Colonial Blvd. Reconstruction Project

GP1206, PID 111059

Public Involvement Presentation

May 12, 2020

City of Canton

Engineering Dept.

Hall of Fame City

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Listen

Project Development Team

- Dan Moeglin, Project Oversight
- Nick Loukas, Project Manager
- Kristine Griffith, Assist. Project Manager
- Kyle Koppes, IBI Group

Project Stakeholders

- Colonial Heights Association
- Ohio Department of Transportation
- Stark County Transportation Study
- Canton Parks and Recreation
- SARTA and Stark Parks

Colonial Blvd.

- Project Origin and Need
- Comprehensive Plan – Neighborhood Revitalization
- Active Transportation/Complete Streets
- Bike route and facilities key to funding
- Federal funds to pay for 80% of project

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Project Elements

Roadway project with Complete Streets components

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Trees

Tree City USA since 2014
Tree City USA, Growth Award
Planted 3000 Trees since 2013

Lights

Listen

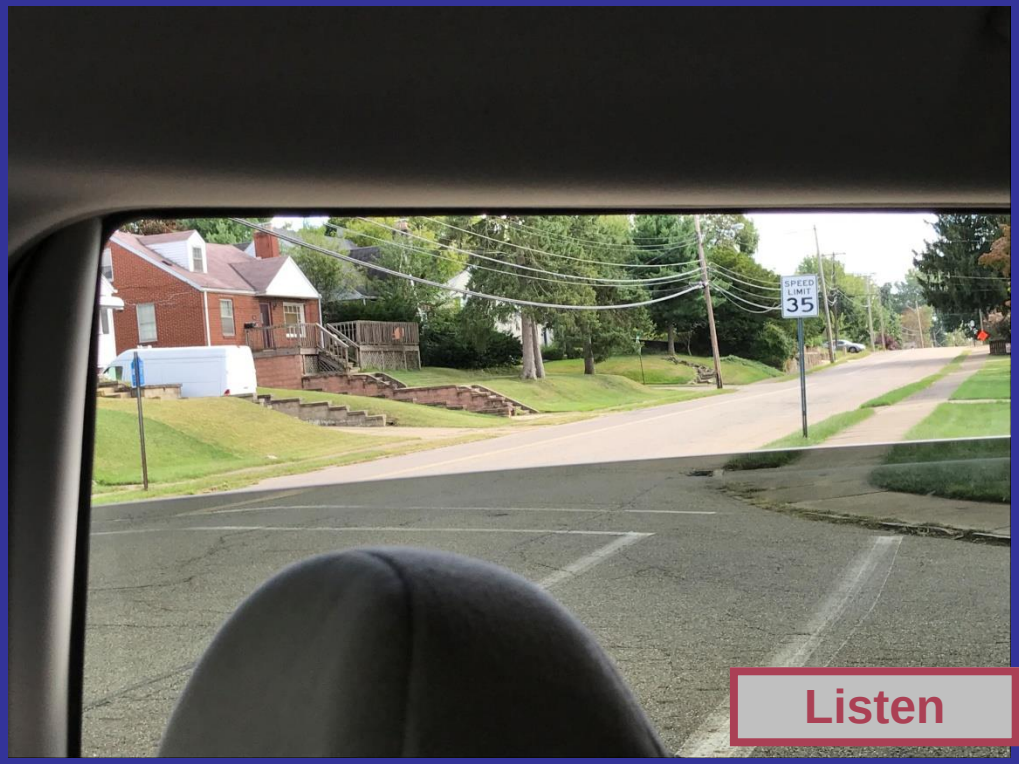
Curbs/Sidewalks

Parking

Listen

Traffic/Intersection Safety

14 Accidents since 2014



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SARTA Bus Stops

8 Stops along Colonial

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Canton's Bike Plan

- Focus on main bike routes/trails
- Dovetail into the nation, state, and county systems
- Connect major points of interest
- Make the system family friendly
- Incorporate complete street elements

