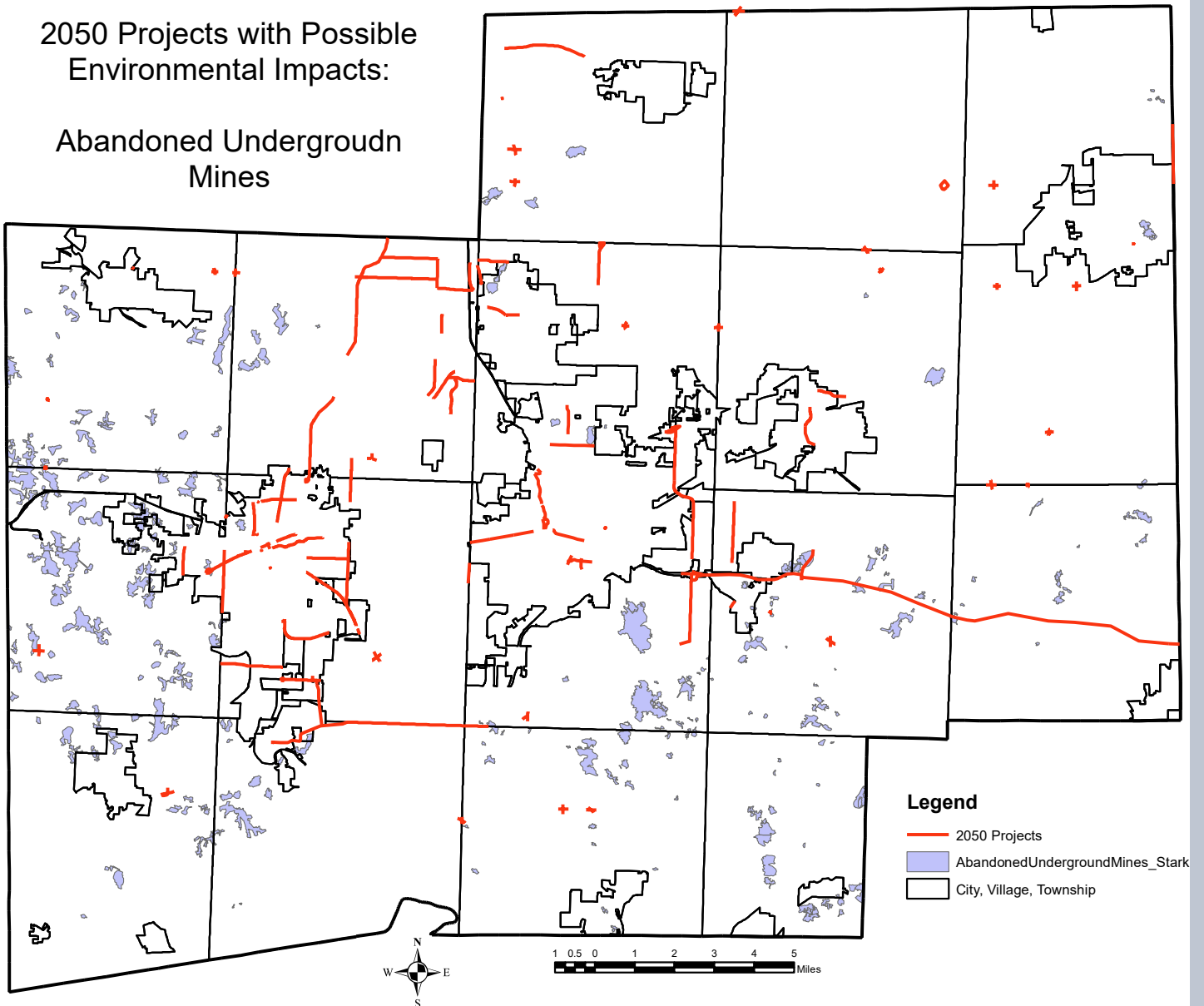
2050 Projects with Possible Environmental Impacts:
Parks and Conservation Areas



Appendices D, Map 8 Impact Map of Abandoned Mines

2050 Projects with Possible Environmental Impacts:

Abandoned Underground Mines



Appendices E - Public Involvement

FOR IMMEDIATE RELEASE
News Media

Stark County Regional Planning Commission
Contact: Malia Watkins
Phone: 330-451-7405
Email: mrwatkins@starkcountyohio.gov

Online Public Input Sought for “Moving Stark Forward”, Stark County’s 2050 Transportation Plan

Stark County Area Transportation Study (SCATS) is releasing a new online web application for collecting public opinions regarding transportation projects that are being considered in the 2050 Transportation Plan.

Titled “Moving Stark Forward”, the 2050 Transportation Plan will be a long-range planning document that examines current and forecast transportation conditions, strategies, and potential projects from the current year to 2050. SCATS will then update this plan every 4 years in accordance with federal requirements. In addition to being a framework for the future of Stark County’s regional transportation network, any transportation projects seeking SCATS funding must be included in the long-range plan in order to be eligible.

While a draft version of the official “Moving Stark Forward” plan is still being written, SCATS is seeking public opinions on the proposed transportation projects being considered for inclusion in the plan.

The public is invited to visit tinyurl.com/movingstarkforward2050 to access an online public engagement application where they can send their transportation improvement ideas directly to SCATS for consideration. Visitors to the website will find an interactive map of Stark County with an overlay of proposed projects, color-coded by category. Users can stick “speech bubble” icons directly on the map that include their thoughts: whether that be their own unique idea, comments they have on an proposed project, or any other kind of feedback they’d like to submit.

Any type of transportation improvement is welcome, e.g. creating a new road, adding bike lanes or walking trails, widening a street, reconfiguring intersections, or even improving a streetscape to make for a better pedestrian experience.

It is the hope of SCATS that this public engagement app can provide a convenient and

meaningful way for the residents of Stark County to have a say in the future of the streets and networks with which they travel, and deliver their own ideas and suggestions directly to the regional entity.

SCATS Technical Director, Jeff Dotson, states that while maintaining the current transportation system is one of our highest priorities, SCATS is very interested in

exploring what the people of Stark County have to say when it comes to additional facilities being built.

The online app also allows users to upvote or comment on suggestions already submitted by others. General comments that are unrelated to specific projects or areas within Stark County can be emailed as well, via the main website.

SCATS is also interested in learning about the priorities of residents of Stark County and how they feel the finite amount of transportation funding dollars should be spent.

“While we are looking for specific projects to add to the 2050 Long Range Plan, we are also looking at priorities for the community in spending limited funding,” says Jeff Dotson.

Please contact SCATS Transportation Planner Katrina Suing at 330-451-7498 or knsuing@starkcountyohio.gov with any questions.

