



OMEGA Long-Range Transportation Plan **2025-2050**

ACKNOWLEDGEMENTS

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The preparation of this plan has been financed through funding from the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation, and the Ohio Department of Transportation. The contents of this plan reflect the views of the authors, who are responsible for the facts and accuracy of the data presented. The contents do not necessarily reflect the official views or policies of either the U.S. Department of Transportation, or the State of Ohio at the time of publication.



RESOLUTION NO. 2025-08

A RESOLUTION ADOPTING THE 2025 OMEGA LONG-RANGE TRANSPORTATION PLAN.

WHEREAS, OMEGA is designated as the Regional Transportation Planning Organization (RTPO) by the Governor for Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties; and

WHEREAS, federal and state directives provide for RTPOs to develop a long-range regional transportation plan, in cooperation with state and local officials; regional and local transit operators; port officials; grant recipients under sections of Title 49, U.S.C., and other affected transportation and regional planning and implementing agencies; and

WHEREAS the OMEGA Long-Range Transportation Plan outlines the goals and strategies OMEGA staff will undertake to identify the transportation and other development needs of the region, identifies existing and future conditions, and makes policy and project recommendations; and

WHEREAS, the Transportation Advisory Committee recommended that the Executive Board approve the Long-Range Transportation Plan; and

WHEREAS, the OMEGA Long-Range Transportation Plan was developed and reviewed consistent with OMEGA's Public Participation Policy and has been reviewed and accepted by the Transportation Advisory Committee and has been coordinated with regional and local transit operators and local community officials; and

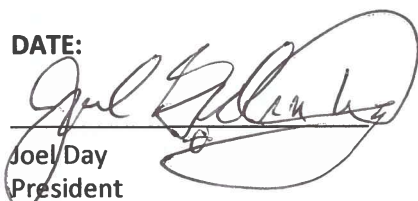
NOW THEREFORE BE IT RESOLVED BY THE EXECUTIVE BOARD OF OMEGA:


Section 1: The Executive Board adopts the OMEGA Long-Range Transportation Plan.

Section 2: The Executive Board affirms that the public had adequate opportunity to comment on the OMEGA Regional Development Plan.

Section 3: The Executive Board approves submission of the OMEGA Long-Range Transportation Plan to the Ohio Department of Transportation.

DATE:


Joel Day
President


Christopher Modranski
Secretary


Jack Marlin
Vice-President

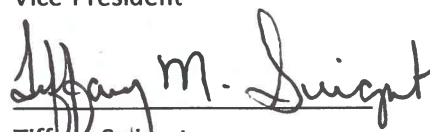

Tiffany M. Swigert
Treasurer



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PLAN PURPOSE AND DEVELOPMENT



The Long-Range Regional Transportation Plan will guide transportation and community development activities for the Ohio Mid-Eastern Governments Association (OMEGA) for the next five years to continue accomplishing a regional vision for 25 years into the future. This document will provide a comprehensive framework to align the goals and strategies for the region's transportation system to achieve the best results for OMEGA's communities.

The plan is a collaborative effort of OMEGA staff in conjunction with the Transportation Advisory Committee (TAC). Public input was used to develop appropriate goals and strategies for the region. Special acknowledgement is given to the Ohio Department of Transportation (ODOT) for the technical assistance and guidance provided throughout the planning process.

This update to the existing 2020 plan, once adopted by the OMEGA Executive Board, will supersede the Regional Transportation & Development Plan (adopted June 2020) in fulfillment of the requirements of a long-range transportation plan as laid out in federal legislation. This plan will be reviewed annually and fully updated every five years, unless otherwise specified by the Federal or State governments.

This plan fulfills the requirements of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) under the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA), replacing the Fixing America's Surface Transportation Act (FAST Act) in November 2021. According to requirements of the BIL, locally developed transportation plans must be updated to reflect the changes established by the BIL. The BIL continues the programs and rules, established by the FAST Act in 2016, for all Fiscal Year 2021 funds and authorizes federal highway and transit programs for five (5) years.

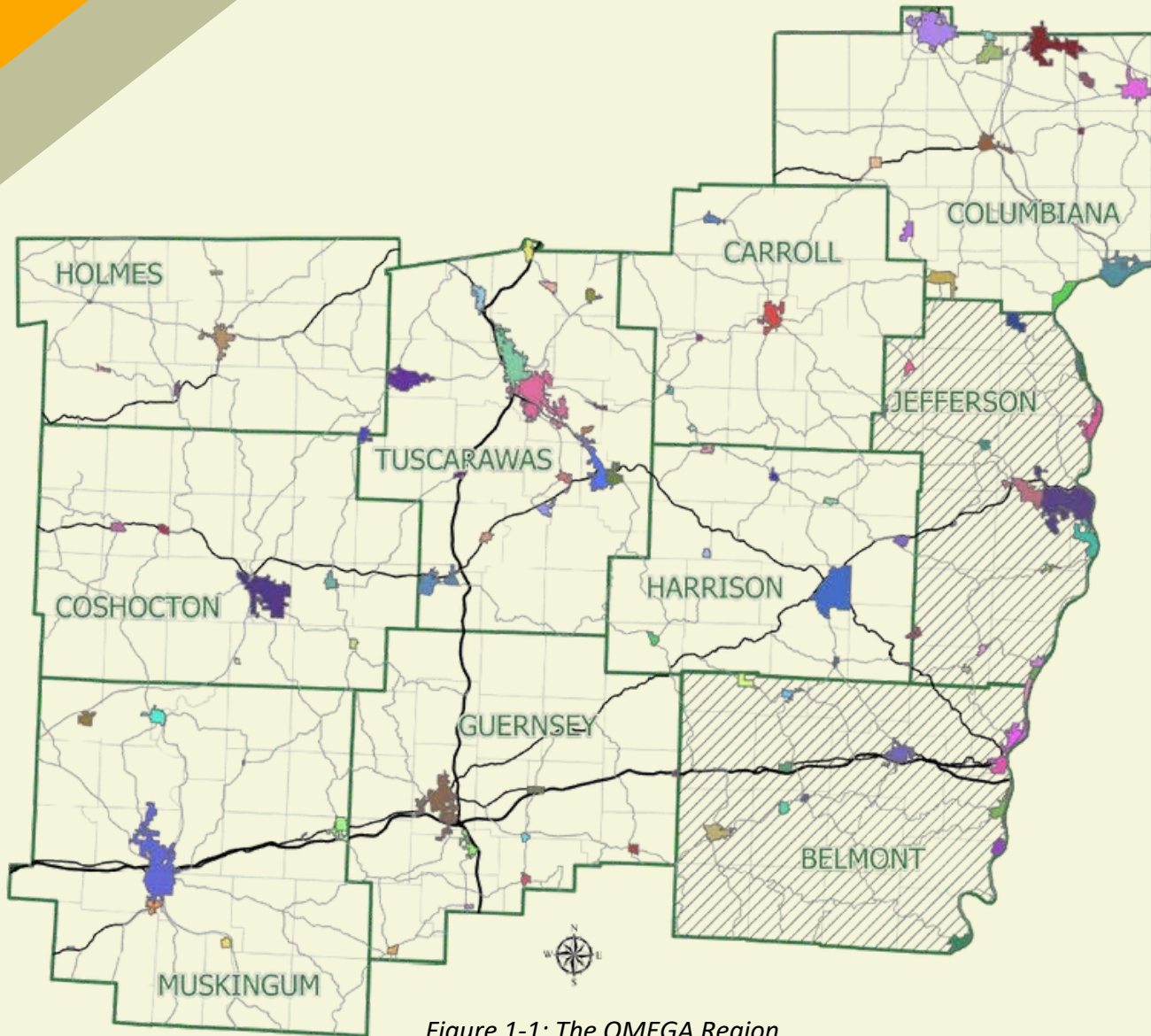


Figure 1-1: The OMEGA Region

WHO IS OMEGA?

The Ohio Mid-Eastern Governments Association (OMEGA) is organized as a Council of Governments pursuant to Section 167 of the Ohio Revised Code. OMEGA is a collaborative body of member governments that serves as a facilitator between State and Federal government agencies and local entities to provide opportunities in economic and community development through networking, education, planning, research, and allocation of resources. Our mission is to provide a pathway to enhance community and economic growth in our region.

On January 27, 2016, Governor John Kasich, pursuant to United States Code, Title 23, Section 135 (m), officially designated OMEGA as an Ohio Regional Transportation Planning Organization (RTPO), serving Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas counties. OMEGA is also designated a Local Development District (LDD) by the Appalachian Regional Commission and an Economic Development District (EDD) by the US Department of Commerce, Economic Development Administration and serves the eight counties listed above along with Belmont and Jefferson counties in these capacities.

Bel-O-Mar Regional Council and Brooke-Hancock-Jefferson (BHJ) Metropolitan Planning Commission serve the transportation needs of those two counties, respectively.

OMEGA ACRONYMS

REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO)

Regional Transportation Planning Organizations (RTPOs) help ODOT conduct the nonmetropolitan transportation planning process (23 USC 135). The four goals of Ohio's RTPO program, as detailed in the ODOT RTPO Administration manual, are listed below.

- Continuously providing comprehensive transportation planning products and services to the nonmetropolitan regions of Ohio
- Strengthening rural partnerships and collaboration
- Enhancing project prioritization and delivery
- Improving the overall statewide transportation planning process and responding to nonmetropolitan needs

LOCAL DEVELOPMENT DISTRICT (LDD)

To ensure that federal funds are used effectively and efficiently, and to strengthen local participation, the Appalachian Regional Commission (ARC) works with the Appalachian states to support a network of multicounty planning and development organizations, or local development districts (LDDs), throughout the region. The 74 LDDs cover all 420 counties in Appalachia, including the 10 counties in the OMEGA region.

In Ohio, four LDDs work with the Governor's Office of Appalachia (GOA) and the Office of Community Development to administer State and Appalachian Regional Commission funds. Using a "bottom up" approach, local communities and the LDDs prioritize projects in their regions. Ohio's four Local Development Districts are the Ohio Valley Regional Development Commission, Buckeye Hills Regional Council, OMEGA, and the Eastgate Regional Council of Governments.

ECONOMIC DEVELOPMENT DISTRICT (EDD)

The US Department of Commerce Economic Development Administration defines Economic Development Districts as "multi-jurisdictional entities, commonly composed of multiple counties and in certain cases even cross-state borders. They help lead the locally based, regionally driven economic development planning process that leverages the involvement of the public, private and non-profit sectors to establish a strategic blueprint (i.e., an economic development roadmap) for regional collaboration." <https://www.eda.gov/about/economic-development-glossary/edd>

OMEGA was certified as an EDD in 1975.

LONG-RANGE TRANSPORTATION PLAN (LRTP)

RTPOs are required to complete a Long-Range Regional Transportation Plan (LRTP) every five years, with a horizon 20-25 years into the future. This plan will inform Federal and State transportation officials about the needs and priorities for improved highways, transit, rail, aviation, maritime, and active transportation facilities throughout the region. It also documents the ongoing transportation and community development planning processes carried out by OMEGA and its partners and identifies strategies and projects to maintain and improve communities and regional networks between 2025 and 2050.

REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP)

RTPOs are also required to maintain a Regional Transportation Improvement Plan (RTIP). This document complements the LRTP and lists transportation projects with allocated funding for at least one project phase within the upcoming four (4) state fiscal years. OMEGA also optionally includes illustrative projects that could advance within the next four fiscal years should funding become available. The current RTIP can be found on the OMEGA website.

UNIFIED WORK PROGRAM (UWP)

Each year, every RTPO must develop a Unified Work Program (UWP) consistent with federal and state regulations. The program must discuss the RTPO's planning priorities as well as describe transportation-related planning activities expected during the next state fiscal year. The program must discuss these activities in sufficient detail to indicate who will perform the work, the schedule for completing it, and the product or products that will be produced.

REGIONAL COORDINATED PLAN (RCP)

The Regional Coordinated Plan is the Public Transit-Human Services Transportation Plan for the ten counties of Belmont, Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Jefferson, Muskingum and Tuscarawas. The plan is being updated concurrently with this LRTP update process. Prior to the Regional Coordinated Plan, each county created their own local coordinated plan. The new regional plan will enable counties to collaborate on transportation services and make connections across county lines to better serve residents and give them access to out-of-county destinations.

PUBLIC INVOLVEMENT

OMEGA updated its Title VI Plan in December 2023. This plan included an updated Public Participation Plan as required by Federal legislation (23 CFR 450.210(d)). The Title VI Plan outlines a framework for all public involvement efforts undertaken by OMEGA staff and can be found on the homepage of the OMEGA website.

Public outreach meetings were scheduled in tandem with the RTIP Rural Consultation process in October 2024. Elected officials and members of the public were invited to provide comments, insight, and other information to guide the development of the plan for the region. Additional public meetings were held in March and April 2025.

Figure 1-2 below provides a timeline of the public participation schedule for the OMEGA LRTP. Full details from public meetings and survey results can be found in the Appendix.

OMEGA staff developed a non-scientific sixteen-question survey to gauge the priorities of people in the RTP region. The survey was released online, with printed copies available upon request. Completed printed copies were then entered into online survey platform and saved digitally. OMEGA's Public Information Officer distributed the survey link through a press release to media outlets throughout the region, to include radio, print, and television. Additionally, the local libraries in the eight RTP counties were invited to distribute the survey to reach more people.

The LRTP page of the OMEGA website was also updated throughout the planning process and will host the final version of the plan until the next update in 2030.



Figure 1-2: Public Engagement Timeline

RURAL CONSULTATION

The Rural Consultation Process is a partnership between ODOT, RTPOs, and counties outside of RTPO and MPO regions. The purpose is to engage local elected officials in statewide transportation planning to reflect the needs of the rural areas of the state. RTPOs like OMEGA perform this function within their regions.

OMEGA made use of these meetings to initiate public involvement for both the next RTIP and the LRTP update. Three meetings were held to collect feedback from regional leaders in transportation: one in each ODOT District and a make-up session at OMEGA's headquarters.

- District 5 - October 15, 2024
- District 11 - October 17, 2024
- Make-Up Session - October 23, 2024

OMEGA staff demonstrated the LRTP survey during the meetings and responses were tallied in real-time. The information collected at these meetings is aggregated with all survey responses shown on the next few pages. However, the most frequently cited concerns and areas for improvement from the rural consultation attendees are noted below.

1. Maintaining/preserving aging transportation infrastructure
2. Reducing distracted driving
3. Expanding freeway capacity
4. Addressing congestion and traffic flow
5. Strategic planning of transportation improvements



Figure 1-3: Rural Consultation Meeting in ODOT District 5

SURVEY RESULTS

The LRTP survey was published in January 2025 and closed on February 16th, 2025. OMEGA partnered with libraries in the eight RTPO counties to collect feedback from the general public along with an email circulation to the OMEGA membership. 102 surveys were collected between online submissions and paper surveys for a total of 151 responses when combined with the Rural Consultation meetings in October 2024.

The majority of responses came from Tuscarawas and Harrison counties while Coshocton and Holmes counties had the lowest response rates.

SURVEY HIGHLIGHTS

- 62% of respondents were between the ages of 35 and 54
- 146 respondents (97%) drive alone as their primary mode of travel
- 96% have NOT used public transit in the past year
- Over 80% of respondents have commutes of 30 minutes or less
- 76% believe transportation has a major impact on economic growth & development
- Over 95% of respondents felt that distracted and unsafe driving has increased over the past 3 years

TOP 5 TRANSPORTATION PRIORITIES

1

Maintaining Roads and Bridges



2

Improving Roadway Safety



3

Reducing Distracted Driving



4

Relieving Congestion



5

Increasing/Improving
Bicycle & Pedestrian Facilities



TAC AS STEERING COMMITTEE

OMEGA's Transportation Advisory Committee (TAC) served as a steering committee for this plan. TAC members provided valuable input into the goals and strategies outlined in the plan at their quarterly meetings. In November 2024, the TAC refined the SWOT Analysis conducted for the previous LRTP, shown in Figure 1-4 below.

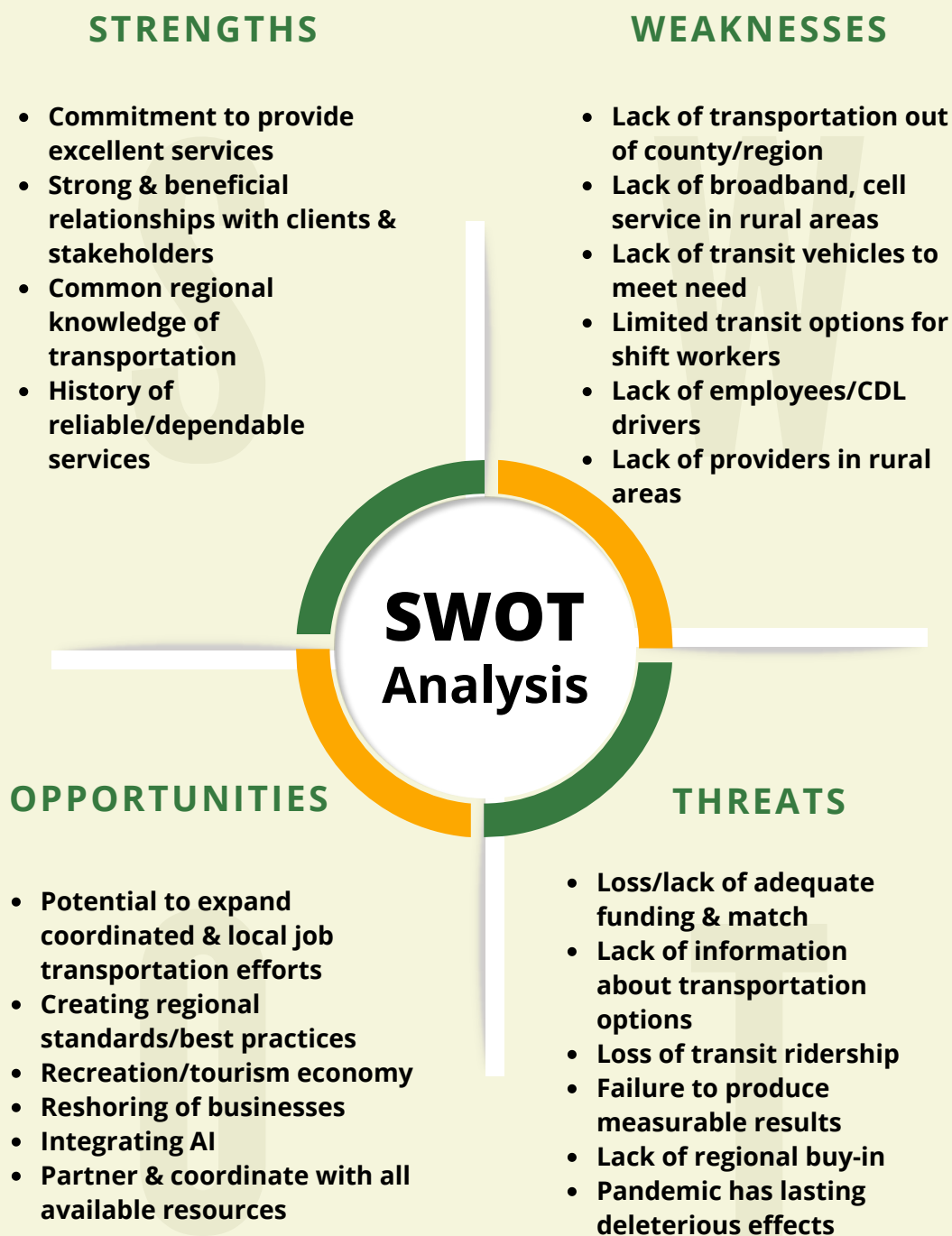


Figure 1-4: LRTP SWOT Analysis

PUBLIC MEETINGS

SPRING 2025

From March 11 to April 11 2025, OMEGA hosted public meetings in each of the eight counties across the RTPo region. Regional short-, medium-, and long-term transportation needs and projects were the focus of these meetings to build off of the conversations started at the Rural Consultations in Fall 2024 as well as to get local buy-in from transportation officials and members of the public. Attendance lists and relevant meeting materials can be found in the Appendix.