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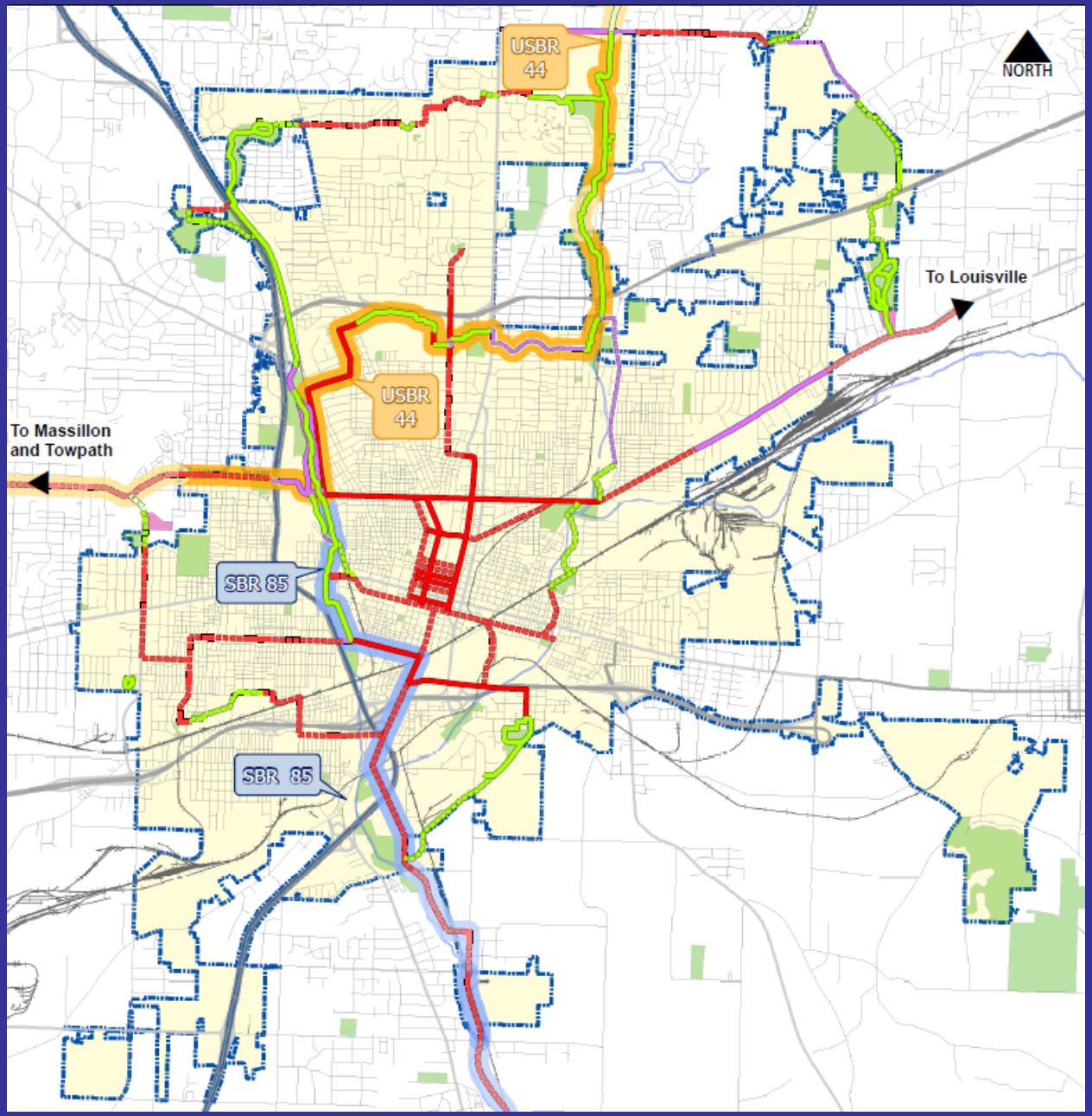