Feedback in Response to Public Input Map Application

From: bill buck <tribfa*****@gmail.com>
 Sent: Monday, February 15, 2021 4:21 PM
 To: Katrina N. Suing <knsuing@starkcountyohio.gov>
 Subject: Regional Planning 2050 Plan

Have pulled up the maps affecting the farms and landowners regarding Bicycle Infrastructure, Pedestrian Infrastructure and Trails and Paths. I must say they are hard for the average layman to read. As you may be aware, many of the farmers and landowners in Stark County are concerned that the plans for trails and walking and bicycle paths are earmarked to run through the landowners and farmers ground. The farmers especially make their living off the ground and do not want this to happen. We have nothing against Stark Parks as such, but not when it comes to running through peoples properties. We are asking that they reroute and find a better way to run their bicycle and walking paths so that the farmers and land owners ground is not affected. I would appreciate hearing from you in this matter.

Sincerely, Barbara A. Buck

Dear Barbara A. Buck,

Thank you for engaging with our public input application, and thank you for sending us your concerns. We would you like you to know that SCATS does hear your thoughts loud and clear, and we find it completely understandable that some farmers and landowners may be concerned with future plans for trails that run through private property- especially their own.

You will be relieved to learn that all of the lines (potential trails) currently shown on the application are entirely hypothetical. We have drawn lines on the map in order to show generalized “start” and “end” points, however the actual shape and path of the lines that represent the actual trail are in no way established yet. Further, none of these correspond to any projects that SCATS has assigned any funding to, nor have any been included in any of our formal budgets or funding cycles.

However, SCATS will still be including your concerns in our 2050 Plan, “Moving Stark Forward 2050”, specifically within a Public Feedback section. The history of concern from private landowners towards proposed new trails has come up frequently throughout the past few years, and we intend to reference it in the Plan for the benefit of future transportation planning within Stark County.

We also recommend that if you'd like to stay up-to-date with specific projects that receive SCATS funding, please bookmark our website and refer to our Latest News tracker, where we announce new projects and TIP's (Transportation Improvement Program).

Thank you again, Barbara, for taking the time to contact us and give us your thoughts.

Sincerely,

Katrina N. Suing
 Transportation Planner
 t:330-451-7498
 f:330-451-7990

Stark County Email Disclaimer

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From: Tyler George <tmg5****@gmail.com>
Sent: Wednesday, February 17, 2021 11:43 AM
To: Jeff G. Dotson <JGDotson@starkcountyohio.gov>; Dan K. Slicker <dkslicker@starkcountyohio.gov>; Karl B. Lucas <KBLucas@starkcountyohio.gov>; Jeffrey R. Brown <JRBrown@starkcountyohio.gov>
Subject: Proposed Bike Trail

To whom it may concern,

The proposed bike trail is an invasion of privacy for all land and home owners along the proposed path. It is a safety concern for all residents as well as livestock. The proposed trail cuts through private property that includes back yards, pastures and farms. The purpose of living in a rural area is to have safety and privacy for our families. I could never in good conscience let my children play and explore my property if there is a public access route that crosses my property. You would be giving free access to rapists, pedophiles, and general criminals to my back door. We do not want any public accessible routes crossing our private property. Public paths and trails should be on public lands. Period. This is extremely wrong and inconsiderate and should never have been proposed.

Tyler George

Good morning Mr. George,

Thank you very much on behalf of SCATS for sending us your concerns. We hear you loud and clear, and we find it absolutely understandable that yourself (among other farmers/landowners) are concerned with future plans for any trails that are being shown to run through private property.

We hope that you will be relieved to hear that all of the potential trails shown on our app are completely hypothetical, and not meant to represent exact locations. We have drawn lines on the map in order to show generalized “start” and “end” points, however the actual shape and path of the lines that represent the actual trail are in no way established yet. None of these correspond to any new projects that SCATS has assigned any funding to, nor have any been included in any of our formal budgets or funding cycles. These are entirely generalized project ideas that may be included in the 2050 Plan and are vague by design.

In direct response to your concerns, SCATS will never fund a proposed a trail on private property unless an easement or ownership could be secured.

We recommend that if you'd like to stay up-to-date with specific projects that do receive SCATS funding, please bookmark our agency's website and refer to our Latest News tracker, where we announce new projects and TIP's (Transportation Improvement Program).

Thank you again, Mr. George, for taking the time to reach out to us. Please feel free to submit to us any other thoughts/ideas you may have, especially through our public input application directly: tinyurl.com/movingstarkforward2050 (a shareable how-to video is available here).

Sincerely,

Katrina N. Suing
Transportation Planner
t:330-451-7498
f:330-451-7990
e:knsuing@starkcountyohio.gov
www.rpc.starkcountyohio.gov

Marlboro Township

7344 Edison St. NE
Hartville, OH 44632
330-935-2830

RECEIVED
MAR 11 2021

March 5, 2021

Bob Nau
Stark County Regional Planning
201 3rd St. NE, Suite #201
Canton, OH 44702

Mr. Bob Nau:

The Marlboro Township Board of Trustees are adamantly opposed to Stark Parks 2050 plan that includes a Bike Trail/Walking Path through Marlboro Township.

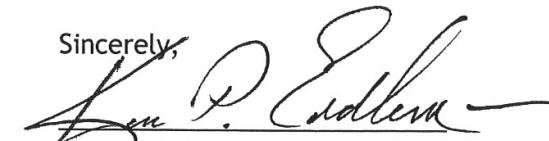
Marlboro Township has lost hundreds of acres of farmland to acquisitions by the City of Alliance and Stark Parks.

Stark Parks does not pay property taxes on those parcels of land that they have acquired, but expects Marlboro Township to provide safety (Fire and Police) protection to them.

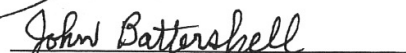
We do not want bike trails/walking paths running through our backyards and farm fields. We are good stewards of our rural properties and WE WANT TO KEEP OUR PRIVACY. Strangers riding or walking a trail on our private properties and farm fields and disrupting our lives is something we do not want or need.


We do not want any further bike trails/walking paths in Marlboro Township PERIOD. The exception being that they run within the road right-of-way or existing park lands - BUT NOT THROUGH PRIVATE PROPERTY OR FARM LAND.