Figure 1-6 below summarizes the feedback collected at these meetings. The input shared across all eight counties was instrumental in shaping the objectives, needs, strategies, and project lists detailed across the rest of this plan.

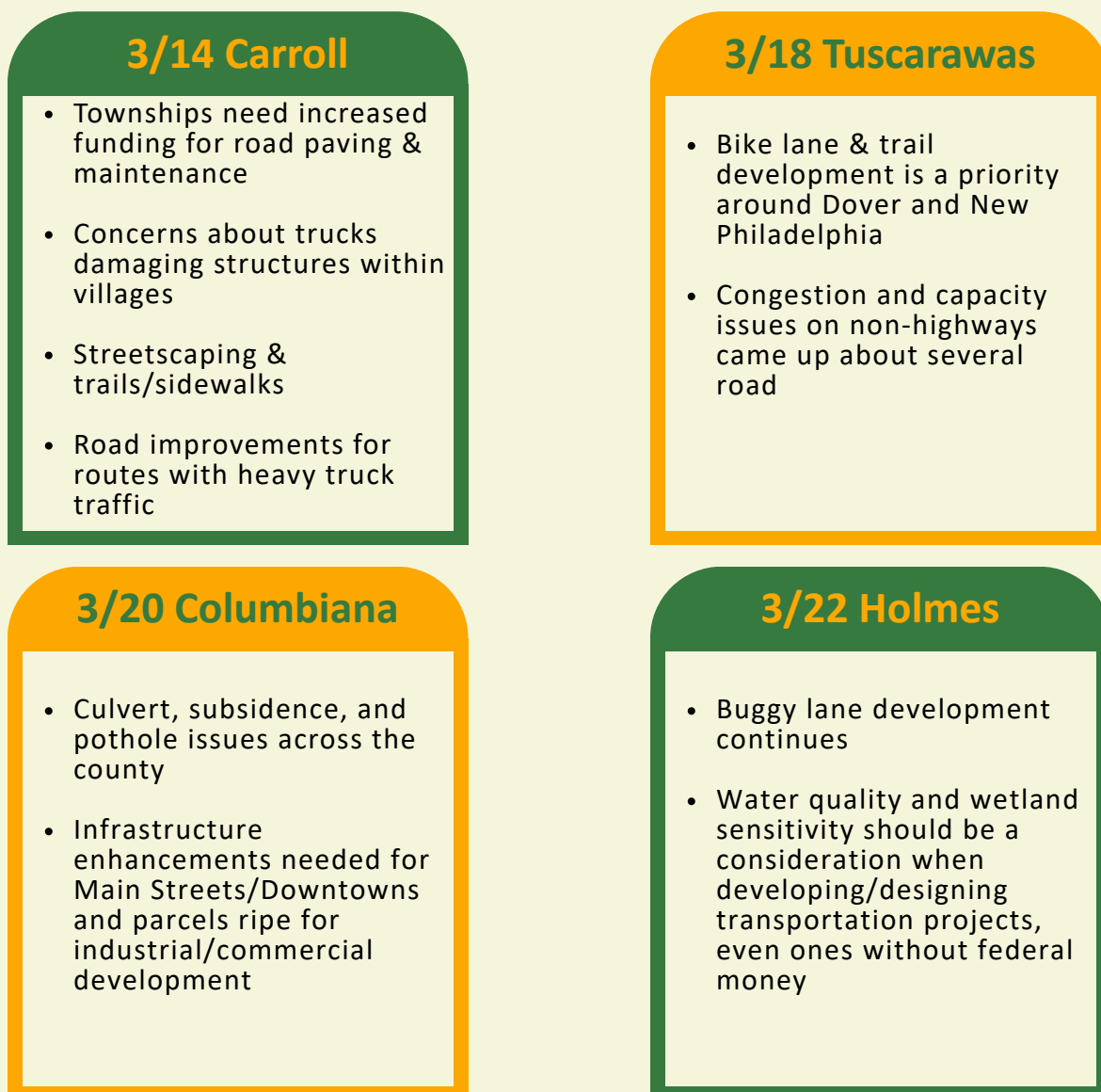


Figure 1-6: Public Engagement Summary by County

PUBLIC MEETINGS

3/25 Coshocton

- Continue trail and bike way development
- Buggy lanes are a continued need
- Keep pushing forward with Safe Routes to School implementation
- US 36/Airport Rd/Genesis Dr area is priority for traffic capacity and multimodal improvements

3/27 Guernsey

- Top priority county bridges will be elevated
- Awarding multiple years of RTPB STBG funds can help design County Engineer Association of Ohio projects and other priorities scheduled out several years
- Bike and pedestrian ways are a priority in Cambridge and multiple villages

4/1 Harrison

- Sidewalks, streetscaping, and paving are priorities in the villages
- Issues with culverts settling around the county
- Support investigating increased transportation funding for rural areas

4/3 Muskingum

- County is seeing traffic volume increases above projections and needs capacity improvements
- Road safety, including pedestrians, is a priority across the county
- Discussion of lobbying for new pots of rural infrastructure funding to meet demand

Figure 1-6: Public Engagement Summary by County (con't)

VISION & GOALS

The Transportation Advisory Committee and the Executive Board decided to retain the four goals from the 2020-2045 LRTP and add back in the Quality of Life goal from the original plan adopted in 2015. Survey results from the rural consultation meetings kept the ranking order of the goals the same as the previous LRTP. Chapter 4 has a progress report on the objectives and performance measures, ordered by goal.

VISION

To foster a transportation system that supports Mid-Eastern Ohio as the best nonmetropolitan region to live, work, and play.

1

PRESERVE REGIONAL ASSETS

2

INCREASE SAFETY OF REGIONAL INFRASTRUCTURE

3

FACILITATE ECONOMIC & COMMUNITY DEVELOPMENT

4

DEVELOP & MAINTAIN REGIONAL RESILIENCY

5

ENHANCE QUALITY OF LIFE FOR RESIDENTS AND VISITORS

FEDERAL AND STATE ALIGNMENT

The goals set by OMEGA were compared against relevant federal and state programs to ensure that the regional goals aligned with federal and state goals and priorities. Figure 1-7 displays the alignment with transportation goals set forth by the FY 2022-26 U.S. Department of Transportation Strategic Plan and the Access Ohio 2045 plan.

National Goals	State Goals	OMEGA Transportation Goals				
Transportation		Preservation	Safety	Development	Resiliency	Quality of Life
Safety	Safety	✓	✓	✓	✓	
Economic Strength and Global Competitiveness	Preservation	✓				
	Economic Competitiveness			✓		✓
	Efficiency & Reliability	✓	✓	✓	✓	
Equity	Mobility & Accessibility		✓	✓	✓	✓
Climate and Sustainability	Environmental Stewardship	✓			✓	✓
Transformation	Quality of Life			✓	✓	✓

Figure 1-7: LRTP Alignment with State and Federal Transportation Goals

2

REGIONAL TRENDS



Collecting data on the region is just as important as involving communities on shaping the next 25 years of transportation investments. This chapter looks at the current state of the region and the transportation system. It also includes forecasting from the statewide model from the ODOT Office of Statewide Planning & Research to see how demographic and development trends may impact the transportation system over the coming decades.

This chapter is structure as follows:

- Demographic Trends
- Land Use & Travel Patterns
- RTPPO Transportation System

These projections **DO NOT** take into account housing, economic, and workforce development efforts in the region that can change the course of these trends.

In Chapter 3, OMEGA has included recommendations and strategies to account for these developments

POPULATION

Table 2-1 details the population of the OMEGA RTPPO region, the percent change since 2010, and future projections from the Ohio Department of Development.

While the RTPPO region has remained relatively stable, the outlook for 2050 shows steep declines due to the age of the current population as well as continued loss of younger skilled workers to metropolitan regions.

Area	2010	2020	2023 ACS	Change 2010-2023	2050 Estimate	Change 2023-2050
Carroll	28,836	26,721	26,731	-7.30%	22,627	-15.35%
Columbiana	107,841	101,877	101,203	-6.16%	76,596	-24.31%
Coshocton	36,901	36,612	36,679	-0.60%	32,644	-11.00%
Guernsey	40,087	38,438	38,238	-4.50%	33,004	-13.69%
Harrison	15,864	14,483	14,408	-9.18%	10,952	-23.99%
Holmes	42,366	44,223	44,312	+4.59%	43,383	-2.10%
Muskingum	86,074	86,410	86,382	+0.36%	75,670	-12.40%
Tuscarawas	92,582	93,263	92,585	+0.003%	83,900	-9.38%
RTPPO	450,551	442,027	440,538	-2.22%	378,776	-14.02%
Ohio	11,536,504	11,799,448	11,780,046	+2.11%	11,123,896	-5.57%

Table 2-1: RTPPO Population Trends

REGIONAL DEMOGRAPHICS

Understanding the demographics of a region helps assess the current state of the area and the appropriate strategies to achieve a regional vision. Demographics help determine a community's eligibility for certain funding sources and other public-sector programs. Analyzing the forecasted trends of demographics relative to present day and past shifts can also help change the direction of the region.

AGE

The OMEGA RTPPO region has a fairly even distribution of age cohorts. Factors like lower costs of housing, goods, and services and the desire for more open space due to the COVID-19 pandemic may have drawn younger people into the region. There have also been concerted efforts at job creation and retention from regional economic development professionals over the past decade.

At the county level, there is an east-west divide among age distribution. Holmes County has many more people under 25 than any county in the RTPPO region as well as fewer people nearing or above retirement age. Coshocton, Muskingum, Guernsey, and Tuscarawas mirror the regional distribution. The eastern counties, however, have smaller numbers of younger people and a sizeable population of senior citizens and those nearing retirement.

The Ohio Department of Development projects a decrease of 32.43% in people aged 65-74 in the RTPPO region by 2050. However, the proportion of the region aged 65+ is only expected to decrease by 1.42%. This is due to the fact that all eight counties and all age brackets are expected to decrease over the next 25 years. Figure 2-1 illustrates the age distribution of the RTPPO region today as well as the 2050 projections.

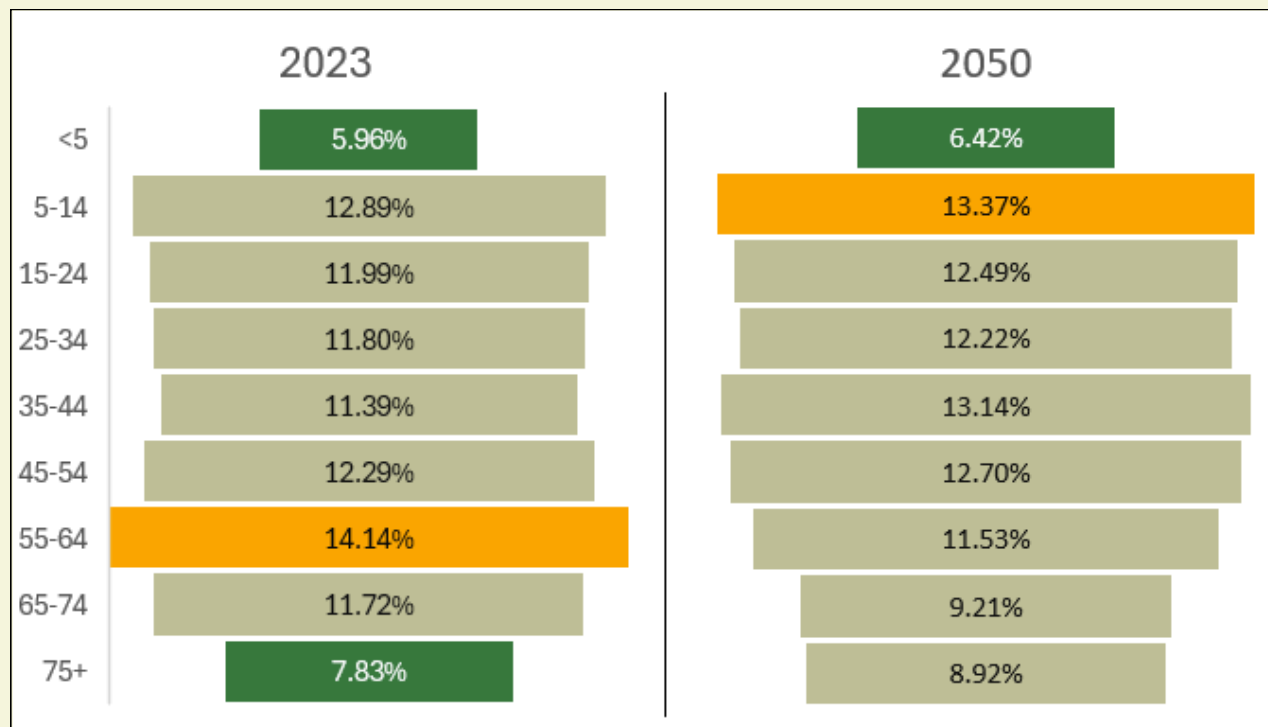


Figure 2-1: RTPPO Age Pyramids 2023 and 2050 (% of Population)

REGIONAL DEMOGRAPHICS

AGE

At the county level, there is an east-west divide among age distribution. Holmes County has many more people under 25 than any county in the RTPo region as well as fewer people nearing or above retirement age. Coshocton, Muskingum, Guernsey, and Tuscarawas mirror the regional distribution. The eastern counties, however, have smaller numbers of younger people and a sizeable population of senior citizens and those nearing retirement. Figure 2-2 displays Census tracts by the percentage of population 65+. The highest concentrations are just outside of urbanized centers like Dover & New Philadelphia, Zanesville, and Coshocton, as well as Brown Township (Carroll County) which contains the Lake Mohawk community.

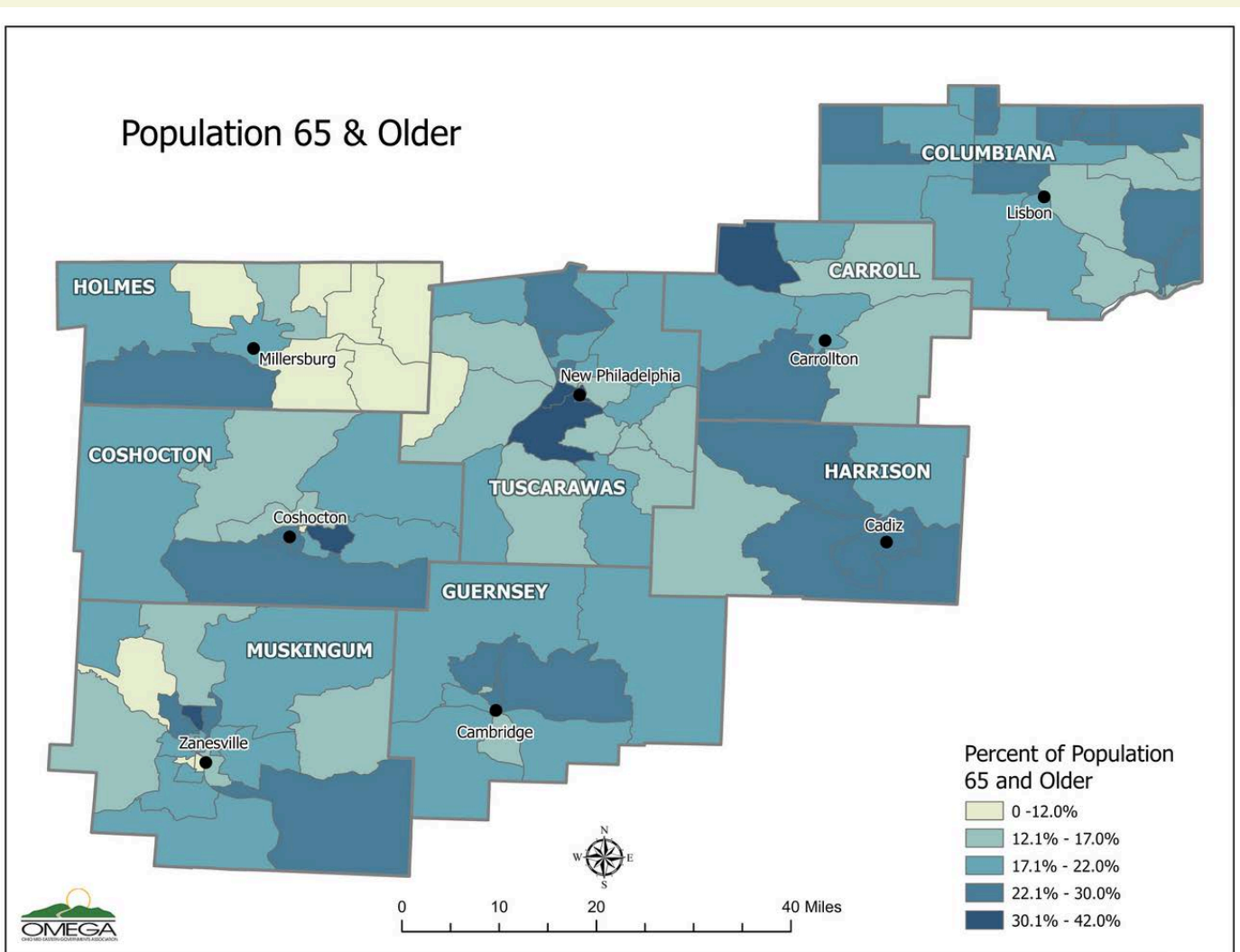


Figure 2-2

REGIONAL DEMOGRAPHICS

DISABILITY

The OMEGA region has a disability rate of 15.3% as of the ACS 2023 data. This is higher than the State of Ohio (14.2%) as well as the national average of 13.0%. Holmes County had the lowest rate of 7.7% and Carroll County had the highest with 17.8%. Apart from Holmes County, all other OMEGA counties had a rate higher than the state average.

