

Proposed Lincoln Way (SR-172) Streetscape Project City of Massillon, Stark County, Ohio

ODOT Project ID: STA-172-6.44; PID: 104857

Summary of Public Comments Received and Responses to Comments

Prepared March 15, 2018

Table 1 - Public Comments Received and Responses to Comments

Comment/Concern	Response to Comments
<p>SARTA's 102 Route is the busiest Route in Stark County providing service between Canton and Massillon and travels the entire length of the proposed project corridor. Between our routes, we provide nearly 500,000 trips to passengers through this project corridor each year.</p> <ul style="list-style-type: none"> • Our first concern is the lane widths on Lincoln Way. We want to ensure that this project will not further narrow the lanes on Lincoln Way. Our buses are often fighting to avoid hitting mirrors while maintaining their respective lane when traveling through this corridor. • Our second concern is the corners at Erie and Lincoln Way. Will this proposed curb lane make the turning radius tighter? Our 40 foot low floor vehicles make wide turns. We want to ensure that the turn is not constricted as this is a critical route. • Our third concern is that of the raised pedestrian crosswalk. Our 40' buses that travel on through this corridor have a very low clearance. The clearance at the front of the bus is only 7 inches and 10 inches at the midpoint of the vehicle when the vehicle is empty. While traveling through this section, the bus is never empty and can ride even lower (roughly 6 inch clearance). We want to ensure that neither the improvement project nor our buses will not be damaged by a raised pedestrian crosswalk. 	<p>The existing lane widths will be maintained, the project will not reduce the lane widths.</p> <p>Vehicle turnpath simulations show no conflict with a 40' bus and the proposed curb radii.</p> <p>The raised pedestrian crosswalk is 3" higher than the pavement. Vehicles with 6" of under-clearance will not conflict with the pedestrian crosswalk.</p>

<p>As both a commercial resident of Massillon and as a small business representing multiple Massillon real estate investors, we are excited about the prospect of a much needed downtown update! This is much appreciated and hopefully will continue spurring commerce in our Downtown area. We fully support any improvements of this kind.</p>	<p>Comment noted.</p>
<p>Have been to various meetings and had mentioned to Mayor that I'd like to see the almost final drawings when they're available. This has to be a win-win project for the city and it needs to be publicized to help folks understand what's being suggested. Many folks want to talk in groups about issues like this & the "REZZY" and really don't know what's being suggested. A small group of us have Biked thru other towns that were steel/lumber/small manufacturing like Massillon was and saw how they've changed the town to accommodate tourists/bikers/hikers & the economic impact. This makes us want to help get this going.</p> <p>Please let me know when any Public meetings are planned for this program.</p>	<p>A public meeting is not proposed for the project.</p> <p>Project design and public involvement comment and response information can be found on the City of Massillon website at: www.massillonohio.gov, City Services, Engineering, Projects.</p>
<p>The curbs (median structure with trees) in the middle of the street will be struck by vehicles and the leaves will be on the road.</p> <p>The curb cutouts will make parking difficult in between and beyond the cutout locations. Vehicles will hit them.</p> <p>The proposed brick work will become displaced over time.</p> <p>Slanted (angle) parking on 1st Street is not a good idea. It provides more parking capacity but it is difficult to see when backing out.</p> <p>Project won't bring more people to their downtown.</p>	<p>The center median will create a more pedestrian friendly environment and create traffic calming.</p> <p>Curb cutouts will shorten the distance for pedestrians crossing the road. The cutouts will also define the limits of on-street parking and protect the parked vehicles</p> <p>Textured crossing, using non-slip bricks or pavers, can raise a driver's awareness and encourages vehicles to slow down enhancing safety in the downtown area. The proposed brick pavers will be installed utilizing neoprene modified adhesive to ensure durability.</p> <p>Angle and/or back-in angle parking is not proposed for the project.</p> <p>The proposed streetscaping project will result in a more diverse transportation facility with improved access resulting in a more attractive downtown area with improved pedestrian, cycling, public transit and traffic features. While no single design feature can ensure that a streetscape improvement will attract more people to the downtown area, it will provide greater mobility and access and can also lead to more healthy and active lifestyles, increased private investment, and supports the development of a good business climate.</p>

<p>Our roads need done (repaired) first and there is a cutout in front of BW3s that needs taken out and the no turn sign on 1st Street & Lincoln way (needs to be removed).</p>	<p>The project will address deteriorated conditions on State Route 172 (Lincoln Way) and portions of all side streets within the project construction limits.</p> <p>Each year the City of Massillon identifies roadway improvement projects and prioritizes improvements based on need and available funding from the City's Roadway improvement tax. Funding for this project is provided thru State grants specifically directed to projects of this scope.</p>
<p>This is a ridiculous proposal.</p> <p>Our streets and roads are in horrible condition and need addressed.</p>	<p>Each year the City of Massillon identifies roadway improvement projects and prioritizes improvements based on need and available funding from the City's Roadway improvement tax. Funding for this project is provided thru State grants specifically directed to projects of this scope.</p>
<p>The proposed streetscape improvements occur within the Massillon Historic District boundaries. The project needs to ensure compatibility with existing design guidelines for exterior storefronts, signage, color schemes, exterior lighting and outdoor public spaces on sidewalks.</p>	<p>The proposed streetscape improvements have been designed to be consistent with the Design Guidelines for the Massillon Downtown Historic District, dated July 16, 2017. The project will not alter any buildings within a historic district or any structure list in or eligible for listing in the National Register of Historic Places. Submission of an application for Certificate of Approval (COA) is not required for the project.</p> <p>However, the project will comply with Section 106 of the National Historic Preservation Act of 1966. Conclusion In accordance with the Advisory Council on Historic Preservation's current regulations and with 36 CFR Part 800.5(b), ODOT has determined a finding of "no adverse effect" is appropriate for the subject project, and requests concurrence with the following:</p> <ol style="list-style-type: none"> 1. One NRHP-eligible historic district is located within the APE: the Downtown Massillon Historic District. 2. In accordance with 36 CFR 800.5(b), a finding of "no adverse effect" is applicable to the effect of the undertaking on the Downtown Massillon Historic District. No contributing elements of the historic district will be affected by the project. 3. The undertaking will not adversely affect any known significant cultural resources. 4. The project area is limited to disturbed developed areas. No further archaeological investigations are recommended. <p>In accordance with the Advisory Council on Historic Preservation's current regulations under 36 CFR Part 800.3(c)(4), the project will be coordinated with the Ohio Historic Preservation Office and receive project concurrence prior to completion of final design plans and project construction.</p>