Sincerely,

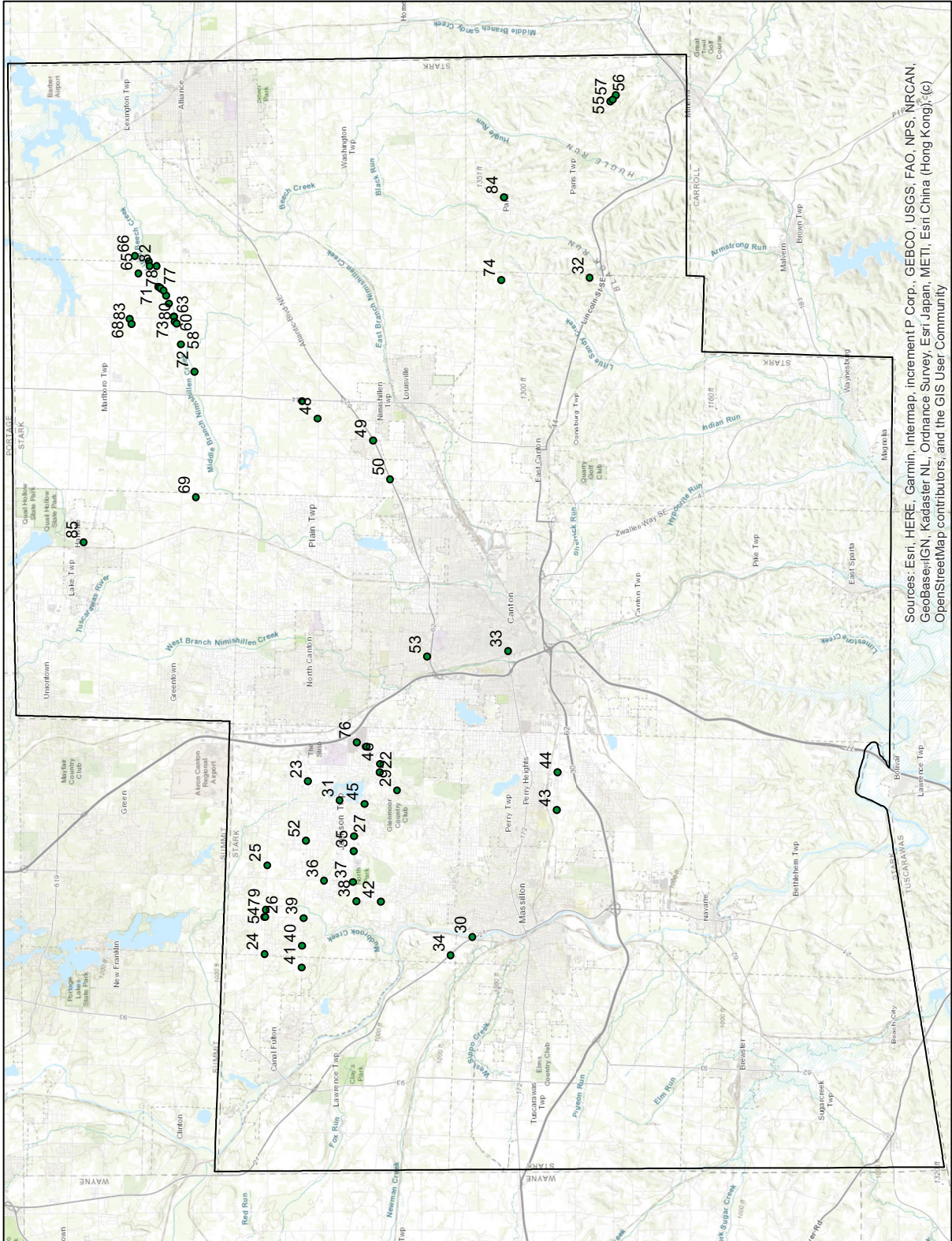


Ken Eddleman, President


John Battershell, Vice President


Wayne Schellig, Trustee

Public Input Map - Suggestions by Object ID



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, OpenStreetMap contributors, and the GIS User Community

OBJECT ID	Suggestion	Bike	Config	Intersect	New Road	Ped	Resurf	Roundabout	Streetscap	Trail	Transit	Widen	Bridge	Date	Alias	Notes
22	Their needs a left turn arrow in the worst way, as straight oncoming traffic is very difficult to see because of the oncoming left turning vehicles blocking the view. In addition, it seems that the oncoming traffic has a tendency to speed up through the intersection in order to make the light.	No	Yes	Yes	No	No	No	No	No	No	No	No	No	1/29/2021 22:45	Lori H	0
23	I would love to see a paved path on portage and Fulton. They would connect the Frank and Wales intersections. Runners and walkers would be so much safer than our busy streets	No	No	No	No	Yes	No	No	No	Yes	No	No	No	1/30/2021 18:13	Jen Boyer	2
24	Between Mt. Pleasant and Arlington there needs to be a wider more defined bike lane. With the dangerous hills blocking visibility, drivers can not see a biker on the road.	Yes	Yes	Yes	No	No	No	No	No	Yes	No	Yes	No	1/31/2021 19:04	Nick P.	1
25	The hill on Strausser needs to be modified/lowered, and the speed limit in this area needs to be lowered as well. Now that there are more houses along this section of road the hill is a blind spot for the new home owners as many people come speeding up and over the hill. The hill needs "shaved down"	No	No	No	Yes	No	Yes	No	No	No	No	No	No	2/1/2021 13:42	Melissa L	1
26	Resurfacing Strausser from Lutz to High Mill	No	No	No	No	No	Yes	No	No	No	No	No	No	2/1/2021 16:09	Anonymous	1
27	Continue the sidewalk along Fulton Dr. NW to connect Wales Ave. and Foxchase Ave. This will allow the neighborhoods on both sides of Wales Ave. safe access to the businesses at Nobels Pond, the library, YMCA, parks, and High School.	No	No	No	No	Yes	No	No	No	No	No	No	No	2/1/2021 16:18	Ben O.	1
28	Widen the road or alter traffic flow as turning left out of these businesses is dangerous and difficult due to the curve and the heavy traffic	No	Yes	No	No	No	No	No	No	No	No	Yes	No	2/1/2021 17:05	Katie O	0
29	I think bicycle lanes should be added to busy roads in busy areas of the Township. Roads like Everhart, Frank, Portage, Wales, Dresser, Hills and Dales, etc. I think if people had safe places to ride bikes, a lot more people would ride, and get some great exercise, and help the planet! Thanks	Yes	No	No	No	Yes	No	No	No	Yes	No	Yes	No	2/2/2021 2:10	Rose DiBartolo	2
30	Requesting special attention to bridges both current structure and for future planning needs. No one bridge in particular, based on age and material of construction shelf life. Thank you for your work.	No	No	No	No	Yes	No	No	No	No	No	No	Yes	2/2/2021 20:42	Anonymous	0
31	Traffic needs slowed down from Lake O Springs on to West Blvd and all the way around the lake. People come barreling down our street off of Lake O Springs at 50+ mph. Radar cops is a temporary fix. A stop sign either at West and Peninsula would slow things down or the corner of Island and West Blvd.	Yes	No	No	No	No	No	No	No	No	No	No	No	2/3/2021 0:17	Sheila M	0
32	Full upgrade to US 30 to 4-6 lane expressway across state connecting Fort Wayne and Pittsburgh (and going through Canton). Fund by getting a Interstate designation similar to how I-11 in NV and AR came to life. I would say I-72 since it could be extended through Illinois and Indiana on other I/W.	No	No	No	Yes	No	No	No	No	No	No	No	No	2/3/2021 18:48	Dustin	0
33	I recommend that the transit corridor include BRT or light rail to attract choice riders. Build to similar design as Euclid transitway in Cleveland.	Yes	Yes	Yes	No	Yes	No	No	Yes	No	Yes	No	No	2/3/2021 18:58	Dustin	2
34	Upgrade 21 to full 4-6 lane expressway and route as an alternate route with interstate designation/SPUR. This will reduce the need to widen 77 through Canton and Akron as well as reduce congestion.	No	No	No	No	No	No	No	No	No	No	Yes	No	2/3/2021 19:00	Dustin	0
35	Add round-a-bout to reduce need for further widening.	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/3/2021 19:03	Dustin	0
36	Add round-a-bout to make intersection safer.	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/3/2021 19:05	Dustin	0
37	Add round-a-bout to improve safety.	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/3/2021 19:05	Dustin	0
38	Add round-a-bout to improve safety.	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/3/2021 19:05	Dustin	0
39	Add round-a-bout to improve safety.	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/3/2021 19:05	Dustin	0
40	Add round-a-bout to improve safety.	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/3/2021 19:05	Dustin	0
41	Add round-a-bout to improve safety.	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/3/2021 19:05	Dustin	0
42	Add round-a-bout to improve safety.	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/3/2021 19:05	Dustin	0
43	Add round-a-bout to improve safety.	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/3/2021 19:05	Dustin	0
44	Add round-a-bout to improve safety.	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/3/2021 19:05	Dustin	0
45	Add round-a-bout to improve safety.	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/3/2021 19:05	Dustin	0
46	Adopt a policy that requires sidewalks on all projects to improve safety and make the roadways look more appealing.	No	No	No	No	Yes	Yes	No	Yes	No	No	No	No	2/3/2021 19:19	Dustin	2
47	Proposed Roundabout, Skewed Intersection, High Speed Location	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/4/2021 1:27	Bill C	1
48	Proposed Roundabout, Skewed Intersection, High Speed Location	No	No	Yes	No	No	No	Yes	No	No	No	No	No	2/4/2021 1:27	Bill C	2
49	Proposed RCUT - Restricted Crossing U-Turn Intersection Right-Out Only & Left-In/Right in at Reno Dr. & California Ave. More Pedestrian Friendly Crossing for Nearby High School	No	Yes	Yes	No	Yes	No	No	No	No	No	No	No	2/5/2021 10:58	Bill C	0
50	Proposed RCUT - Restricted Crossing U-Turn Intersection	No	No	Yes	No	No	No	No	No	No	No	No	No	2/7/2021 15:06	Bill C	0