Accessible transportation networks are critical to the success of all individuals, especially those with a disability. Mobility for disabled persons, especially in the rural areas, may be challenging. According to Figure 2-3, eastern Coshocton County, northeastern and southwestern Tuscarawas County, and western Columbiana County all have higher rates of people with disabilities in the region.

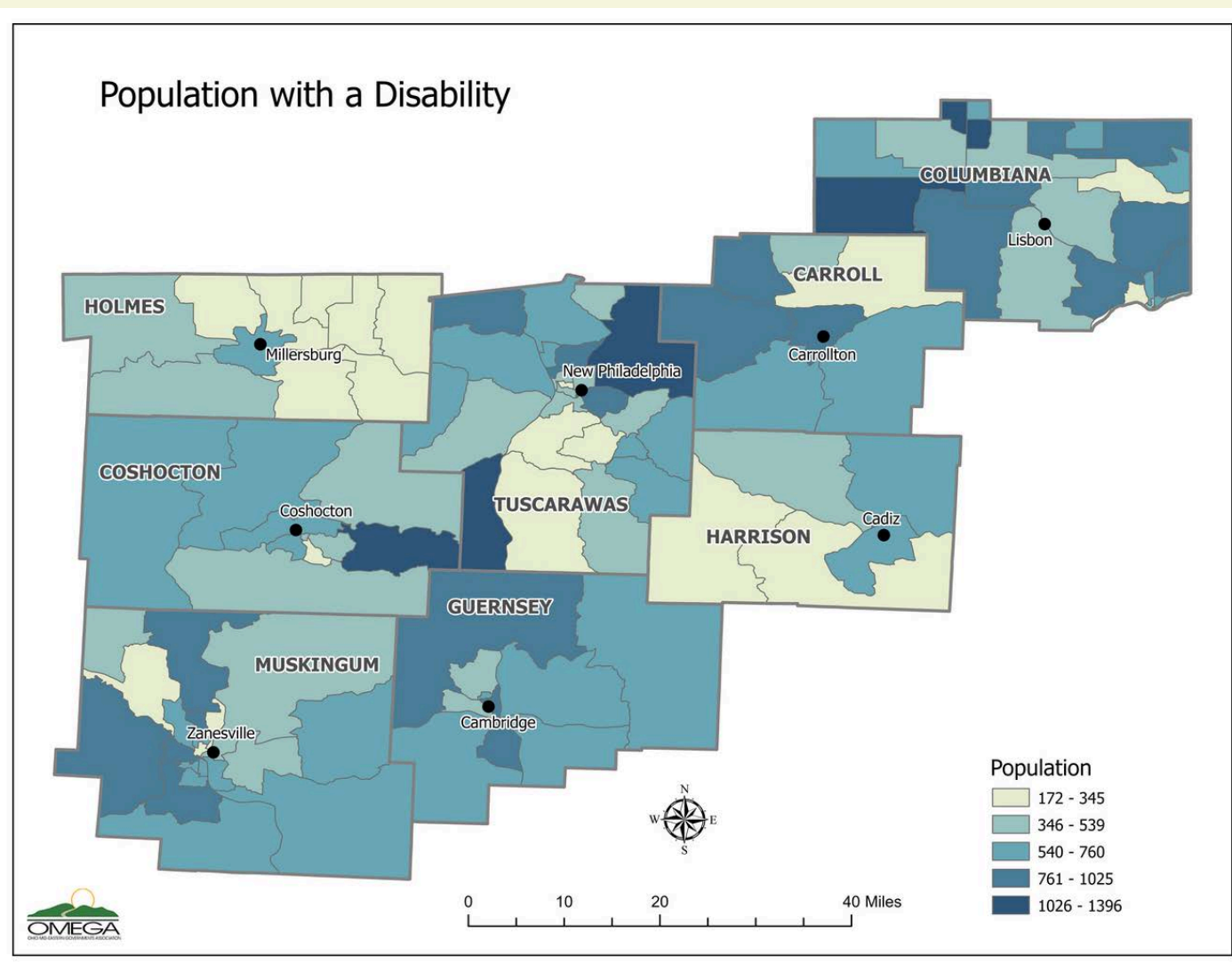


Figure 2-3

REGIONAL DEMOGRAPHICS

LIMITED ENGLISH PROFICIENCY

The US Census Bureau looks at persons five years old and older to determine English language proficiency. In the OMEGA RTPO region, the total population that is aged five years or older is 414,326. Of this population, 2,429 spoke English “Less Than Very Well” according to the 2023 American Community Survey, or approximately 0.6% of the total population.

Figure 2-4 maps the population that describes themselves as speaking English “Less Than Very Well”. Eastern Holmes County, northeastern Coshocton County, and northwestern Tuscarawas County are home to a large Amish population where English is often not the primary language spoken in the home. Other areas near larger population centers (e.g. Dover/New Philadelphia, Zanesville) reflect more concentrated groups of immigrants and migrant workers.

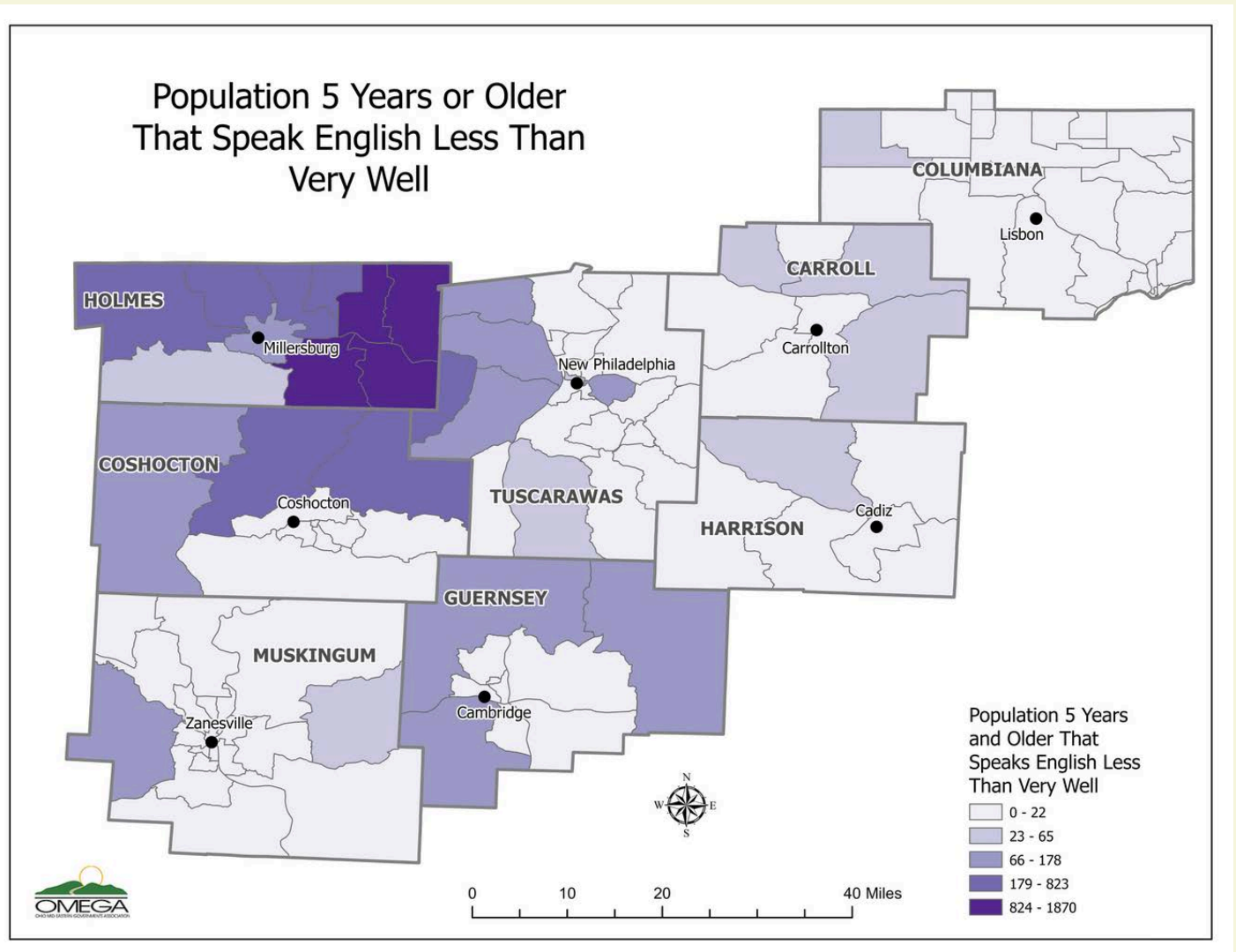


Figure 2-4

REGIONAL DEMOGRAPHICS

POPULATION BELOW POVERTY LEVEL

The Federal poverty level for 2023 was defined as a four-member household with a combined income below \$30,900 for the year, or \$2,575 for the month. Figure 2-7 maps census tracts with populations below the poverty level. Concentrations of individuals living below poverty are generally centered around larger population centers such as Newcomerstown, Salem, Uhrichsville/Dennison, Cambridge, and Zanesville.

In the OMEGA RTPo region, there are two counties with poverty levels lower than the national rate of 12.5% - Holmes (7.7%) and Carroll (12.2%). Holmes County is at the heart of Amish Country and boasts many small manufacturing firms that have kept unemployment levels low and wages high compared to the regional average. The remaining RTPo counties are above the national average, due primarily to the loss of manufacturing jobs and other higher wage employment sectors. Guernsey County has the highest poverty level with 17.6% but all counties have shown a decline in poverty since the previous LRTP.

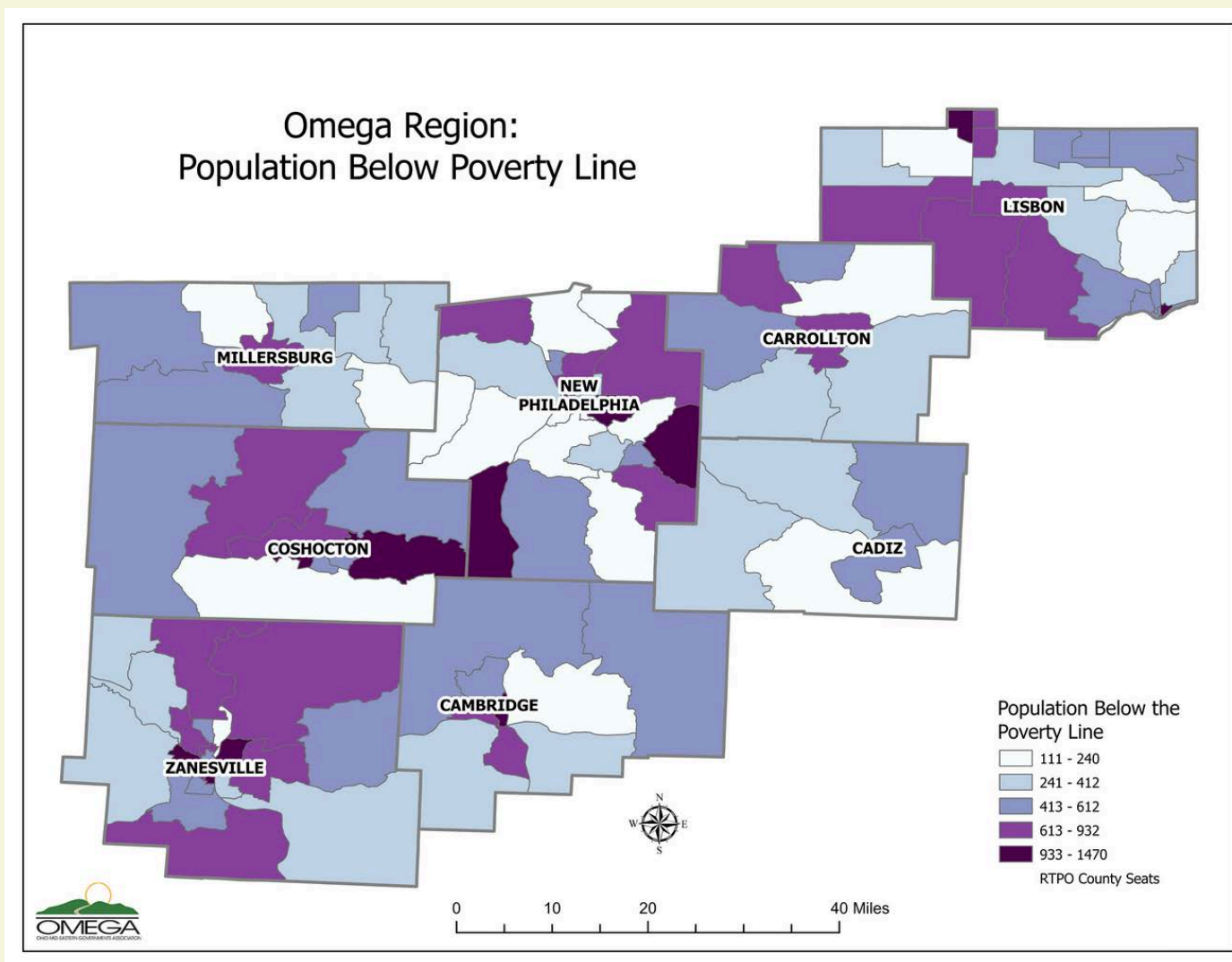


Figure 2-5

REGIONAL DEMOGRAPHICS

VACANT HOUSING UNITS

Housing in the OMEGA region continues to be a concern as midstream and downstream oil and gas industry activities and other new developments such as the Schaeffler EV facility, ProVia expansion, and the INTEL development in Licking County bring many new residents, both temporary and permanent, to the region. Historically, this in-migration of new workers has led to housing hardships for existing low- and moderate-income residents as they are often forced from existing housing by tenants able to pay a higher rent.

The OMEGA RTPo region has a 10.4% vacancy rate according to the 2023 ACS data. Figure 2-6 maps the percentage of vacant housing units per census tract with the highest concentrations in rural townships and small villages along the central spine of the region. Additionally, the RTPo region has a ratio of population 18 years or older to housing units of 1.73 which is about the same as the State of Ohio (1.74) and better than the national ratio of 1.84. The lower the value of the ratio, the more housing units there are available per person.

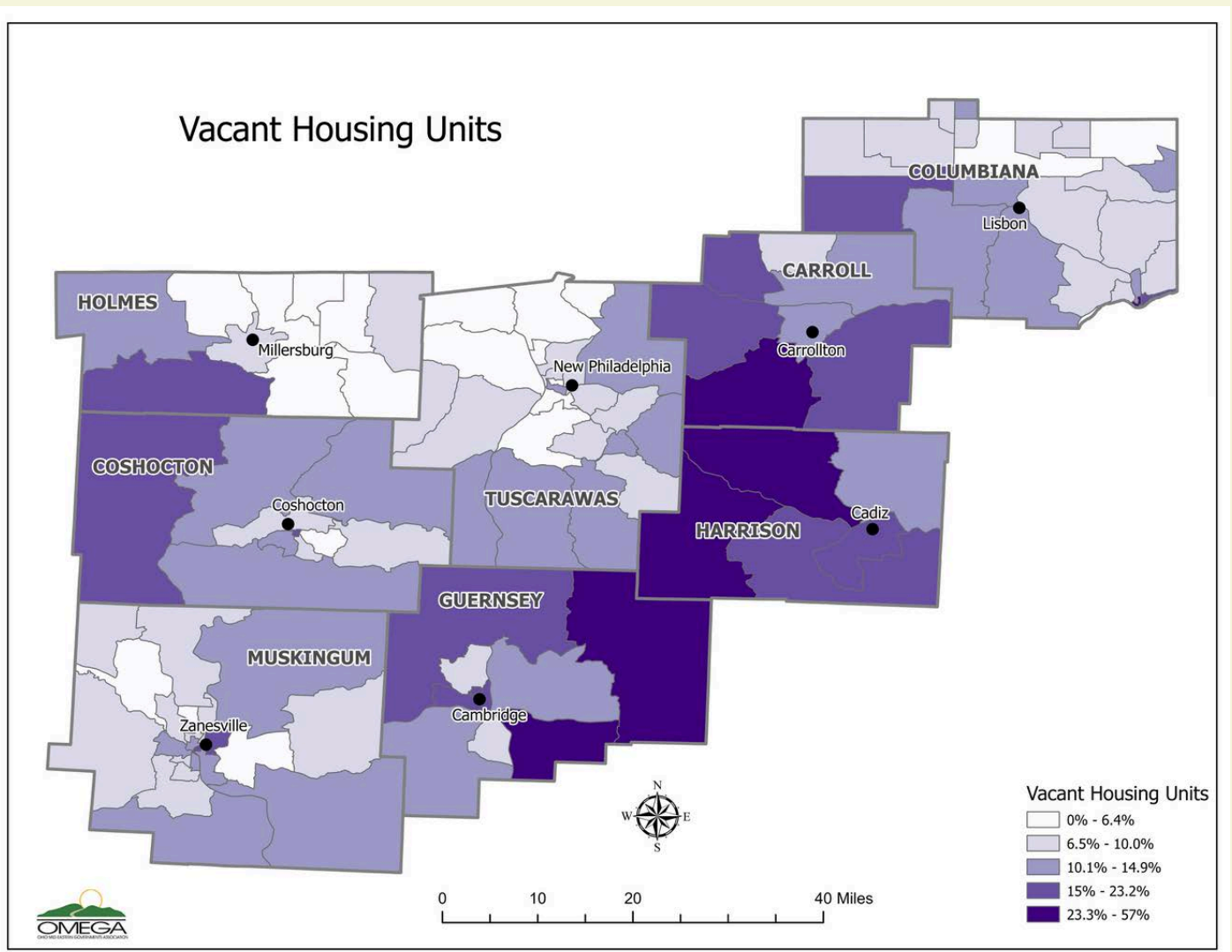


Figure 2-6

REGIONAL DEMOGRAPHICS

ZERO-VEHICLE HOUSEHOLDS

There are approximately 175,575 occupied households in the OMEGA RTPo region. According to ACS 2023 estimates, 16,686 households reported either not owning or having access to a vehicle. This represents approximately 9.5% of all households.