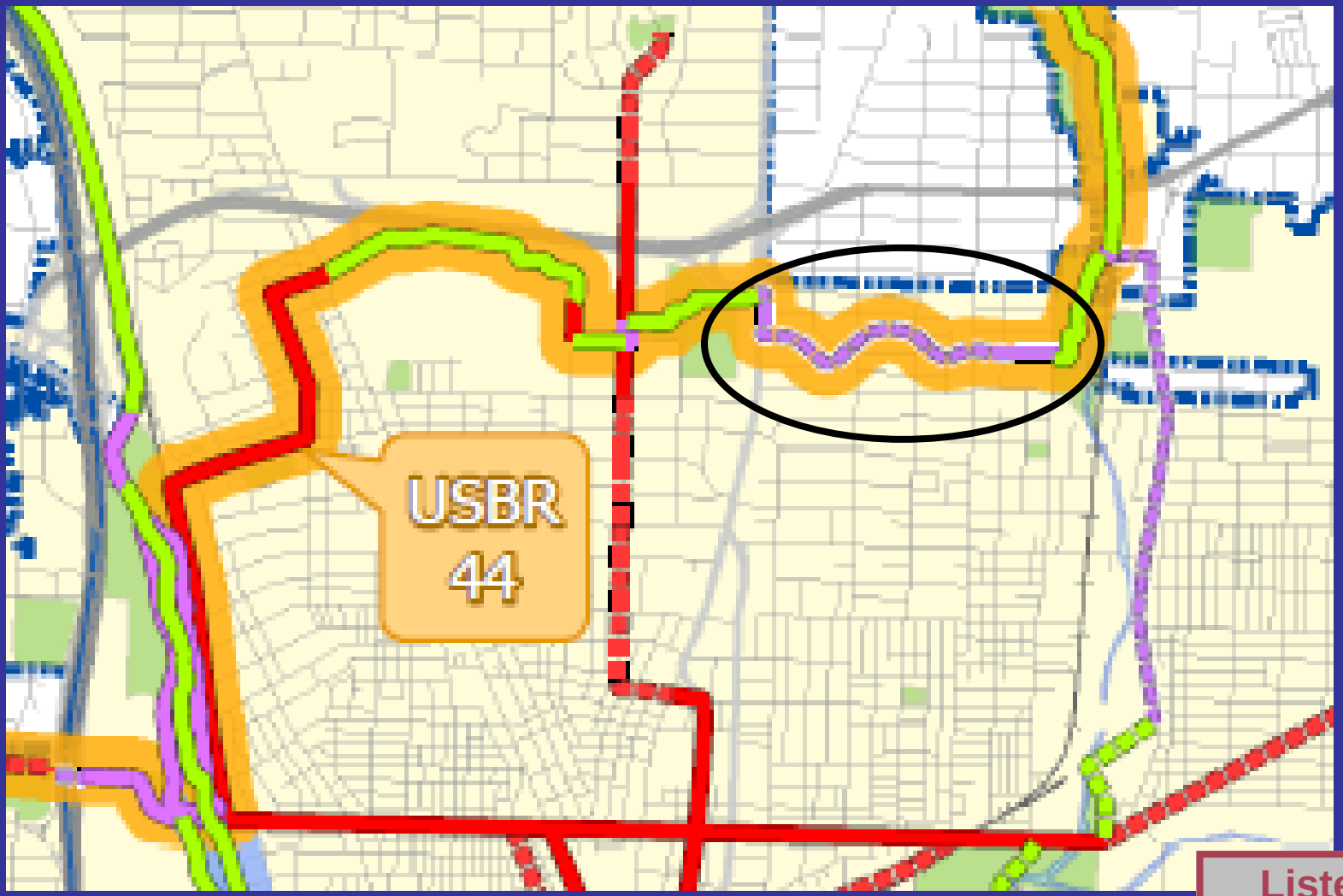
Canton's Bike Plan Map