OBJECT ID	Suggestion	Bike	Config	Intersect	New Road	Ped	Resurf	Roundabout	Streetscap	Trail	Transit	Widen	Bridge	Date	Alias	Votes
52	Make the far right west bound lane right turn only at the light. Right lane people try to drag race everyone that got in the middle lane and the right lane ends right after the light. Very dangerous	No	Yes	No	No	No	No	No	No	No	No	No	No	2/8/2021 2:16	Anonymous	1
53	I'd like to see less individual access points onto Cleveland Avenue, particularly around 30th St where all the fast food establishments are. I'd also love to see streetscaping efforts undertaken on this roadway from Canton north to 44th.	No	No	No	No	No	No	No	Yes	No	No	No	No	2/9/2021 15:34	Rachel	0
54	This intersection is terrible. I have seen so many serious accidents over the years. A stop light or flashing lights need to be installed. The increasing traffic with the addition of neighborhoods will only further compound the incidents in the future.	No	No	Yes	No	No	No	No	No	No	No	No	No	2/10/2021 3:37	Anonymous	0
55	How about you don't take land from the hard working people who earned it! Also, the risks of people's lives are at stake. Hunting season is no joke in these parts. Had two ladies almost get shot because they were out in the middle of no where. Plus not to mention coyotes. Please don't take our LAND!	No	Yes	No	No	Yes	No	No	No	Yes	No	No	No	2/16/2021 14:41	Cause 5	0
56	Remember we have coy dogs as well. Too many people bring their pets. We also hunt coyote all hours. It is not safe. You just want to take what's not yours. How is that right? That's y there r parks! Walk there where their isn't people hunting and wild dogs. if I want to walk I walk on the road.	No	No	No	No	Yes	No	No	No	Yes	No	No	No	2/16/2021 14:47	Cause 5 Anonymous	0
57	if I walk on MY property I carry a Gun. I was stalked by coyotes. They followed me. And I carry a gun. What's to say someone gets attacked. They will sue you for stealing other peoples land and for what? I Go get your own land. Also we will be accessing our back fields by way of your precious trail.	No	No	No	No	Yes	No	No	No	Yes	No	No	No	2/16/2021 14:47	Anonymous cause 5 speak	0
58	Do not approve of anything going through, or near, my personal property.	No	No	No	No	Yes	No	No	No	Yes	No	No	No	2/16/2021 20:16	Anonymous	3
59	This is a horrible idea goes through many fenced pastures. I do not want any public trails through private property's with out the consent of the land owners	Yes	No	No	Yes	Yes	No	No	No	Yes	No	No	No	2/16/2021 22:15	Anonymous	13
60	Invasion of privacy. Do not construct. Unsafe.	No	No	No	No	Yes	No	No	No	Yes	No	No	No	2/16/2021 22:59	Anonymous	5
61	This is crap no need for stupid bike trailers nobody will use	Yes	No	No	No	No	No	No	No	Yes	No	No	No	2/17/2021 0:33	Anonymous	5
62	Going through fence lines, pastures, and fields used specifically for animal feed. Not to mention the livestock that would be distributed by random strangers going by and worse if they would get loose!	Yes	No	No	No	No	No	No	No	No	No	No	No	2/17/2021 0:44	Anonymous	4
63	This is not an ideal location due to the current use of this land. Stick to public land and quit using eminent domain. Expand roadside berms instead.	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No	2/17/2021 1:03	Christine W.	4
64	I am not in favor of having a public bike trail right in front of my house and through our properties. We have worked way to hard to have our nice quiet farms to have a bunch of public going right through it. How do they plan on paying for something this large let alone maintaining it?	Yes	No	No	No	No	No	No	No	Yes	No	No	No	2/17/2021 13:16	Anonymous	7
65	I suggest that a bike trail not be built in Marlboro twp. This includes farm property that has been in production for many years. It is not feasible to build a paved trail for the use of minimal bike traffic. Multiple trails have been built around the county and have minimal use.	Yes	No	No	No	No	No	No	No	Yes	No	No	No	2/17/2021 13:43	Anonymous	2
66	My suggestion is to use the park systems to the fullest and don't disturb privately owned property!!!	No	No	No	No	Yes	No	No	No	Yes	No	No	No	2/17/2021 13:43	Anonymous	0
67	We are opposed to any trail or acquisitions along this identified route. Maintain the existing trails that you already have. Absolutely Not!	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No	2/17/2021 13:47	Anonymous	1
68	Terrible idea. Keep trails to public land or along existing roadways. These trails cut straight through pastures, fences. What's the plan for keeping cattle in once you cut holes in the fence. I do not border this directly but many friends who do. We do not want strangers on our private property.	No	No	No	No	No	No	No	No	Yes	No	No	No	2/17/2021 13:59	Anonymous	0
69	Keep your bike and walking trails off private property!!! My family will spend every last dollar we have to fight you. NO WALKING OR BIKE PATHS ON PRIVATE PROPERTY!!!!!!!!!!!!!!!!!!!!!!!	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No	2/17/2021 13:59	Rusty Nail	9
70	Maintain the trails you already have. I strongly oppose the identified route along the little Beech Creek. Stick to the roads.	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No	2/17/2021 16:08	Anonymous	1
71	This is private property and residents do not want the general public invading their privacy. This would be a gross misuse of public funds and a safety concern for people and livestock alike.	No	No	No	No	No	No	No	No	Yes	No	No	No	2/17/2021 16:22	Anonymous	0
72	I am not in favor of this new path. How can Stark Parks take hard earned land that owners have worked their whole life for? Many of these owners use this land for an income for their families. Not only are you taking away from this community, you are also disturbing wildlife!	No	No	No	Yes	Yes	No	No	No	Yes	No	No	No	2/17/2021 16:42	Angry Farmer	3