Households without vehicles may rely on public or privately funded transportation options. Areas with high numbers of zero vehicle households are located within areas of high Amish population (Holmes, Coshocton, and Tuscarawas counties) and near larger urbanized areas such as Zanesville. Figure 2-7 displays where zero vehicle households are concentrated by census tract.

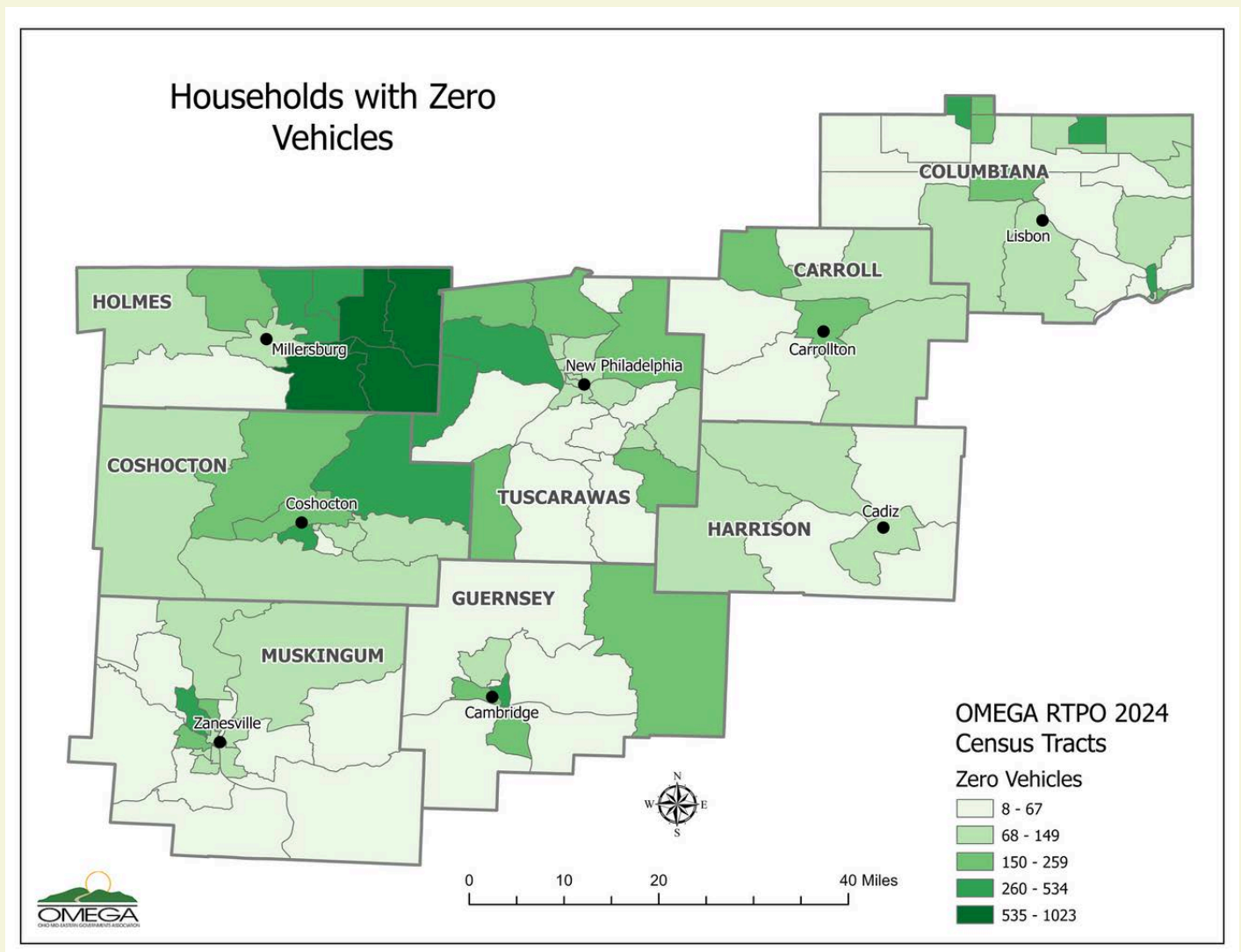


Figure 2-7

ENVIRONMENTAL JUSTICE

Based on data from the American Community Survey 5-Year Estimates 2019 - 2023 (ACS), OMEGA focused on two population groups, minority and low-income residents, to analyze Environmental Justice census tracts. The U.S. Census Bureau defines a census tract as "a geographic region defined for the purpose of taking a census." Usually these coincide with the limits of cities, towns, and other administrative areas within a county. To be consistent with transportation planning activities, only the eight RTPO counties within the OMEGA region were used to analyze minority populations and income levels. There are 113 census tracts in the eight-county RTPO region as of the 2023 data from the ACS.

Although minorities and persons in poverty live throughout the OMEGA region, many are concentrated in specific locations and neighborhoods in or near municipal areas. A person is counted as a member of a minority group if he or she claimed any of the following: Black, American Indian or Alaskan Native, Asian, Native Hawaiian or Other Pacific Islander, or Hispanic non-White. Based on data from the 2019 - 2023 ACS, minorities comprise 8.6% of the population within OMEGA RTPO census tracts. Therefore, any census tract with a percentage above 8.6% was considered to have a regionally significant concentration of minority populations. Census tracts by minority population are mapped in Figure 2-8.

A similar approach was taken to establish regionally significant concentrations of populations with low income. Based on data used in the 2023 ACS, the average Median Household Income (MHI) within OMEGA RTPO census tracts was \$61,487, which is 88% of the statewide median - an increase in two percentage points since the last LRTP update. MHI is an important barometer of the overall financial health of an area. As shown in Figure 2-9, the MHI varies throughout the region, with higher values being found in Holmes County, central Tuscarawas County, western Muskingum County, and southwestern Carroll County. Low MHI values are generally centered in more urbanized areas, such as Cadiz, Cambridge, East Liverpool and Coshocton. Therefore, any census tract with an MHI below \$61,487 was considered to have a regionally significant concentration of low-income residents.

Finally, GIS analysis was used to determine which census tracts had either higher-than-average minority or higher-than-average low-income populations. These tracts were then identified as Environmental Justice populations within the OMEGA region. 50 census tracts in the OMEGA RTPO region were considered to have either higher-than-average minority or higher-than-average low-income populations. This represents 44% of the 113 census tracts within the RTPO region, see Figure 2-10. Of the 50 tracts, 24 of them fell into both categories.

ENVIRONMENTAL JUSTICE

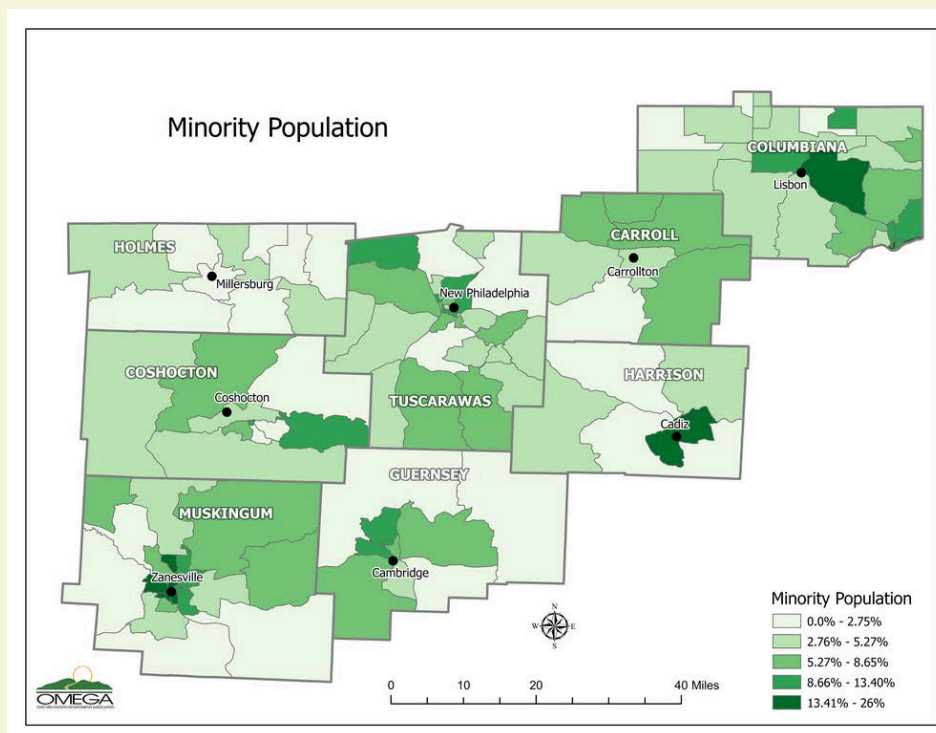


Figure 2-8

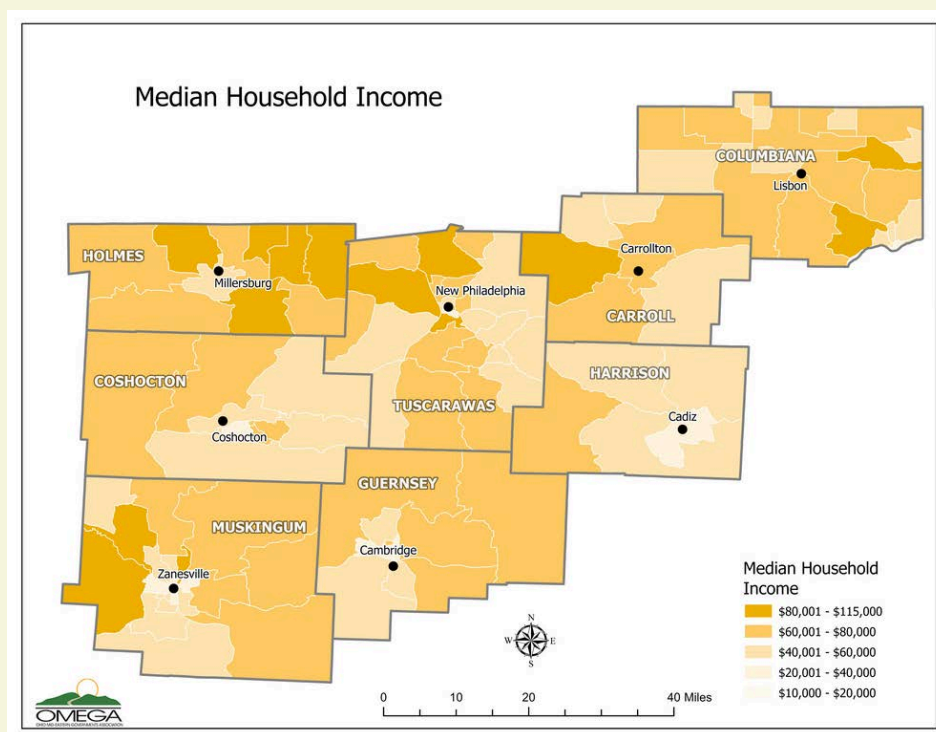


Figure 2-9

ENVIRONMENTAL JUSTICE

Environmental Justice Focus Areas

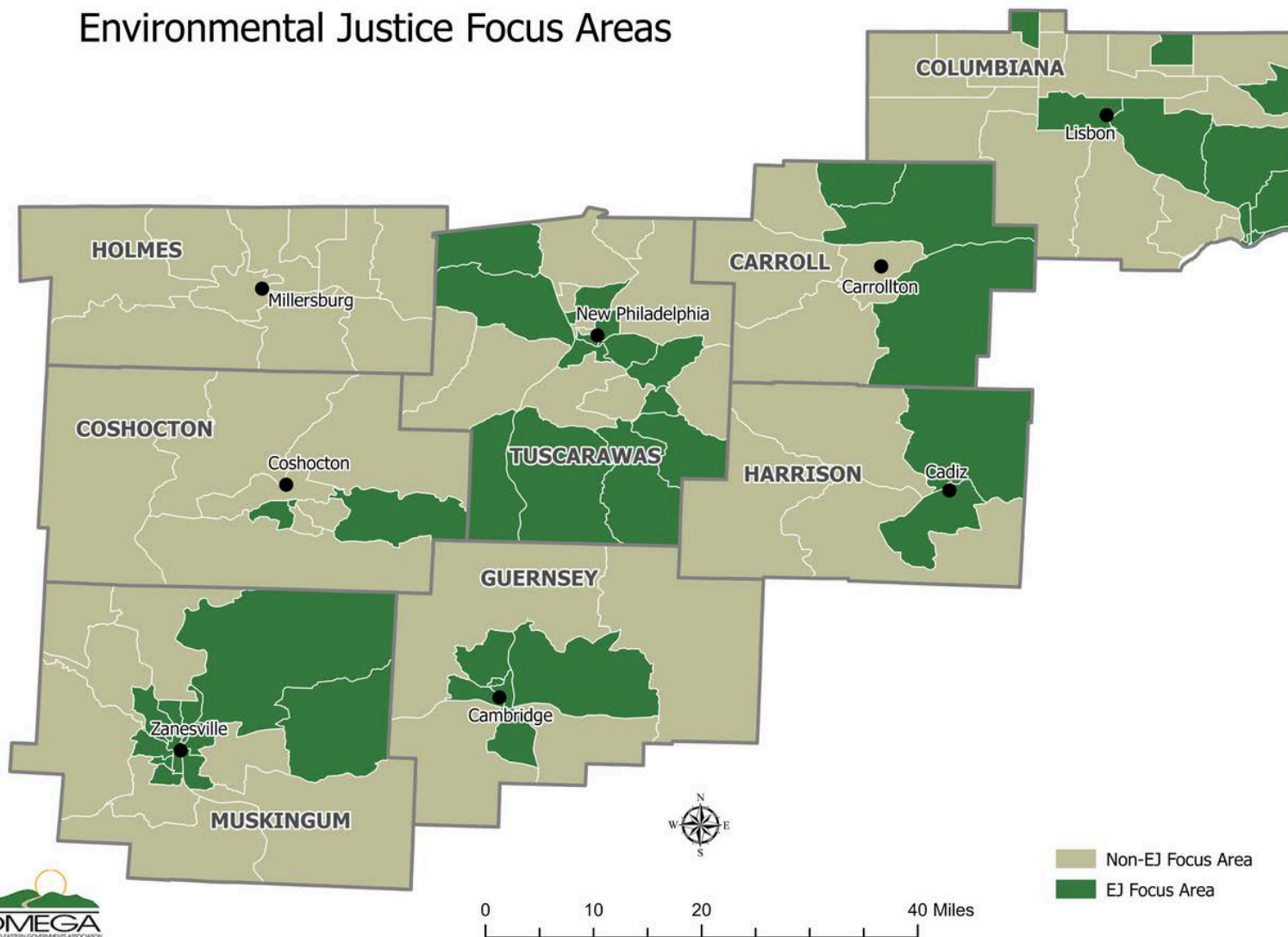


Figure 2-10

TRAVEL PATTERNS

Travel patterns show how the population moves throughout the region as well as outside the region. A very important indicator, and the basis of travel in the region, is how people commute regularly to their place of work. According to Figure 2-11, most of the working population in the region drives alone to work. The next largest group of commuters to work are those who carpooled at 10.1%, an increase of one point since the previous LRTP. The third largest group are those who worked at home at 6.1% which doubled. Public transportation and walking decreased by about 0.25% each while bicycling is up one point and Taxicab, etc. remained the same. These trends mirror national shifts from the COVID-19 pandemic.

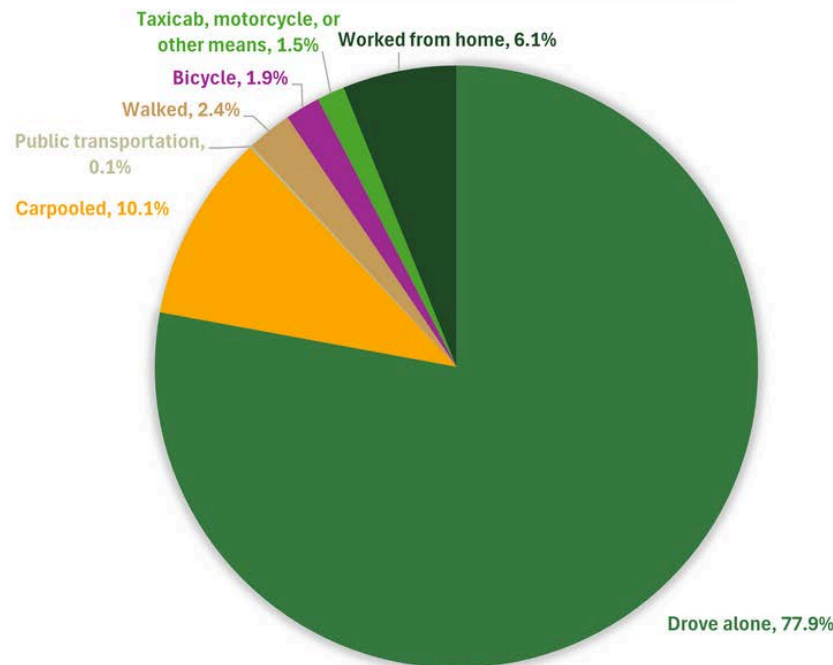


Figure 2-11: Commute by Mode of Transportation

Only 4% of commuters in the RTPo region travel out of state for work, as shown in Figure 2-12. The majority of these come from Columbiana County, with Carroll and Harrison counties following at a distant second and third respectively.

Figure 2-13 details how long commutes take in the RTPo region for working people who do not work from home full-time. 61.3% have a commute of less than 25 minutes which shows that most workers are not traveling very far from their homes. The RTPo region tracks closely with the State of Ohio as a whole for the amount of people with shorter commute times. However, a larger percentage of people have very long commutes (45 minutes and longer) compared to Ohio which is due to the rural nature of much of the region.

