

STARK COUNTY ENGINEER

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**PUBLIC INVOLVEMENT PRESENTATION
SUMMARY OF COMMENTS AND RESPONSES (MARCH 4 – APRIL 4, 2022)
PERRY DRIVE S.W. IMPROVEMENTS
STA-CR225-2.23 (PID 111043)**

A Public Involvement Presentation for the Perry Drive S.W. Improvements project was published online by the Stark County Engineer's Office at www.starkcountyohio.gov/engineer from March 4 to April 4 to provide general project information and timelines, answer questions, and receive public input. A Property Owner Notification Letter was sent to each affected property owner within the project limits. A PowerPoint Project Presentation, Exhibits (Typical Section and Preliminary Display Plans), FAQ Flier, and a Public Comment Form were provided and available to the public.

A total of 7 comments was received during the public comment period. Four (4) of the comments received were via email. In addition to this summary of comments and responses, an email was sent to notify the senders of the original email comments to notify them that responses were available on the SCEO website. Responses to the individuals who provided comments via phone (3 contacts) call were provided during those phone call discussions. Responses to the substantive verbal and written comments are summarized as follows:

Questions:

1. *I like the project and overall idea. If we put a traffic signal at 13th Street, it may back up into the railroad crossing and cause accidents on the tracks.*

Response: We are still evaluating the need/applicability of signaling the intersection of 13th St. and Perry Dr. A final decision will be made based on the results of the signal warrant study. We may consider including a flashing signal that will only operate during school hours. If a signal is included, we will review the signal phasing to ensure backups do not encroach into the railroad crossing.

2. *Why are we putting street lights and sidewalk by #1615 Perry Drive? Are we going to pave the driveway from Perry Drive to SCEO property? It is very poor condition with potholes,*

etc. Are we keeping open ditches and culverts on west side of Perry (south of railroad tracks)? When will this happen?

Response: The street lighting and sidewalks do not extend to 1615 Perry Drive SW. They will only be placed in the locations of the current sidewalk (north of the RR tracks) although we will look at keeping the existing lighting that is currently on the utility poles in the area of 1615 Perry Dr. SW. The driveway in question is a private shared drive and is not part of the project, although the drive apron at Perry Drive will be replaced as part of the project. There will be both curb and gutter with enclosed drainage and storm sewers, and some sections of open ditch south of the railroad tracks in this area in order to drain the road, and allow the existing drainage to drain where it drains presently. The project is scheduled to begin in the spring (April or May) of 2024, and will be complete by August of 2025.

3. *I have worked at Quickdraft on Perry Drive since 1995. During all those years we have had to deal with a lot of traffic coming by Quickdraft and it is often very hard to get out of our driveway. Many times, the ONLY way to get out is if you are lucky enough for a car to be making a left turn which holds up traffic long enough to get out of our driveway. I read the article in the Canton Repository describing the new road widening project and the addition of the turning lanes. My question is this – How will adding a turning lane help the situation on Perry Drive? If people no longer have to stop to make a turn, the traffic will be even harder for businesses to enter and exit their driveways! I found this e-mail address in the same article, so I wrote to express my public comments against this project.*

Response: The main purpose of the project is to improve traffic flow on Perry Drive. As such any improvement of traffic flow should make ingress and egress easier to private driveways.

4. *As a former Perry resident who still frequents the area I would love to see this project get underway. We shop Marc's and Aldi's weekly and travel the intersection of Perry Drive and Tuscarawas Street often to visit grandchildren, friends, and businesses and the traffic backups are ridiculous.*

Response: Comment received and acknowledged

5. *I do not see a need for a center turn lane on Perry Drive to extend from Southway Street to Tuscarawas Street. I could see a turn lane may be needed at Perry Drive Northbound to 13th Street Westbound to help with the schools on 13th Street. However, I don't see a need for a traffic light at that intersection. I think a traffic light at this intersection could hamper the emergency vehicles coming out of the Fire Station at Perry Drive & 14th Street. What really needs improved is the intersection of Perry Drive and Tuscarawas Street. Is this still happening? Traffic on Perry Drive Northbound backs up for blocks. A right turn*

lane (from Perry Drive Northbound to Tuscarawas Street Eastbound would really alleviate the traffic).

Response: The intersection of Perry Drive and Tuscarawas Street (SR 172) is being reconstructed by the Ohio Department of Transportation (ODOT) beginning in April of 2022. That project does include a northbound right turn lane, which will greatly improve the backups on Perry Drive approaching Tuscarawas Street. The inclusion of the center turn lane is intended to further reduce backups resulting from left turn movements at all the side roads (12th, 13th, 14th and 15th Streets) and the private drives in this corridor. The relatively high amount of traffic means that when left turns are attempted, they cause backups that can be extensive. We are still evaluating the need/applicability of a traffic signal at Perry Drive and 13th St. Part of the analysis would consider signal pre-emption for the Fire Station on Perry Drive, meaning that they could override the signal in emergency situations.

6. *Since this is the main connection between Sippo Lake Park and Petros Park, will there be pedestrian and bike improvements as part of this project? Taking this opportunity now to enhance the access to both parks is critical since another opportunity won't come along again in 40 years. It is approximately 3 miles from Sippo to Petros and this project could improve almost 1/3 of this connection.*

Response: The project will replace the existing sidewalk within the project limits.

7. *What is the size of the new waterline and is it adequate for fire suppression for all the industrial development in the area?*

Response: The existing waterline is 8" (except for a short section of 12" under the railroad). The proposed waterline will be 12". This waterline is fed primarily from a 42" line coming from the Sugar Creek treatment plant on Shepler Church Avenue; then to a 16" along Kropf Avenue and some cross country to Navarre Road & Perry Drive; then to a 12" along Perry Drive to Southway Street & Perry Drive. This is not an exclusive line and there are other lines which branch off along the way. Hence, there is sufficient water to supply existing and future development in this area. The Canton Water Department has a hydraulic model of their water system and the analysis supports the decision to upsize from 8" to 12" on Perry Drive.