OBJECT ID	Suggestion	Bike	Config	Intersect	New Road	Ped	Resurf	Road	Streetscap	Trail	Transit	Widen	Bridge	Date	Alias	Votes
73	This is private property. We have no intention of giving up our land for a public bike or walking trail. It's unbelievable to us that our property can even be considered for this without our consent. We live in the country for a reason!! Absolutely NO to this idea.	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No	2/18/2021 0:04	Marty and Laura J	2
74	This is private property and splits my farm in half. Absolutely have no desire to see this trail. Use the roads. Present trail encourages trespassing and loitering.	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No	2/18/2021 2:26	Doc	4
75	We do not want a public path in our back yards. This is a misuse of public funds. we own rural property for safety and privacy we don't want strangers on our lands. public works should be on public land, never across private property. There is no need for a new trail here. maintain what you have!	Yes	No	No	Yes	No	No	No	No	Yes	No	No	No	2/18/2021 12:05	Anonymous	5
76	I've seen so many visitors to our area walking in the roadway or on the berm trying to get to restaurants and shopping. I would be nice to see more accommodations and sidewalks in this area. I would also like to see more intersections using pedestrian signal crossings.	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No	No	2/18/2021 13:54	Jeff	1
77	I am totally against any trail or acquisitions on this section of planned route. Though this is just a conception, its quite unnerving that it would even be considered through farmland and private property. Disgusted	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No	2/18/2021 19:01	Anonymous	2
78	We are opposed to any trails or acquisitions in this area and along this route.	No	No	No	No	No	No	No	No	Yes	No	No	No	2/18/2021 19:46	Anonymous	1
79	I would love to see more bike and trail connectivity in this area so that current trails, schools, and neighborhoods are connected and there is a safe route for bicyclists. Strausser has no berms, and poor visibility for drivers and cyclists to coexist. Many households that would benefit in the area	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No	2/19/2021 19:24	Anonymous	0
80	I am absolutely opposed to the proposed public bike/walking trail along the Little Beech Creek. The trail would split my property in half and run right next to my barn. We live in the country for a reason; for the views, the solitude, the quiet. This is my property and you can't have it!	Yes	No	No	No	No	No	No	No	Yes	No	No	No	2/20/2021 2:19	Mary S.	1
82	As a property owner on this proposed route, I will not consent to this. These properties and their natural beauty are the reason we purchased them and pay a premium for them. The "public" has no authority to seize them from those that possess and maintain them lawfully.	Yes	Yes	No	No	Yes	No	No	No	Yes	No	No	No	2/22/2021 18:41	John Kent	2
83	The Marlboro Township Board of Trustees are adamantly opposed to Stark Parks 2050 plan that includes a Bike & Walking Trail through Marlboro Twp. We are opposed to strangers riding or walking on a trail through our rural & private properties & we want our privacy. WE SAY NO TO THIS PLAN PERIOD.	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No	2/23/2021 2:01	Marlboro Trustees	0
84	I have never given anyone permission to use my property on a map for a proposed trail. We already dealt with Stark Parks regarding this matter and it now appears that Regional Planning has been behind this all along. I intend to seek legal counsel regarding this matter.	No	No	No	No	No	No	No	No	Yes	No	No	No	2/23/2021 2:37	JS	0
85	I think this is an amazing idea! The amount of bikers and joggers on the roads will alleviate very well. Many mis-informed people think the government is going to seize land randomly for this even though it says it will be paid for those have the land and want it. I would explain that to everyone.	Yes	No	No	No	No	No	No	No	Yes	No	No	No	2/24/2021 23:30	Anonymous	2

Public Input - Comments to Suggestions

Alias	Comments
Lori H	My previous comment was referring to vehicles on Sibila, heading North, wanting to make a Left turn.
Mike M	I was glad to see this suggestion. Strausser has a very significant volume of traffic and the speed limit is not enforced. In addition to grading out the hills to remove the blind spots, the road should be widened and they should add a bicycle lane for pedestrian safety.
Anonymous	Private property is private property and no one has any business putting trails through it of any kind. I'm not sure what gives anyone the idea that the county or anyone has that right.
Big Daddy	I understand that this is only a concept, but you guys have to be kidding me. Lets go ahead and identify a potential trail connector right through existing farms and private properties. Its no wonder there was such outcry last year when the Stark County Park District ran their levy. ABSOLUTELY NOT!
Concerned citizen	First- let me say--I am 100% in support of trails. I love them BUT. Who thinks this is a good place to put a trail.... I specifically purchased where I live to be more isolated. This will allow others access to my property who normally would not have access. SAFETY- This does not benefit the "" who
concerned citizen	Pick better routes. Reader is already used as a main route - Why do we need to go thru people's back yards. raising property values- No way- This will lower our values out here.- Again. I know this is a "Plan, find a different way- widen roads, build it into current streets. Dont go thru private pr
Julie M	This is way to close to personal property and small children. I do not feel this is a good idea. There are plenty of other trails people can go to. Leave the country quite and private. That is why people move out in the country and buy land. Thank you.
EM	Please keep the country quite and private
Doc	Private property is just that. Any map threatens that and puts the owner on the defensive of defending their property. I'm tired of ""planners"" not involving local elected officials. Get out of your offices and go to twp. meetings and tell them the truth what you really want to do.
Doc	The Parks were unsuccessful so now they are sending another arm of government for our property!
John K	I'm totally with you neighbors I do not consent to this
John k	Don't forget the vandalism How are we supposed to ensure the safety of our livestock with random folks meandering through pastures?