TRAVEL PATTERNS

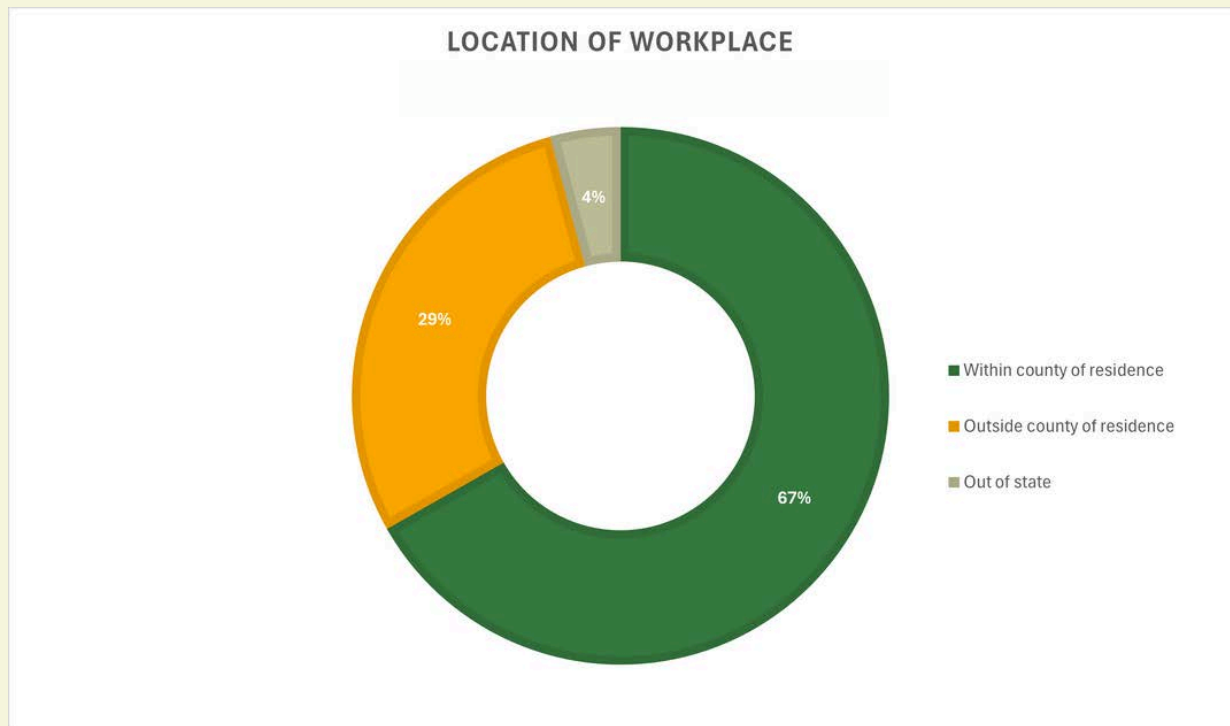


Figure 2-12: Location of Workplace

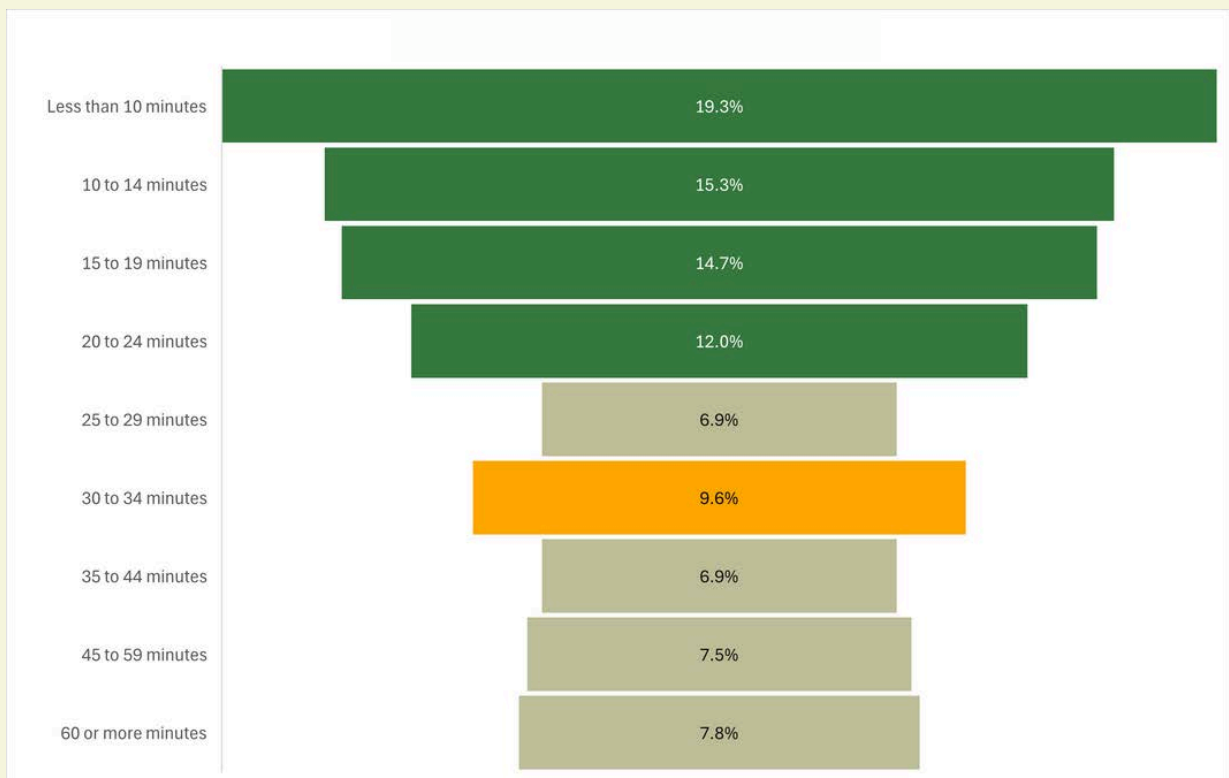


Figure 2-13: Commute Length

LAND USE

Over one-half of the OMEGA region is forest. Three other significant land uses are cultivated crops, open space, and developed areas. The predominantly rural nature of the OMEGA region continues to present infrastructure-related challenges when considering new and/or improved utilities because of the vast open areas between serviced entities. All 16 land use categories found in the OMEGA region from the National Land Cover Database can be found in Figure 2-14.

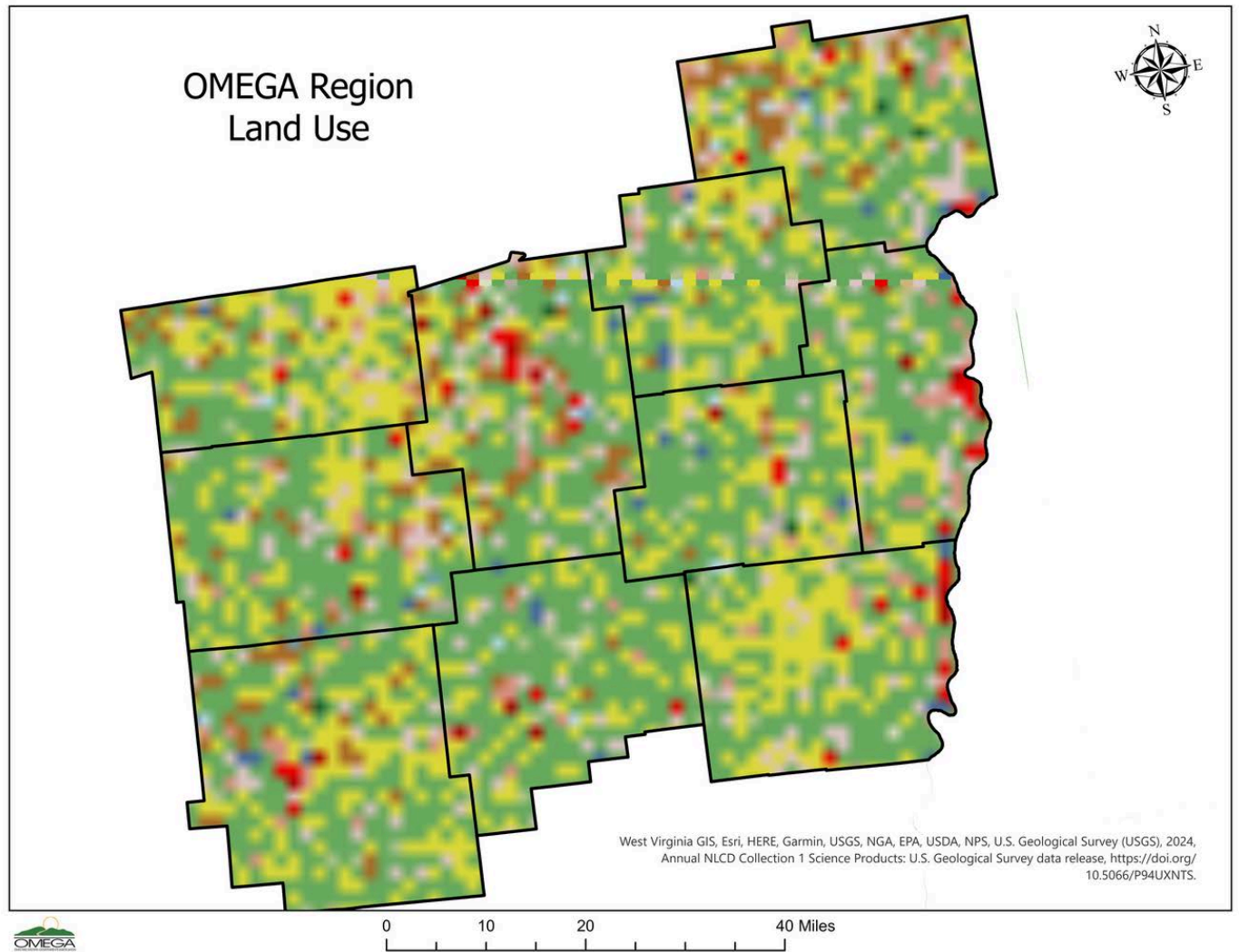


Figure 2-14

LAND USE LEGEND

11 Open Water	41 Deciduous Forest
12 Perennial Ice/Snow	42 Evergreen Forest
21 Developed, Open Space	43 Mixed Forest
22 Developed, Low Intensity	52 Shrub/Scrub
23 Developed, Medium Intensity	71 Grasslands/Herbaceous
24 Developed, High Intensity	81 Pasture/Hay
31 Barren Land (Rock/Sand/Clay)	82 Cultivated Crops
	90 Woody Wetlands
	95 Emergent Herbaceous Wetlands

THE OMEGA ROAD SYSTEM

The largest infrastructure network in the OMEGA region is roadways. Within the OMEGA RTPo, there are 11,193 center line miles. The National Functional Classification System is used to classify roadways based on a balance of mobility and access. Functional classification is important for program and project prioritization, asset management, safety programs, highway and bridge design, traffic control, access management, and maintenance. Figure 2-15 shows the percentage of the roadways in each functional class in the OMEGA RTPo region.

Over 70% of all OMEGA roadways are classified as local roads which are primarily maintained by municipalities, counties, and townships. Holmes and Carroll Counties are the only two counties within the OMEGA RTPo that do not have any roads with a higher classification than 04 – Minor Arterial. Additionally, 45.8% of roads in the region are township roads and 25.4% are county roads.

Most ODOT and USDOT funding programs are only applicable to Federal-aid eligible roadways, so it is an important piece of information to know before seeking resources for roadway projects. USDOT defines Federal-aid eligible roads as all “public roads not classified as local roads or rural minor collectors” (23 CFR 470.103). Figure 2-16 maps all Federal-aid eligible roads in the OMEGA RTPo region.

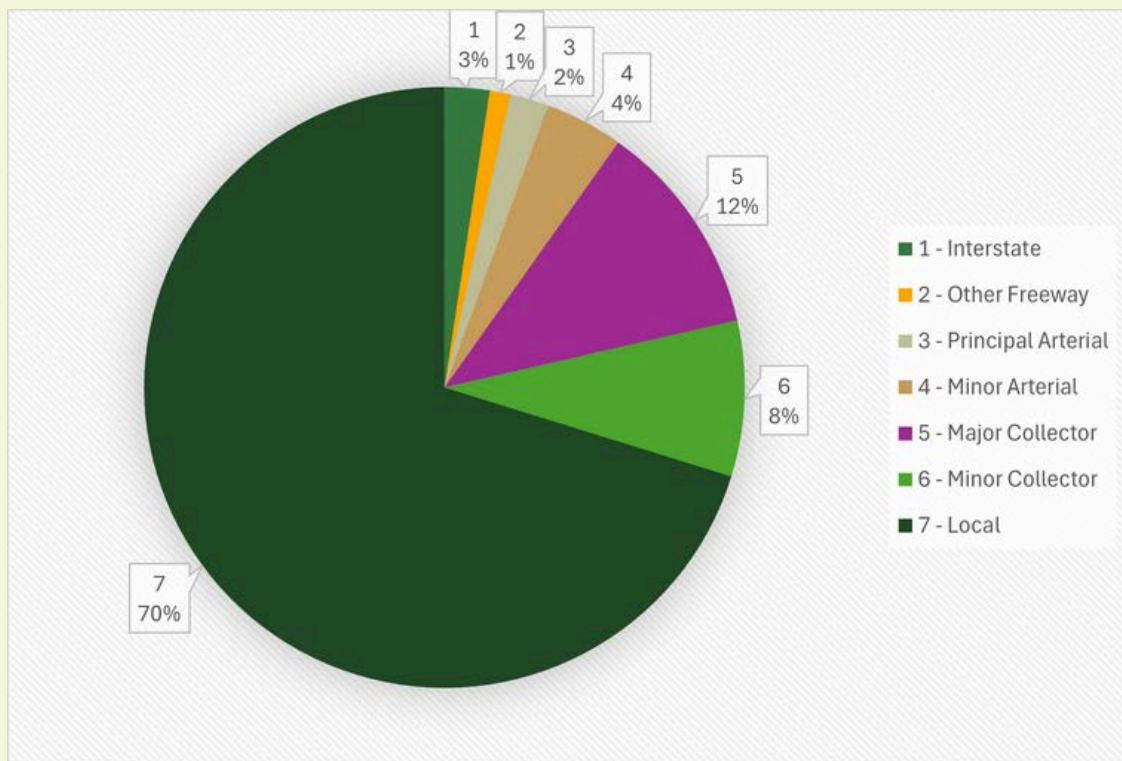


Figure 2-15: Functional Class Roads (% of Centerlane Miles)

THE OMEGA ROAD SYSTEM

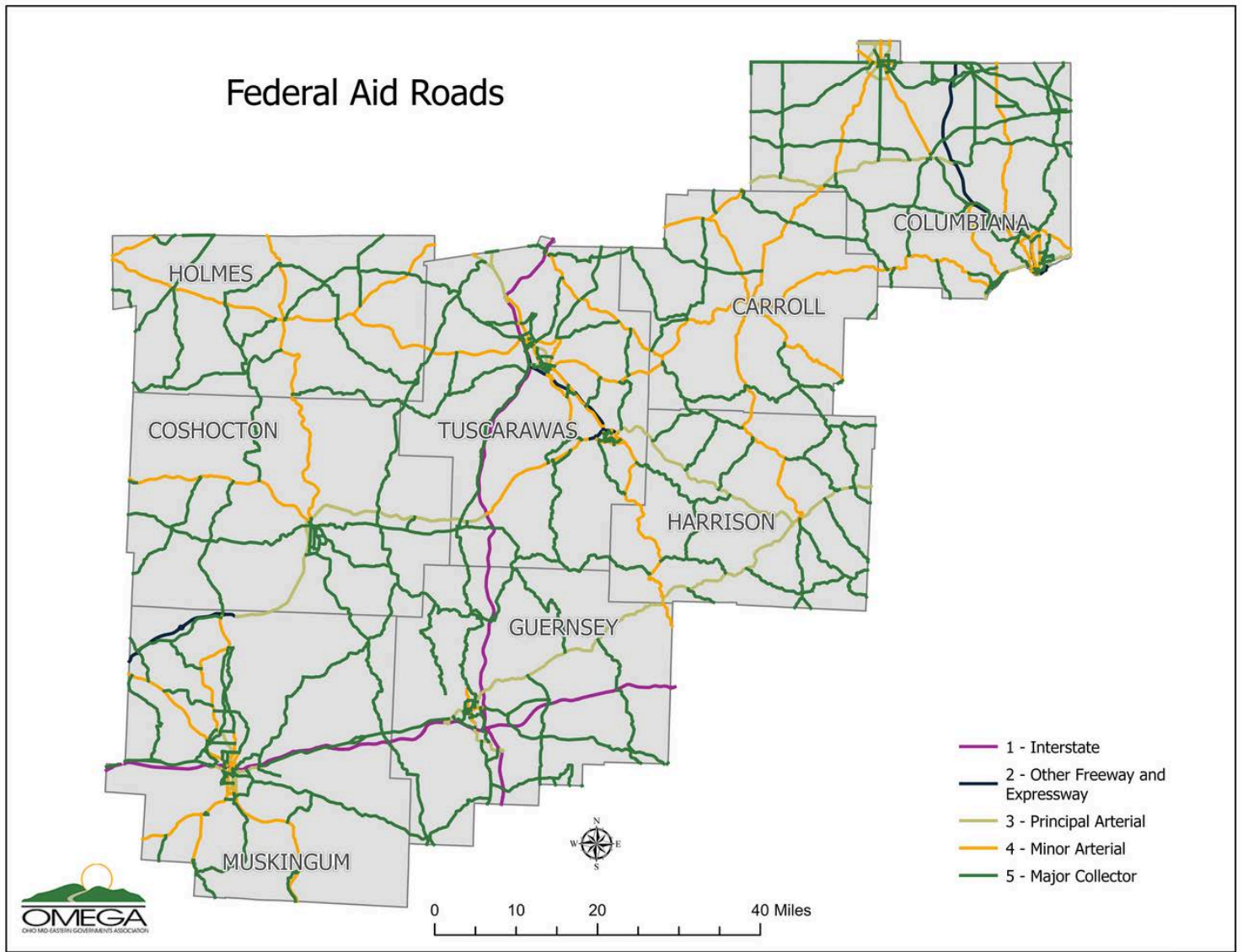


Figure 2-16

TRAFFIC VOLUME

Traffic volume is the number of vehicles traveling along a particular road segment. The most common measure is Annual Average Daily Traffic (AADT) which is calculated by counting vehicles across an entire year and then dividing the total by 365 days to determine a daily average. AADT ranges for Federal-aid eligible road segments are shown in Figure 2-17.

Unsurprisingly, the highest traffic volumes are found along the Interstate highways, I-70 and I-77. The highest Annual Average Daily Traffic (AADT) in the region is found east of Downtown Zanesville along I-70 with 49,795 vehicles with 23.3% being trucks. As shown in Figure 2-20, no segment of the highway system appears has an AADT greater than 50,000 vehicles. The highest AADT on I-77 is 40,405 between Strasburg and Dover in Tuscarawas County.

Off the Interstate system, other highways carry high volumes of traffic into and out of the region. Major US routes include US 22, US 36, US 40, and US 250. Major state routes include SR 11, SR 16, SR 39, and SR 146. These routes connect cities and villages to the core network and function as efficient commuter and freight corridors.