Colonial Blvd. Section



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Project Phasing

Phase 1

Market Ave. to just east of Gibbs Ave.

Construction in 2022

Estimated Cost: $1.8 mil.

Phase 2

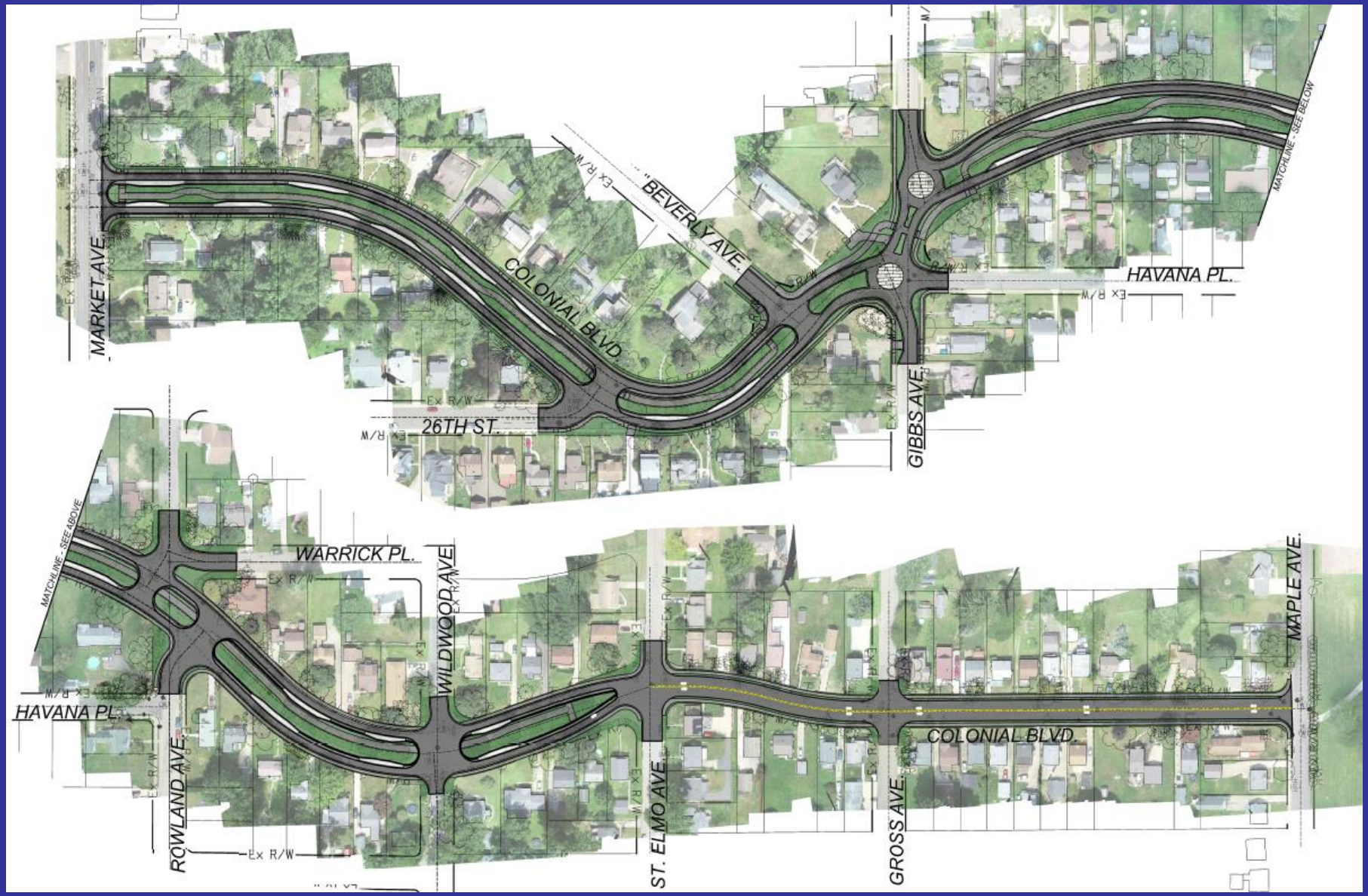
Just east of Gibbs Ave. to Maple Ave.

Construction in 2026

Estimated Cost: $2.3 mil.

Listen

Preliminary Layout



Phase 1 Improvements

- Roadway Reconstruction
- Curbs and Sidewalks
- Boulevard Improvements
  - Curbs
  - Trees
  - Decorative Lights
  - Widening Listen
  - Multiuse trail Listen
  - Parking Areas Listen

Phase 2 Improvements

Gibbs Ave. to St. Elmo Ave.

- Improvements will be similar to Phase 1
- Parking change Listen

St. Elmo Ave. to Maple Ave.

- Roadway Reconstruction
- Curbs and Sidewalks
- Trees
- Decorative Lights
- "Share the Road" for bikes Listen

Intersection Improvements

Improvements will be made at the following intersections to improve safety:

- 26th St.
  - Realignment
- Gibbs Ave.
  - Double mini-roundabout
- Rowland Ave./Warrick Pl.
  - Realignment

Gibbs Ave.

- Design considerations:
  - Intersection safety
    - Vehicles
    - Pedestrians
    - Bicyclist
  - Efficient operations
  - Speeds
- Alternate Selection

Listen

Right-of-Way/Property Impacts

- Most work expected to be performed within the existing R/W.
- Small R/W takes expected at some intersections to accommodate improvements.
- The most substantial R/W impacts will be at Gibbs Ave. to accommodate the roundabouts.
- Efforts will be made to reduce impacts on drives, shrubs, walls, landscaping, etc. for all properties.

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Questions?

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Thank you!

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