Moving Stark Forward Draft Meeting Slides



2050 Plan Objectives

1

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 such as congestion management, safety planning, and mobility management.

2

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;
- B. Support the objectives of the Coordinated Public Transit - Human Services Transportation Plan and SARTA's continued curb to curb programs to serve transit dependent persons;
- C. Encourage the development and creation of 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. Provide for pedestrian friendly transportation systems where appropriate in response to new demographics and special needs.

2050 Plan Objectives, cont.

3
4

Objective 3: Provide a congestion free transportation system.

Strategies

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

Objective 4: Provide an efficient, safe and secure transportation system.

Strategies

- A. Identify and target high crash locations for safety improvements;
- B. Implement intelligent transportation systems;
- C. Consult with appropriate agencies to provide for a secure transportation system



2050 Plan Objectives, cont.

5

Objective 5: Provide an economically, equitable and environmentally sound transportation system.

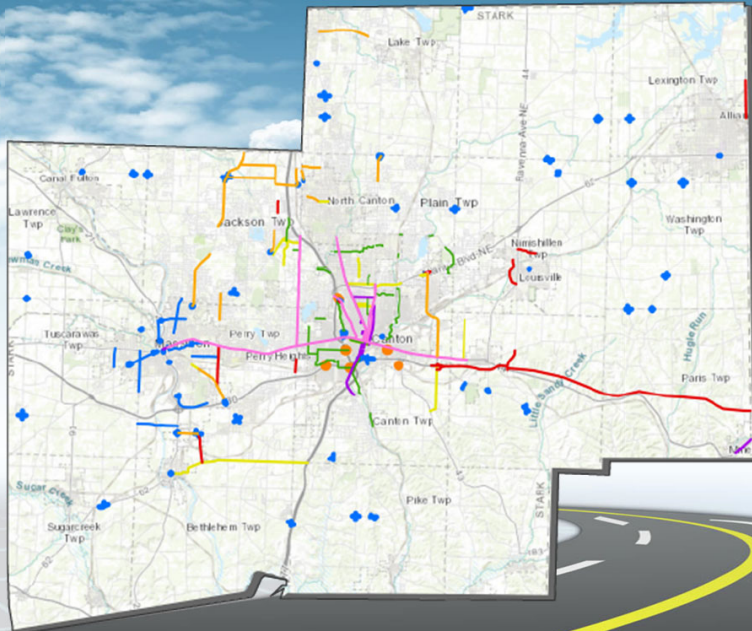
Strategies

- A. Ensure projects are sensitive to economic, social and environmental factors;
- B. Develop fiscally constrained transportation plans and programs;
- C. Monitor and assess the cost effectiveness of transportation system components;
- D. Encourage projects and programs that minimize the transportation system's impacts on air, water quality and noise levels.
- E. Support projects and programs that aim to restore environmental equity to populations that have been disproportionately impacted by environmental hazards, disasters, or pollution.



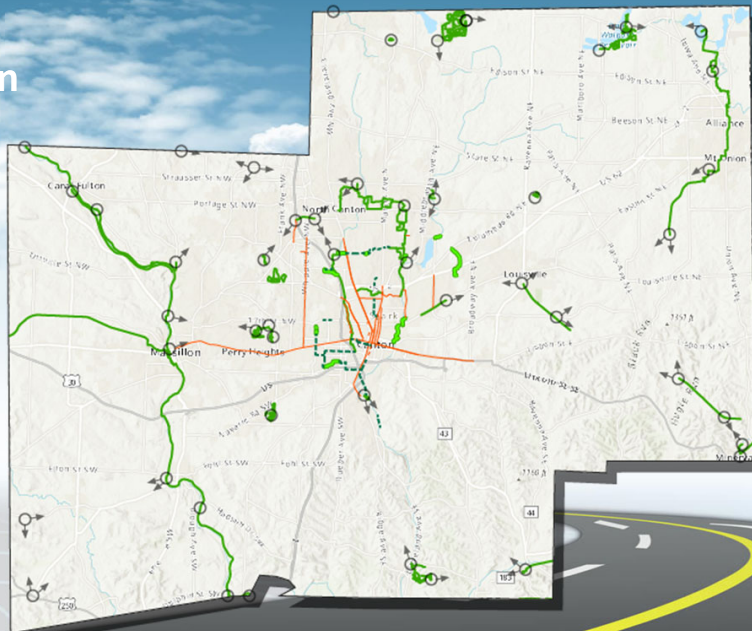
2050 Plan Projects

- Bridge
- New Road
- Widening
- Resurfacing
- Bike/Pedestrian
- Intersection
- Streetscaping
- Transit Corridor



Active Transportation Projects

- Existing Trails
- Proposed Pedestrian/Sidewalk Inf.
- - - Proposed On-Road Bike Inf.
- Proposed Trail (City of Canton)
- Proposed/Existing Trail Access (Stark Parks)
- Generalized Direction of Proposed Trail



Plan Paid Ad

The Stark County Area Transportation Study invites the Public to review and comment on:

Moving Stark Forward 2050 Stark County's 2050 Transportation Plan

The Transportation Plan is a long-range plan identifying transportation improvements for Stark County for a minimum of 20 years. This plan is the first time it has been extended to 2050.

A number of planning factors are reviewed to develop this plan: safety, congestion, environmental justice, demographic and employment trends, air quality analyses, and comments from the public. The plan uses this information to develop a list of road, highway, transit, pedestrian, bicycle, freight, and other projects to meet our transportation needs into the future.

This plan is developed in cooperation with local Stark County governments, the Stark Area Regional Transit Authority, the Ohio Department of Transportation, the Ohio EPA, the Federal Highway Administration, the Federal Transit Administration, and the public.

We need your comments! Please review and comment by May 7 online at:

tinyurl.com/movingstarkforward

Comments can also be sent by May 7 to: Moving Stark Forward 2050, 201– 3rd St. NE, Suite 201, Canton, OH 44702-1211.

For further information, please contact Karl Lucas, SCRPC Senior Planner, at 330-451-7386 or kblucas@starkcountyohio.gov

Post-Draft Approval Public Comments #1

Your Email: joe*****@yahoo.com

Your Comments: I'm glad to see US-30 plans to extend closer to Lisbon/SR-11 via a new super-highway/expressway, and plans for more trails which will be inter-connected.