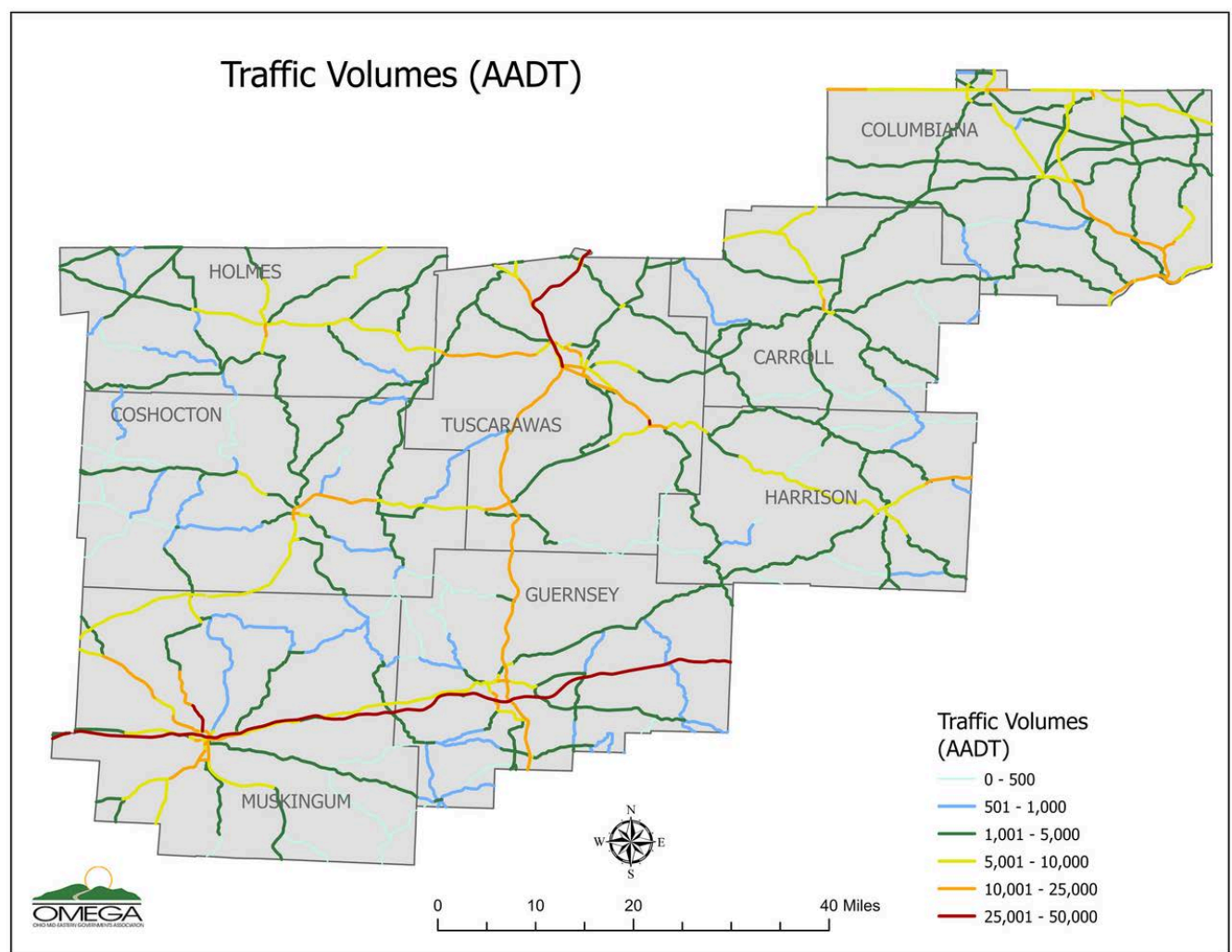


Figure 2-17

TRAFFIC VOLUME

The projected growth in car traffic volumes, shown in Figure 2-18, is expected to increase by 1.5% to 3% or greater along portions of major roads in each of the eight RTPO counties. Some roads with anticipated increase include:

- SR 517 from Lisbon to SR 7 (COL)
- SR 11 from SR 344 to SR 558 (COL)
- SR 154 from SR 11 to Pine Hollow Rd (COL)
- SR 518 from US 30 to Cusick Rd (COL)
- SR 79 from Nellie to SR 541 (COS)
- I-77 from US 36 to SR 541 (GUE/TUS)
- SR 513 from US 22 to I-70 (GUE)
- SR 646 from Carroll to Jefferson Counties (HAS)
- US 22/SR 800 (HAS)
- SR 514 from Wayne to Knox Counties (HOL)
- US 62 from Killbuck to CR 27 (HOL)
- SR 643 from Coshocton County to SR 557 (HOL)
- SR 241 from Wayne County to Massillon Rd (HOL)
- SR 284 from Rural Dale Rd to Cumberland (MUS/GUE)
- SR 140 from Maple Ave to Osborn Rd (MUS)
- SR 146 from SR 313 to Leedom Rd (MUS)
- SR 258 from River Rd SW to Chapel Rd SW (TUS)
- SR 416 from Goshen St to 21st St SE (TUS)

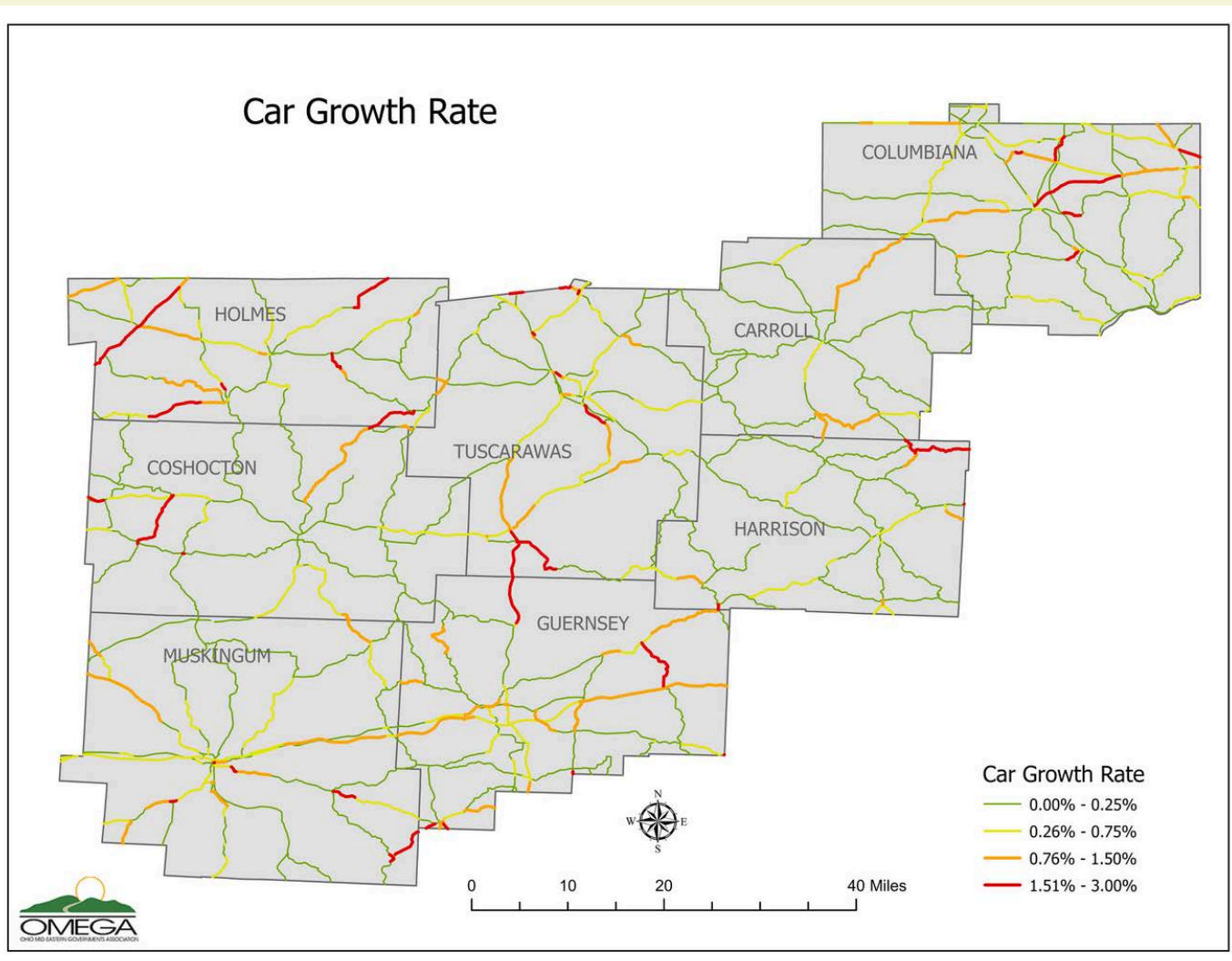


Figure 2-18

PAVEMENT CONDITION

The Pavement Condition Rating (PCR) is a distress index based on a continuous rating scale (0-100). Values closer to 0 indicate failed pavement, whereas values closer to 100 indicate new or non-distressed pavement. Thresholds are set to determine potential treatment actions. Depending on the level, the actions may be simple maintenance, a preservation treatment (asphalt overlay), or full rehabilitation or reconstruction. The threshold for rehabilitation or reconstruction is often used to separate acceptable from non-acceptable pavement conditions, as shown in Table 2-2.

Pavement Condition Rating		
0 – 40	Very Poor	Non-Acceptable
41 – 55	Poor	
56 – 65	Fair to Poor	May be Acceptable
66 – 75	Fair	
76 – 90	Good	Acceptable
91 – 100	Very Good	

Table 2-2: Pavement Condition Rating Categories

Source: ODOT Pavement Condition Rating Manual

ODOT collects data on pavement condition around the state every two years. They also publish guidelines and standards for analyzing the local pavement condition on a single segment of road. Figure 2-19 contains the pavement conditions ratings across the OMEGA RTPO region. Poor pavement conditions are concentrated in northern Muskingum County, southern Columbiana County, southern Guernsey County, and northern Holmes County.

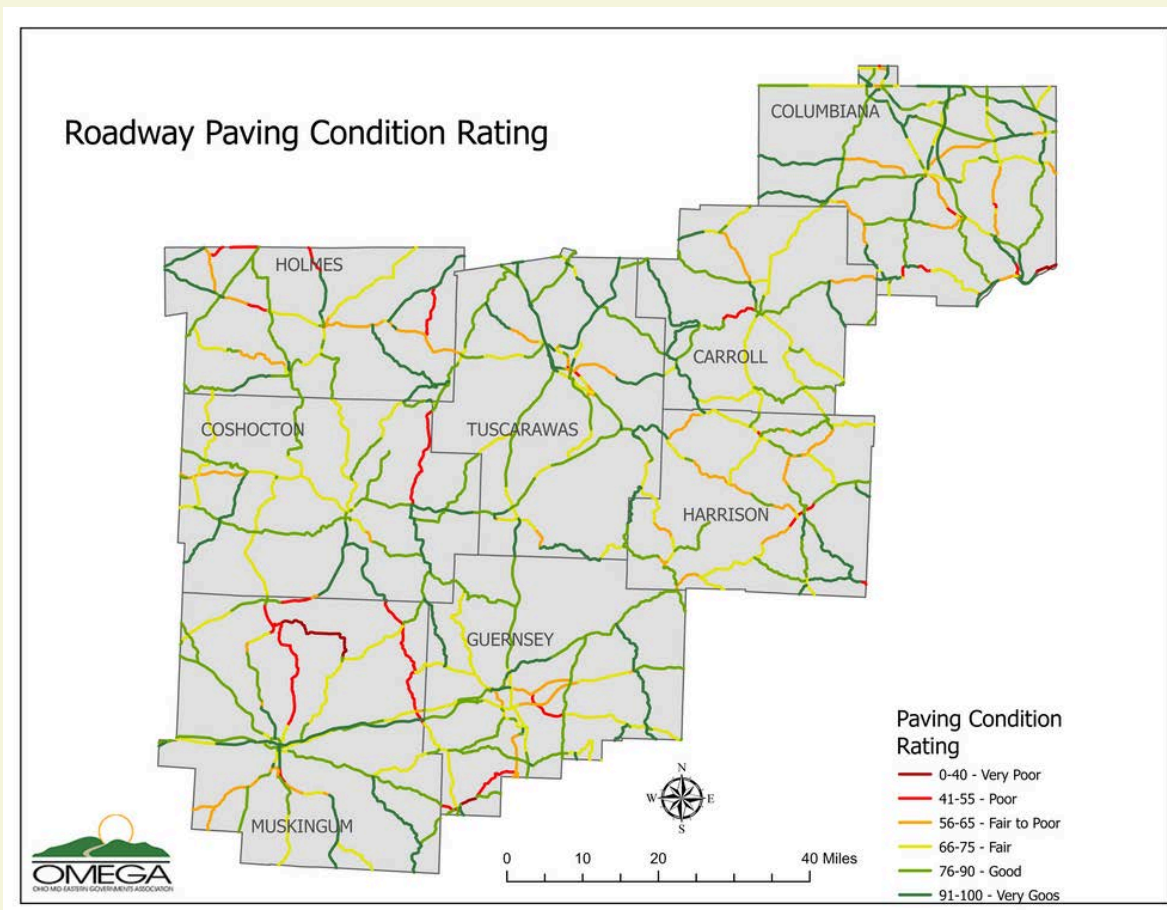


Figure 2-19

CONGESTION

Level of Service (LOS)

One way to measure the quality of traffic flow and the relative level of congestion is the Level of Service (LOS). This measure takes into account speed, travel time, freedom to maneuver, traffic interruptions, driving inconvenience, and delays. The Highway Capacity Manual defines six levels of service from A being the best to F as the worst - definitions adapted in Table 2-3. In rural areas, interstates, freeways, and arterials are designed for LOS B on flat terrain and LOS C on hilly terrain. All other roadways are generally designed for LOS C.

A	Free flow, with low volumes and high speeds	D	Approaching unstable flow; drivers have little freedom to maneuver
B	Reasonable free or stable flow, speeds beginning to be restricted by traffic conditions	E	Unstable flow; operating at capacity
C	In stable flow zone, but most drivers are restricted in freedom to select own speed	F	Forced or breakdown flow; frequent slowing required

Table 2-3: LOS Definitions

- LOS = D

- Alliance Road NW (SR 183) in Brown Township [Carroll County]
- Canton Road NW (SR 43) in Center Township [Carroll County]
- SR 14 in Columbiana [Columbiana County]
- SR 62 from Salem to Alliance [Columbiana County]
- SR 16 south of Coshocton [Coshocton County]
- I-70 west of I-77 interchange [Guernsey County]
- US 22 between Cadiz and Hopedale [Harrison County]
- SR 39 near Walnut Creek [Holmes County]
- SR 83 north of Millersburg [Holmes County]
- SR 241 near Mt. Hope and Paint Township [Holmes County]
- US 62 from Berlin to Millersburg [Holmes County]
- I-70 from Norwich to Zanesville [Muskingum County]
- SR 16 from Dresden Rd to Coshocton Co Line [Muskingum County]
- SR 60 north of Zanesville [Muskingum County]
- SR 93 from Roseville to US 22 [Muskingum County]
- SR 146 along Dillon Lake [Muskingum County]
- Zane St (SR 666) in Downtown Zanesville [Muskingum County]
- US 22 near Pleasant Grove [Muskingum County]
- SR 36 from near Tuscarawas [Tuscarawas County]
- SR 39 from Sugarcreek to Dover [Tuscarawas County]
- US 250 from Dennison to Harrison County [Tuscarawas County]

The list below identifies road segments in the OMEGA RTPO region with LOS D, E or F. These segments indicate areas for further investigation into the causes for the low LOS. The LOS across the region is shown in Figure 2-20.

- LOS = E

- S River Road (SR 60) in Zanesville
- E Iron Avenue (SR 800) in Dover
- N Wooster Ave (US 250) in Strasburg

- LOS = F

- None

CONGESTION

Volume-to-Capacity Ratio (V/C Ratio)

The American Association of State Highway Transportation Officials' (AASHTO) Highway Capacity Manual defines capacity as: "The maximum sustainable flow rate at which vehicles or persons reasonably can be expected to traverse a point or uniform segment of a lane or roadway during a specified time period under given roadway, geometric, traffic, environmental, and control conditions." Figure 2-21 denotes the V/C ratio for road segments across the region.

It follows that the Volume-to-Capacity Ratio takes the traffic volume and divides it by the capacity to determine if a road segment is at, under, or over capacity. Values over "1" have exceeded their designed capacity and may experience delays and congestion, especially at peak travel times. Values nearing "1" (0.75-0.99) should be monitored, as these routes may be nearing or exceeding capacity in peak times, resulting in additional delays. The following routes in the OMEGA RTPD are nearing or exceeding capacity:

- V/C = 0.75-0.99
 - S Wooster Avenue (SR 800) in Dover
 - Maple Avenue (SR 60) in Zanesville, north of I-70
 - I-70 in downtown Zanesville
 - Southgate Parkway (SR 209) in Cambridge
- V/C = 1+
 - E Iron Avenue (SR 800) in Dover

Future Congestion Hot Spots

ODOT recently released their statewide Strategic Transportation & Development Analysis report which looks at growth trends in land use, development, and the transportation system. Three congestion hotspots were identified in the OMEGA RTPD region. OMEGA will work with our partners to develop solutions to relieve congestion without compromising safety for all road users.