Text area:

Text area:

Your ZIP Code: 44709

GiveUsYourFeedbackID: 3

Form inserted: 3/23/2021 11:00:33 AM

Form updated: 3/23/2021 11:02:39 AM

Your Email: joe*****@yahoo.com

Your Comments: I realize it's super expensive and while I'm not sure how the I-77/US-30 interchange is going to be reconstructed, but if it doesn't include fly-over ramps, at the very least one from US-30E to I-77N, that will be a huge mistake in my opinion. I have driven on some terribly designed interchanges (drove the I-26/I-20 i.e. malfunction junction in Columbia, SC many times in my life, which is well-known for being terrible, yet the current 30E to I-77N debacle is equally as bad, only thing that kind of saves it is it has far less traffic.

Text area:

Text area:

Your ZIP Code: 44709

GiveUsYourFeedbackID: 3

Form inserted: 3/23/2021 11:00:33 AM

Form updated: 3/23/2021 11:02:12 AM

Your Email: joe*****@yahoo.com

Your Comments: I realize it's super expensive, but I think it's a travesty that a plan from the 1970s to extend the US-62 expressway where it currently ends at SR-225 to the Salem portion of the expressway - which is essentially worthless right now - connecting 3 miles of nothing more or less - is being totally eliminated from ever being considered. What it could have done to help the sad north-side of Alliance grow; instead, it is one of the most depressed economic areas I've ever seen, w/all of the economic activity in the city instead along State St in the southern and western portions of the city.

Text area:

Text area:

Your ZIP Code: 44709

GiveUsYourFeedbackID: 3

Form inserted: 3/23/2021 11:00:32 AM

Form updated: 3/23/2021 11:00:32 AM

RPC Response:

Please note that our participation in some projects is limited. Specific design and routing of projects is often the responsibility of the project sponsor. Be assured that ODOT is aware of the design aspects of the I77/US30 interchange and that reports that we update on a continual basis review accidents and congestion for project prioritization.

The US 62 Extension has been on SCATS Long Range Plans for a number of years. Due to limited interest in Alliance and Mahoning County, it was not included in this Plan. Also, a number of previously planned highway projects have been stalled across Ohio (and the country) as funding becomes limited and priorities have shifted to high accident and congested locations.

Post-Draft Approval Public Comments #2

4/17/2021

I have several comments concerning SCATS Moving Stark Forward 2050 long range plan:

1. CAC involvement is of the utmost importance based on the plan's own intro and references throughout. However, I attended nearly all the CAC meetings held since the release of the 2040 plan and nearly all the meetings consisted of public participation in opposition of "plans or designs" for rural walking trails, bike paths, pedestrian trails and a scenic bridge (i.e. Pleasant Valley) upon presently owned private property. Yet, I see absolutely NO mention of this in the draft and even saw additional proposed maps of trails across private property during the public comment period. Now, in the plan's proposed draft we see a more generic map that could be interpreted to be more "threatening" for entire communities vs previously individually identified privately owned properties.
2. Public comment seems to only matter when it supports the agenda of regional planning. Several years ago, the CAC was active and well attended by a number of private and public citizens. Numerous present or past township trustees attended and participated in those CAC meetings. More recently, realizing their comments were falling on death ears, rural townships actually have started to make resolutions which would be in exact opposition of this plan at the urging of their constituents! Yet no comment in the draft except "how important" these rural projects are to the county.
3. I question why all of the other projects have "use" studies or projections yet these rural trails which will never truly be used at a level to effect traffic or are located where traffic isn't even a problem are included in an alternative transportation plan. On review, the City of Canton appears to be involved but the other population centers in the county are poorly represented at best. I don't understand how a trail and greenspace plan developed and administered by an organization whom boasts of removing nearly 8,000 acres not only out of the county's tax base but also from any potential further economic development is the main contributor for the active transportation portion of the 2050 Plan. Opposition to Stark Parks planning and acquisition practices has been a major topic at CAC meetings, rural township meetings, and grass root concerned citizens rural public meetings. Yet "this opposed process" is regional planning's basis for the plan.
4. Finally, publishing that Stark Parks has a trail that extends to Swallen Ave. in Osnaburg Twp. is a false representation of ownership. I would ask you to review Stark County Recorder's records as well as consult with Stark Parks because they have admitted "false representation" in a public forum and were supposed to change all references to such. If the plan is printed as stated there will be legal action taken against Stark Parks and Regional Planning since such representation has encouraged and continues to encourage trespassing upon private property. It will be determined that the decision to print was done so with the direct understanding the information is false and misleading.

Sincerely

Eric Pugh – Concerned CAC member, rural Stark County citizen, and local business owner

RPC Response:

Please note that all proposed routes for future trails are a generalization. Stark Parks states that, “Future routes connecting existing trails will be determined following public input, friendly sales, and available funding to build and maintain trails”.

Stark Park’s largest parks, Deer Creek and Walborn Reservoirs, are approximately 40% of the acreage under the purview of the district. Most of this area is under public ownership as the public water supply for the City of Alliance. Friendly acquisitions of adjoining lands have been to further protect the water supply to the City.

A majority of the projects in the long-range plan do not have use studies, but are projects that have been proposed by members of the SCATS project sponsors over many years and adjusted as conditions change. Errors made in mapping are corrected within a reasonable time frame as they are identified. Language in the draft document was modified to better reflect existing and proposed trails. We note comments opposing Stark Park’s purchase of lands for recreational, conservation, and open space preservation purposes but find them contrary to accepted planning conventions, especially when purchased through friendly sales.

Post-Draft Approval Public Comments #3

RECEIVED
MAY - 3 2021

WASHINGTON TOWNSHIP

5789 Beechwood Avenue Alliance, OH – Stark County

Phone: 330-821-9834 – Fax 330-821-8607

Randy Rodgers, Trustee
15874 Bowman NE
Homeworth, OH 44634

Merrit Boyce, Trustee
16250 SalemChurch St.
Alliance, OH 44601

Wayne Wallace, Trustee
16244 Louisville St.
Homeworth, OH 44634

Jimmy Jones, Fiscal Officer
13110 Easton St. NE
Alliance, OH 44601.

April 26, 2021

Bob Nau
Stark Regional Planning Commission
201 – 3rd Street NE
Canton, OH 44702

Dear Sir,

The Washington Township Trustees would like to go on record as being opposed to the Stark Parks 2050 Plan that includes bike trails going through our township. The proposed bike trail will go through private property, both farm land and backyards. We believe that our residents' private property and privacy should be both protected and respected. The Washington Township Trustees do not support this bike trail.

Resolution Number: 04190921

RPC Response:

Cordially,

The Washington Township Board of Trustees

Wayne Wallace
Randy Rodgers
Merrit Boyce

We assume that this resolution refers to the Little Beech Creek Trail. The project was included in an online mapping application SCATS used to gather public input into the plan. Due to the number of comments opposing this trail, it was not included in the Draft Plan. There are no projects in the Plan that are proposed to be built on private property.