- I-70 through Zanesville
- US-36 and SR 16 through Coshocton
- US-250 through Strasburg
- US-30 in Columbiana County west of Lisbon

CONGESTION

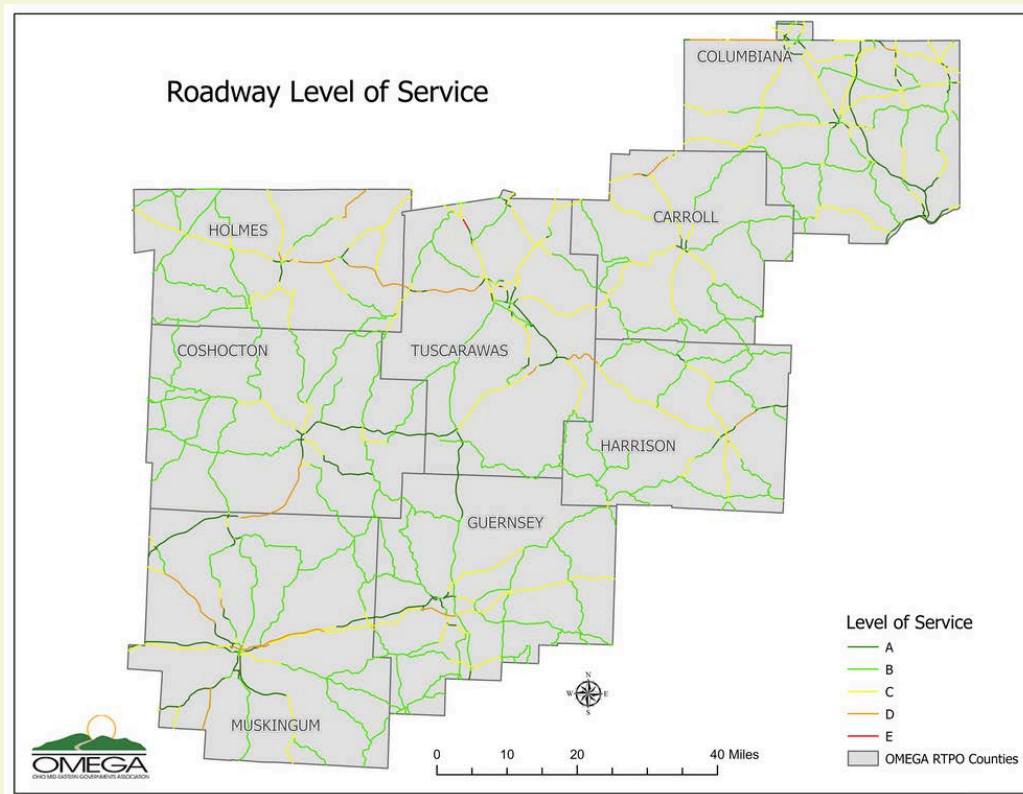


Figure 2-20

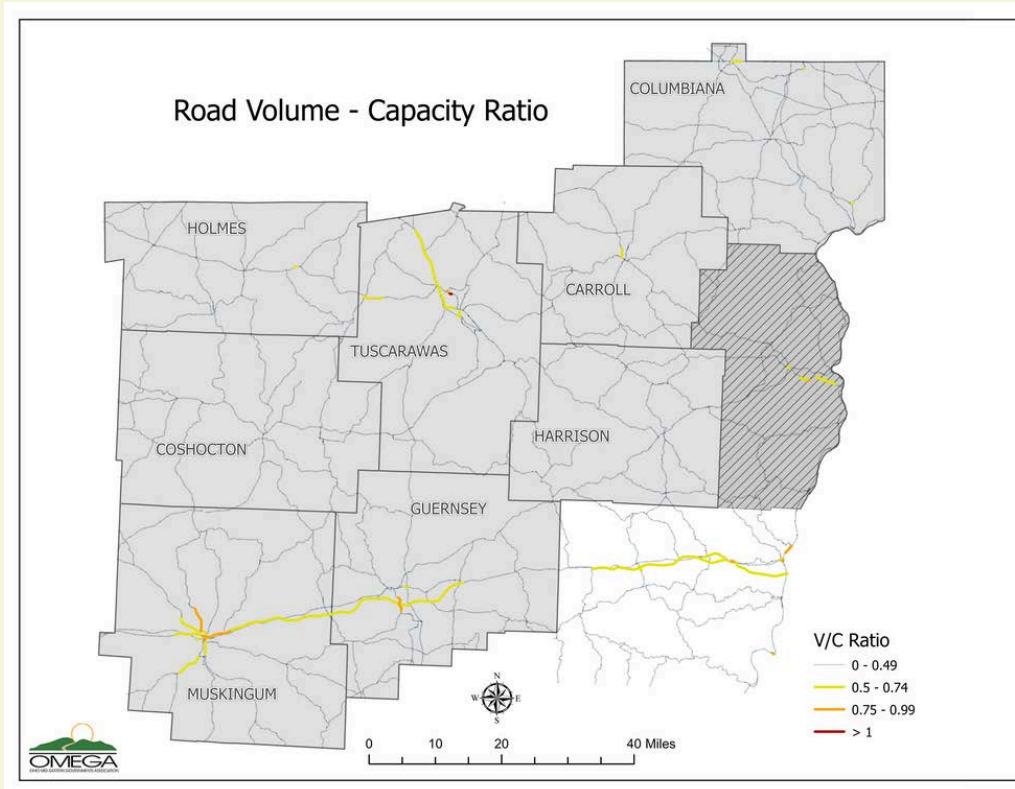


Figure 2-21

BRIDGES

Bridges function as a vital component of the transportation system, especially in eastern Ohio. Ohio has 44,766 bridges systemwide and 3,423 (7.6%) are in the OMEGA RTPO area. This definition is set by the state and includes spans of 10 feet or greater. The General Appraisal Condition Rating is a composite condition measurement of the major structural items of a bridge. General Appraisal Rating values range from zero (0) to nine (9), with zero being out of service and nine being like new. The higher the overall rating, the better condition a bridge is in.

Rating	Condition	Description
0	Failed	Bridge is out of service and beyond corrective action
1	Imminent Failure	Major deterioration, loss may be present. Bridge is closed to traffic but corrective action may put bridge back into service
2	Critical	Advanced deterioration of primary structural components
3	Serious	Defects and/or deterioration have seriously affected primary structural components
4	Poor	Advanced defects and/or deterioration
5	Fair	All primary structural components are sound but may have minor defects or deterioration
6	Satisfactory	Structural components show minor deterioration
7	Good	Some minor problems
8	Very Good	No problems noted
9	Excellent	New or recently constructed

Table 2-4: Bridge Appraisal Ratings

Bridges with a rating of four (4) or less are at-risk and maintenance or replacement of these bridges should be prioritized to ensure the safety of the network. Bridges in this rating range in the OMEGA RTPO region are shown in Figure 2-22. A total of 260 bridges are currently considered at risk within the RTPO. Compared to 2020, this shows a decrease of only 5 bridges at-risk, highlighting the need for additional investment in the region.

Figure 2-23 displays bridges that are currently at least 40 years old and these bridges will all be 65+ years old by 2050. These bridges will be at the end of their useful and intended lifespan and may require significant upkeep to prevent deterioration. These bridges will need to be monitored closely over the next 25 years. OMEGA will continue to work with county engineers and ODOT to ensure the most at-risk bridge are included in funding priorities.

BRIDGES

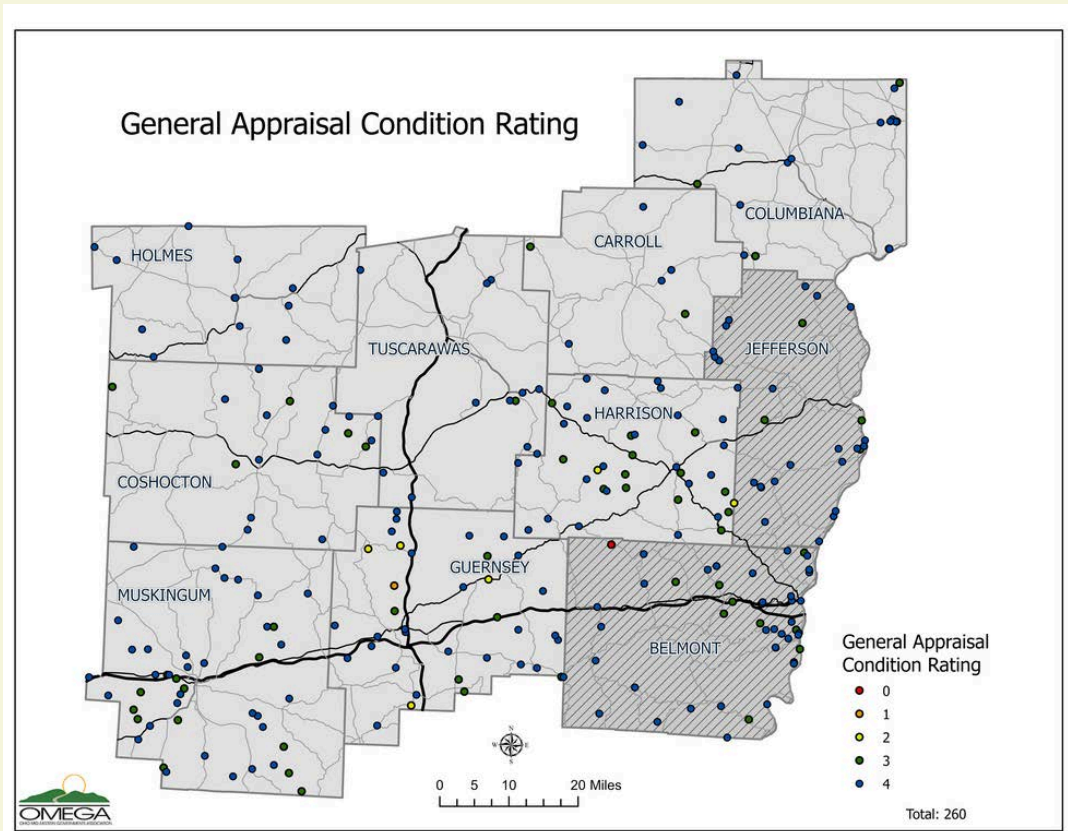


Figure 2-22

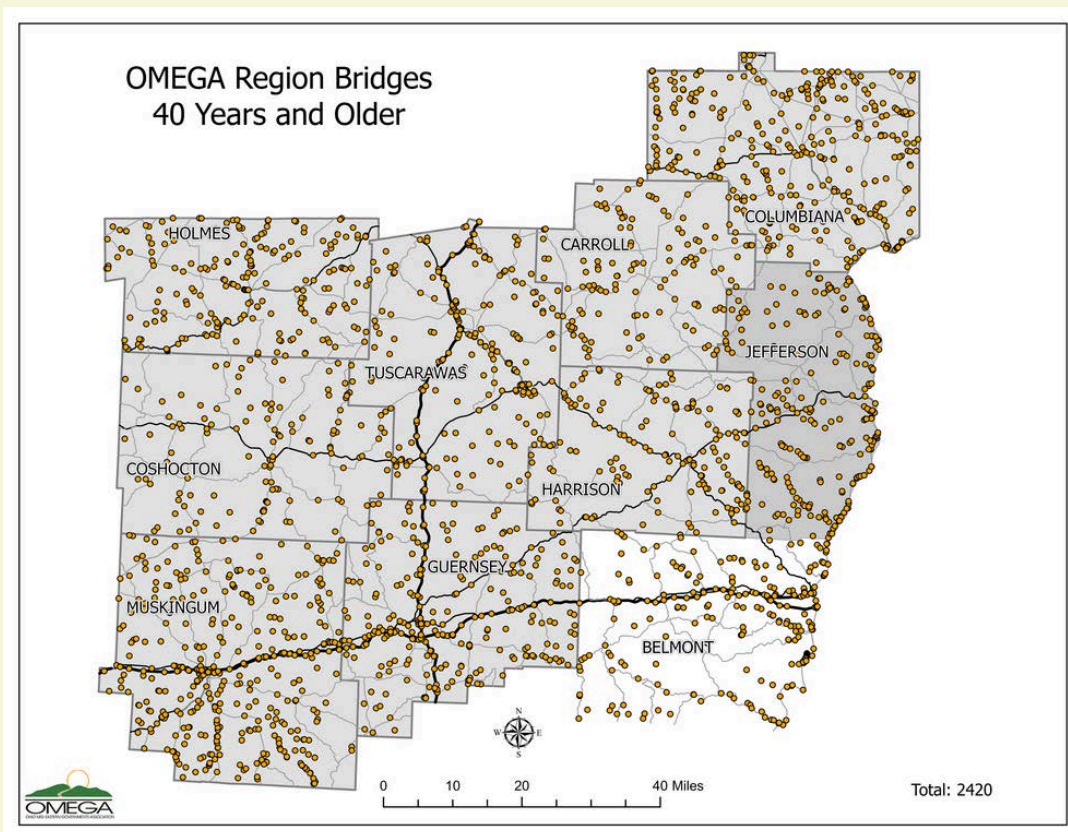


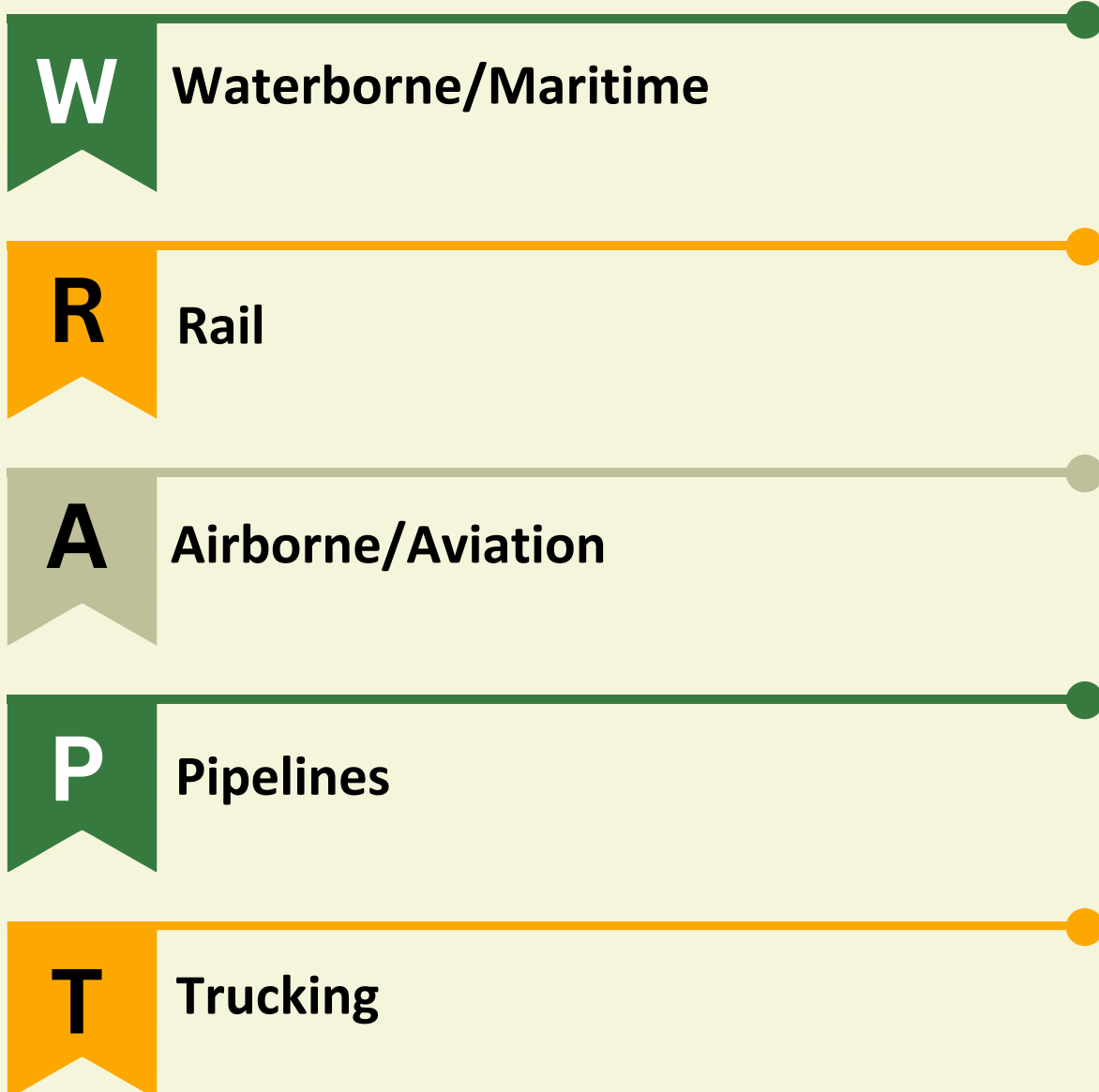
Figure 2-23

FREIGHT

The freight system sits at the nexus of transportation and economic development - without it, goods and services cannot travel between their origin and destination. But the behind-the-scenes nature of a well-functioning freight system is often not at the forefront of the conversation around regional needs and funding priorities.

ODOT is currently updating their statewide plans for aviation and rail as well as creating the first ever Ohio Maritime Plan. The OMEGA RTPo is eagerly anticipating these new plans to tailor freight considerations that fit the needs and characteristics of the region while supporting statewide goals.

WRAPT in Freight



FREIGHT

Waterways

The Ohio River is a primary shipping channel for the region and is also used for recreation. Within Columbiana County, there are 16 river terminals that can be used for the shipment of goods along the river. The Columbiana County Port Authority operates the Wellsville Intermodal Park, a 70-acre facility that connects rail, road, and water modes of shipping. The Intermodal Park is one of the main connecting points between the Gulf of Mexico ports to the Great Lakes. The Park is located off of State Route 7, a four-lane highway, and is 40 miles North of Interstate 70 and 40 miles South of Interstates 76/80. Also, on site is a 3,500-foot expandable rail siding that connects to the Norfolk Southern mainline. The riverside terminal has a 60-ton overhead river crane and bulk cargo handling system with ready access to both rail and highway.

Rail

The OMEGA RTPO is served by ten different railroad operators, with eleven different right-of-way owners as shown in Figure 2-24. Altogether, there are nearly 1,085 miles of railroads within the region. Among the largest of these is the sole Class 1 railroad, Norfolk Southern. Norfolk Southern owns lines in northwestern Holmes County and in Columbiana County. Their lines also follow the Ohio River to serve points in Belmont County and Jefferson County. Except for Norfolk Southern, all railroads in the OMEGA region are single tracked. Norfolk Southern owns and maintains two double-tracked mainlines through Columbiana County.

The Wheeling & Lake Erie Railroad is a regional Class 2 railroad that connects the manufacturing locations and ports on Lake Erie to the ports on the Ohio River, creating a vital link in shipping. Smaller shortline (Class 3) railroads interchange with the larger national and regional lines. These shortlines provide service to companies along their rights-of-way, providing another option to move goods throughout the global economy. With petrochemical development and increasingly congested highways, access to rail is critical for the success and expansion of industries throughout the region. Connecting these rail lines to product destinations will be a key component in the viability of shipping product by rail.

Aviation

There are no airports with commercial airline activities in the OMEGA RTPO. The nearest airports with commercial airline service are in Akron/Canton, Ohio; Columbus, Ohio; or Pittsburgh, Pennsylvania. The region contains 11 public airports and 27 private airports. Additionally, there are five private heliports and one public heliport. There are an additional four public airports and one public heliport in Belmont and Jefferson Counties. These features are mapped along with ports in Figure 2-25. OMEGA is also in conversation with researchers at Ohio University about Advanced Air Mobility strategies for the region.

Pipelines

Pipelines are also under the purview of the US Department of Transportation. Since oil and gas drilling are a major economic sector in the OMEGA RTPO region, consideration of this infrastructure is vitally important for the economic vitality and health and safety of the region's residents and its land. These features are not mapped for security reasons.