Post-Draft Approval Public Comments #4

-----Original Message-----

From: Marisavljevic, Nicole L CIV USARMY CELRH (USA) <Nicole.Marisavljevic@usace.army.mil>

Sent: Friday, May 7, 2021 12:22 PM

To: Karl B. Lucas <KBLucas@starkcountyohio.gov>

Subject: RE: Stark County Ohio Long Range Transportation Plan (Corps File# LRH-2021-45-TUS)

Good morning,

This email is in response to an email received in this office on April 8, 2021 regarding the development of a long range transportation plan in Stark County, Ohio. You have requested the United States Army Corps of Engineers (Corps) review your proposal for possible Department of the Army (DA) permit requirements. We have assigned the following file number to your proposal: LRH-2021-45-TUS. Please reference this file number on all future correspondence related to the subject proposal.

The Corps' authority to regulate waters of the United States is based on the definitions and limits of jurisdiction contained in 33 CFR 328, including the amendment to 33 CFR 328.3 (85 Federal Register 22250), and 33 CFR 329. Section 404 of the Clean Water Act requires a DA permit be obtained prior to discharging dredged and/or fill material into waters of the United States, including wetlands. Section 10 of the Rivers and Harbors Act of 1899 requires a DA permit be obtained in advance of any work in, on, over or under a navigable water of the United States. The Tuscarawas River is a Section 10 and Section 404 water.

Activities subject to regulation under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899 may be authorized by a General Permit or an Individual Permit (IP). General Permits are issued nationwide or regionally for a category or categories of activities that are either similar in nature and cause only minimal individual and cumulative adverse impacts. There are currently 56 Nationwide Permits (NWP) with 32 general conditions used by the Corps to authorize projects resulting in minimal individual and cumulative adverse impacts. The 16 reissued and modified 2021 NWP and associated general conditions are valid until March 15, 2026 and can be found at: <https://www.lrh.usace.army.mil/Missions/Regulatory/Public-Notices/Article/2527006/nationwide-permits-for-the-state-of-ohio/>. The 40 remaining 2017 NWP and associated general conditions are valid until March 18, 2022 and can be found at: <http://www.lrh.usace.army.mil/Missions/Regulatory/Public-Notices/Article/1126355/lrh-2016-0006-oh/>.

For instance, NWP 14 authorizes activities required for crossings of waters of the United States associated with the construction, expansion, modification, or improvement of linear transportation projects (e.g., roads, highways, railways, trails, airport runways, and taxiways) in waters of the United States. Under the NWP, pre-construction notification (PCN) to the Corps for authorization is required in many cases and resource agency coordination (Ohio Environmental Protection Agency, United States Fish and Wildlife Service, and Ohio State Historic Preservation Office) is required in some cases. Additionally, if threatened or endangered species or critical habitat might be affected by the activity or are in the vicinity of the project; or if the activity may have the potential to cause effects to any historic properties listed, determined to be eligible for listing in, or potentially eligible for listing in the National

Register of Historic Places, including previously unidentified properties, the applicant may not begin the activity until notified by the Corps that the requirements of the Endangered Species Act and/or the National Historic Preservation Act have been satisfied and that the activity is authorized. NWP General Condition 32 and Regional Condition 6 outline the information that must be included in a PCN.

Activities that do not qualify for authorization under the General Permit program may qualify for authorization by a Standard IP. Authorization under an IP may be obtained only through application (ENG Form 4345) with the Corps. These permits are issued for activities that have more than minimal adverse impacts to waters of the United States and evaluation of each permit application involves more thorough review of the potential environmental effects of the proposed activity upon the public interest. The Corps may not issue a permit if the proposed project is not in the public interest, is not in compliance with the United States Environmental Protection Agency's Section 404(b)(1) guidelines (this does not apply to Section 10 of the Rivers and Harbors Act of 1899 only activities), is not in compliance with other laws (such as Section 401 of the Clean Water Act, National Environmental Policy Act, Fish and Wildlife Coordination Act, Endangered Species Act, National Historic Preservation Act), would result in significant degradation of the aquatic environment (net after mitigation), or if the proposed mitigation is not determined to be adequate.

Your concern for our nation's aquatic resources is appreciated. Enclosed are instructions for completing: applications for DA permits and preparing a PCN. If you have any questions regarding the Regulatory Program and Permitting or would like to schedule a pre-application meeting, please contact me. Alternatively, you can reach a project manager in the Dover Regulatory Field office at (330) 365-4270 or the Huntington District, North Branch (Ohio) office, at (304) 399-5210.

Thank you,

Nicole Marisavljevic
Office: (330) 365-4273
Mobile: (330) 201-9530
Dover Field Office
5153 State Route 800 NE
Dover, Ohio 44622
Regulatory Division, Huntington District, US Army Corps of Engineers
<https://www.lrh.usace.army.mil/Missions/Regulatory.aspx>

RPC Response:

The U.S. Army Corps of Engineers explained and provided information for their permitting process and authority.

Project Input Map Application (Post-Draft) Feedback

Map showing the Perry at Harris intersection. The project area is highlighted in blue. Street names include Perry Dr NW, Mill Ridge Cir NW, Canterbury St NW, and others. Elevation markers show 1140 ft and 1170 ft.

< Perry at Harris
0

Perry at Harris

Project Name Perry at Harris
 Project Type Intersection Improvement
 Upvotes
 Time Frame 2,030
 Cost Estimate 2,000,000
 Project Source SCATS 2040 Transportation Plan
 Planning Area Jackson Planning Area
 Length (miles) 0.39

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Comments

Anonymous says "What exactly is the plan for this area????? It's already a 'cut-thru' for entirely too many vehicles. You are destroying Jackson Township with all of these projects. Why don't you fix the problem at the other end of Harris? Oh, that's right, Glenmoor is there."

Alias Anonymous

Map showing the Market Ave project area. Multiple streets are highlighted in blue, including Market Ave, Cleveland Ave, and Cherry Ave. The map shows a dense urban grid with street names like 1st St through 14th St and various avenues.

< Market Ave
0

Market Ave

Project Name Market Ave
 Project Type Streetscaping
 Upvotes 1
 Time Frame 2,025
 Cost Estimate 5,000,000
 Project Source SCATS 2040 Transportation Plan
 Planning Area Canton/Canton Township Planning Area
 Length (miles) 1.00

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Comments

Abby says "Should consider reconstruction of Market Ave. N from 15th St. to 55th St."

Alias Abby
 Comment Should consider reconstruction of Market Ave. N from 15th St. to 55th St.



STARK COUNTY
REGIONAL PLANNING
COMMISSION

This report is the product of a study financed in part by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration and/or 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 or others. This report does not constitute a standard, specification, or regulation.