FREIGHT

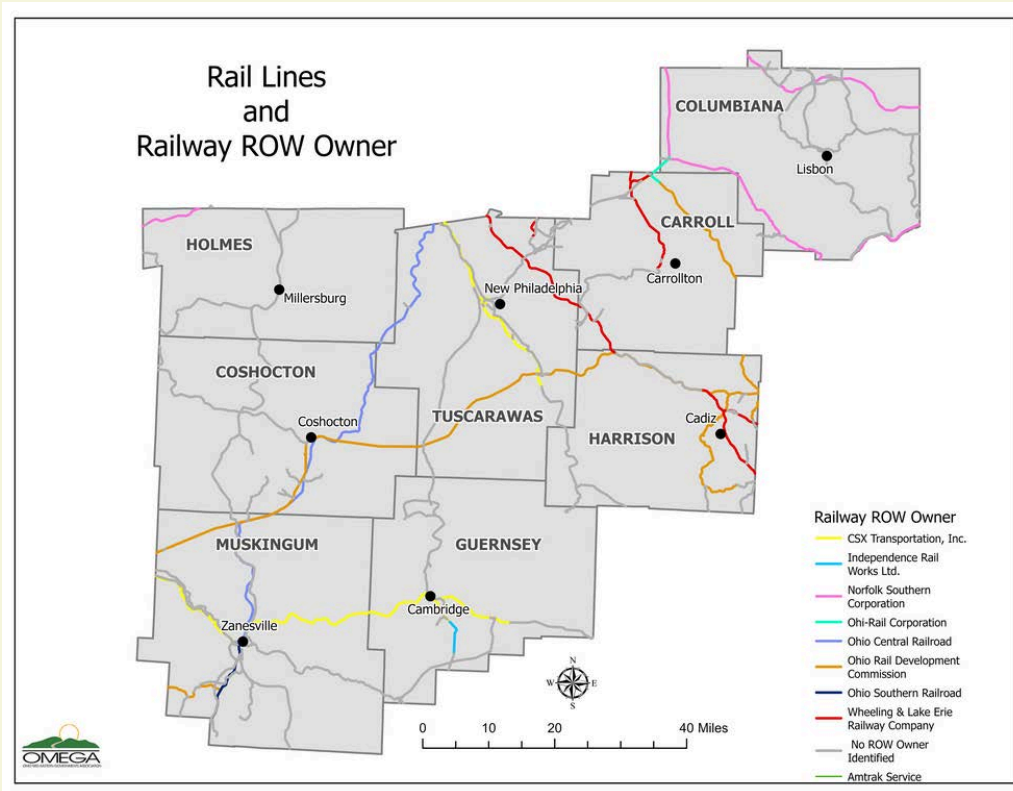


Figure 2-24

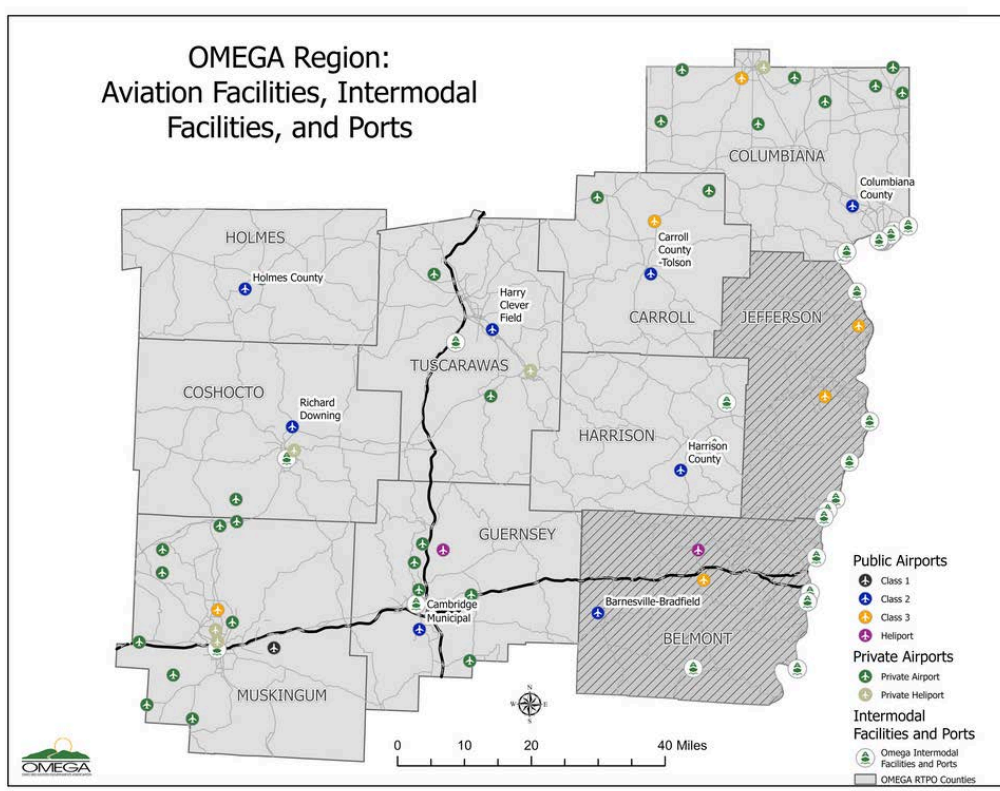


Figure 2-25

FREIGHT

TRUCKING

Figure 2-26 illustrates the truck volumes on road segments throughout the RTPO region. Most of the truck activity is concentrated in counties with significant oil and gas drilling (Harrison, Guernsey, and Carroll) as well as I-70. Truck volumes are currently lower on I-77, in Columbiana County, and in much of the western RTPO counties.

The weight of a truck is significantly greater than the average passenger vehicle, putting additional strain on aging infrastructure. Trucks are also hampered by low clearances on older overpasses, forcing them to make costly detours as well as increasing their mileage, emissions, and costs for maintenance. Furthermore, growth of truck traffic in areas that have not historically experienced high volumes of trucks may create safety concerns.

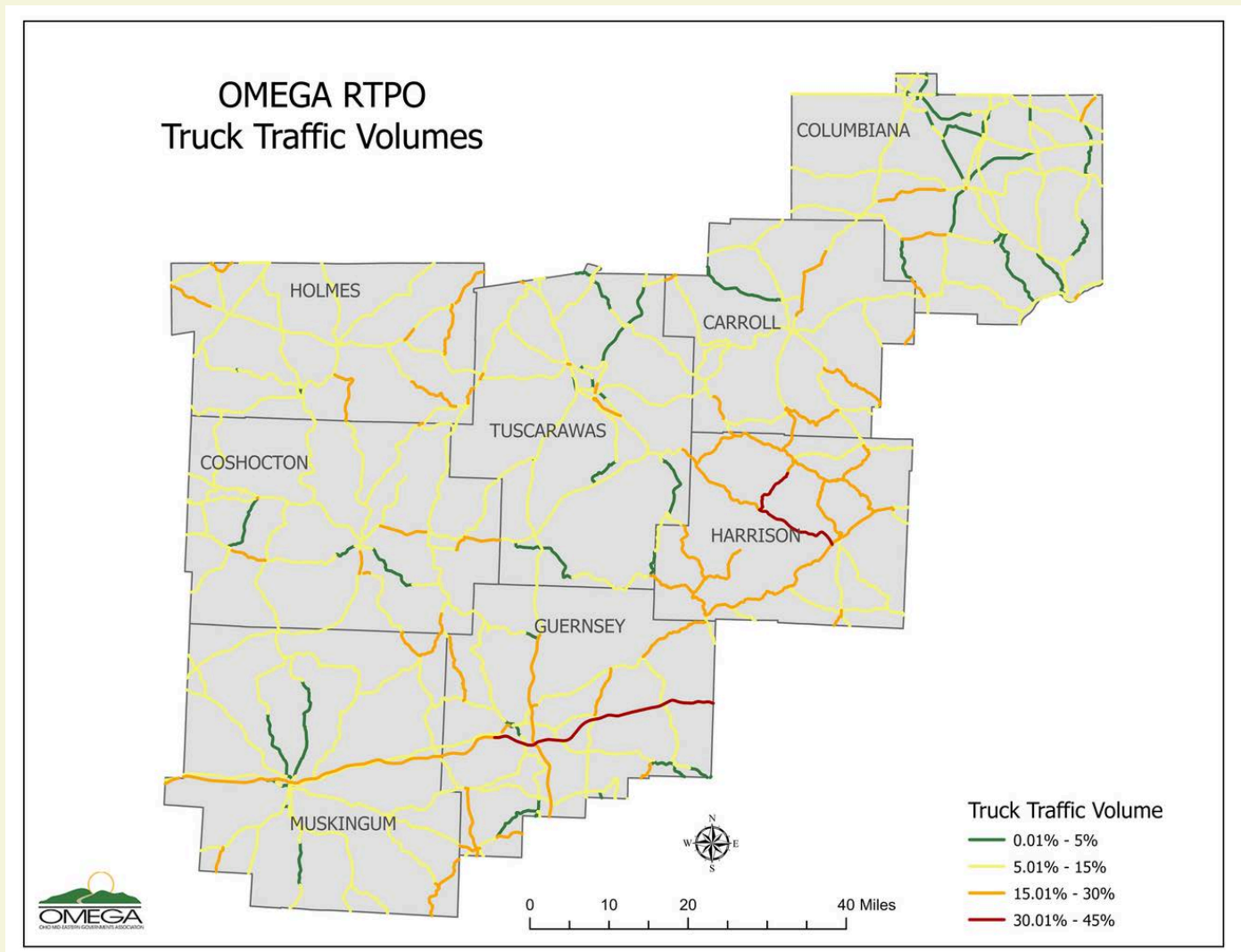


Figure 2-26

FREIGHT

TRUCKING

As shown in Figure 2-27, truck volumes are expected to increase 3% to 6% along portions of major roads in each of the eight RTPO counties. Some roads with anticipated truck traffic increases include:

- SR-43 in Carroll County
- SR-170 in Columbiana County
- US-36 in Coshocton County
- Southgate Parkway in Guernsey County
- SR-800 in Harrison County
- SR-39 in Holmes County
- SR-643 in Holmes County
- SR-146 in Muskingum County
- SR-212 in Tuscarawas County
- SR-258 in Tuscarawas County

Conversely, there are sections of roadways with high volumes of trucks today are not expected to see much growth in truck volumes, such as in central Harrison County.

It should be noted that these truck figures may not be entirely accurate due to the current and anticipated continued shale oil and gas development as well as other economic development initiatives throughout the region, which are not reflected in ODOT's Congestion Management System (CMS) models.

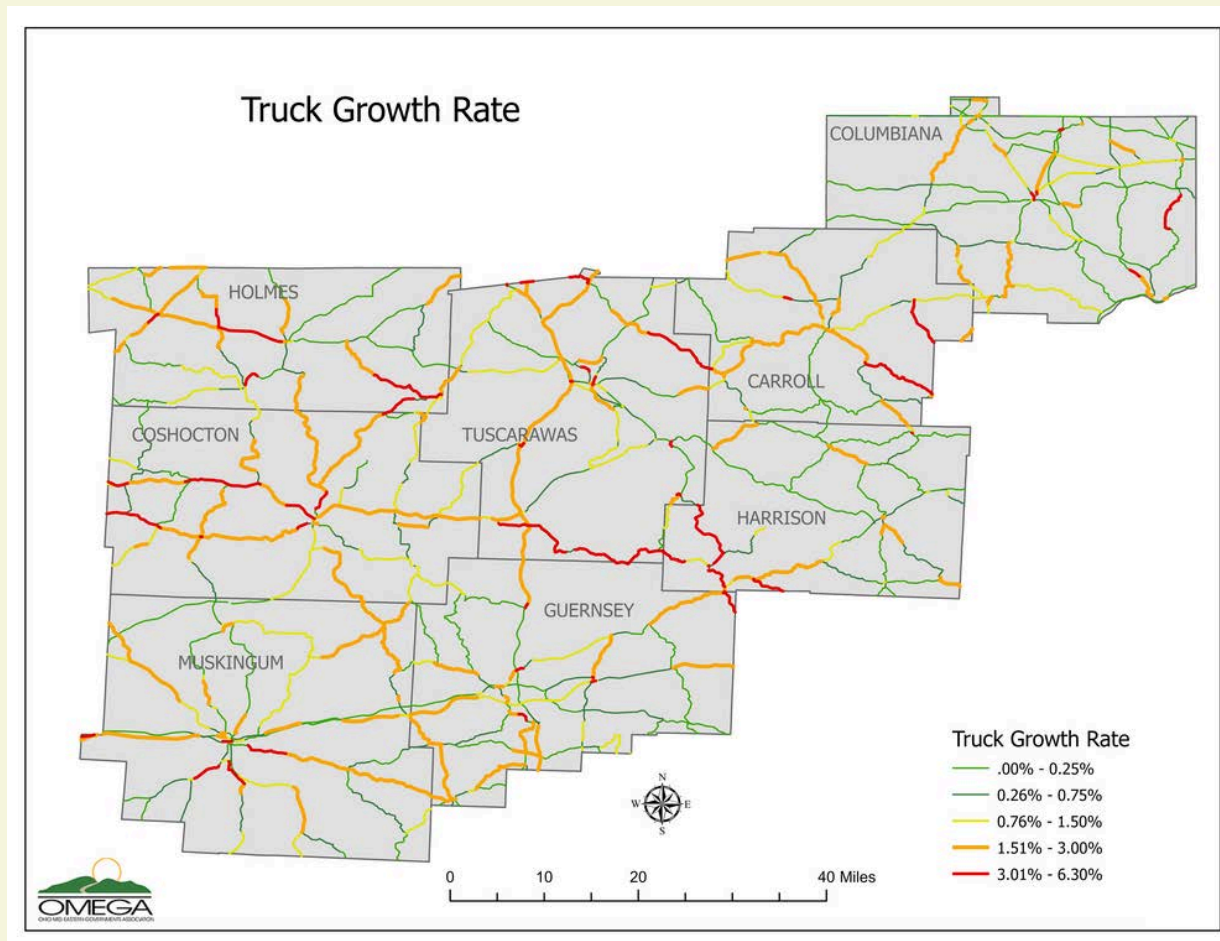


Figure 2-27

SAFETY

Fatal and Serious Injury Crashes (FSI)

ODOT's Strategic Highway Safety Plan includes a vision for zero deaths from vehicular crashes in the future. This echoes the national Vision Zero campaign which strives toward eliminating fatal and serious injury (FSI) roadway crashes.

OMEGA supports statewide safety efforts and proactively assists communities with roadway safety projects to work toward these goals. Figure 2-28 shows the trend in FSI from 2012 onward. Unfortunately, FSI crashes were higher in 2022 and 2023 after several years of declines. This warrants more investigation into where, why, and how these crashes are occurring as well as waiting to see if 2024 continues the rise in FSI. However, the overall trend has been a decrease in serious crashes which we expect to continue over the next few decades as local partners install proven safety countermeasures across the region, conduct road safety awareness campaigns, and vehicle safety technology continues to advance. Fatalities unfortunately are projected to remain flat into the future, so more aggressive measures are needed to reduce those significantly.

Figure 2-29 contains all fatal crashes in the OMEGA RTPPO region over the past five years and Figure 2-30 plots all serious injury crashes.

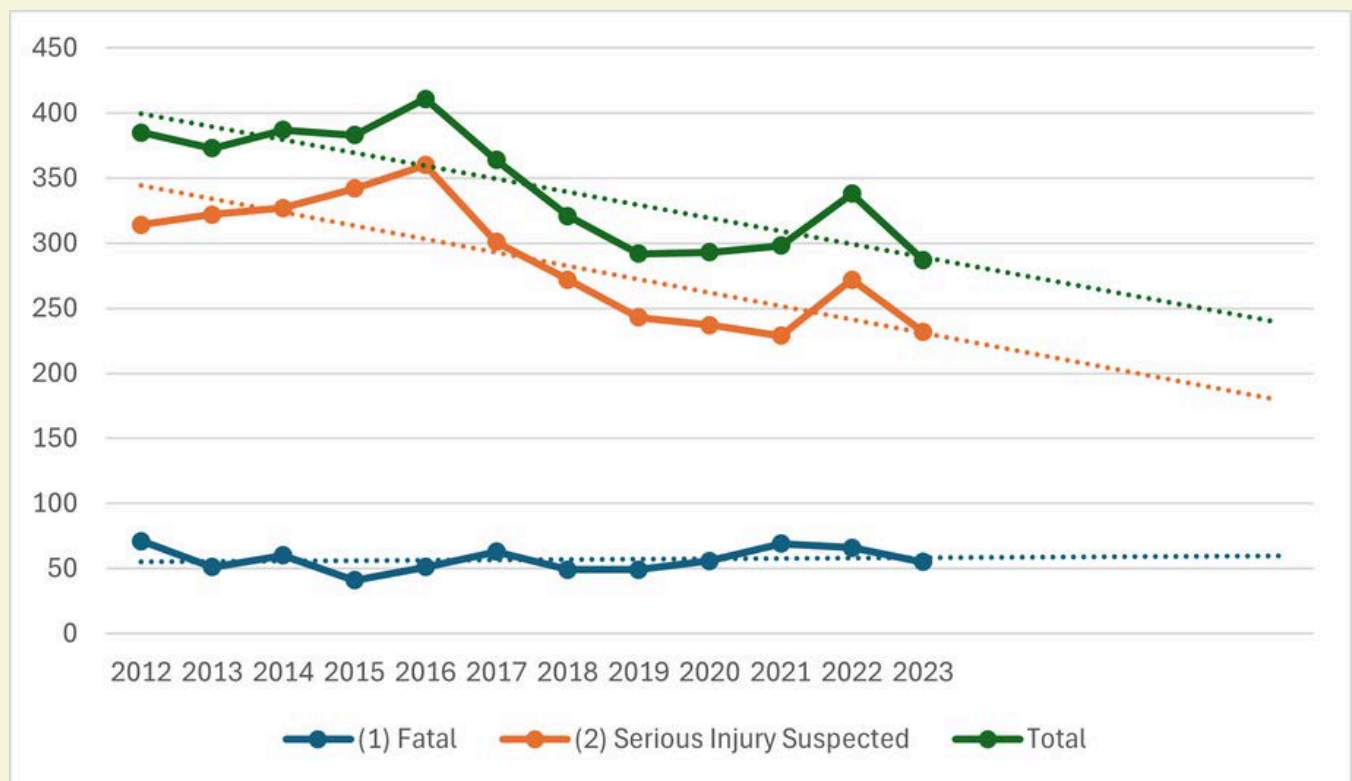


Figure 2-28: RTPPO FSI Trends

SAFETY

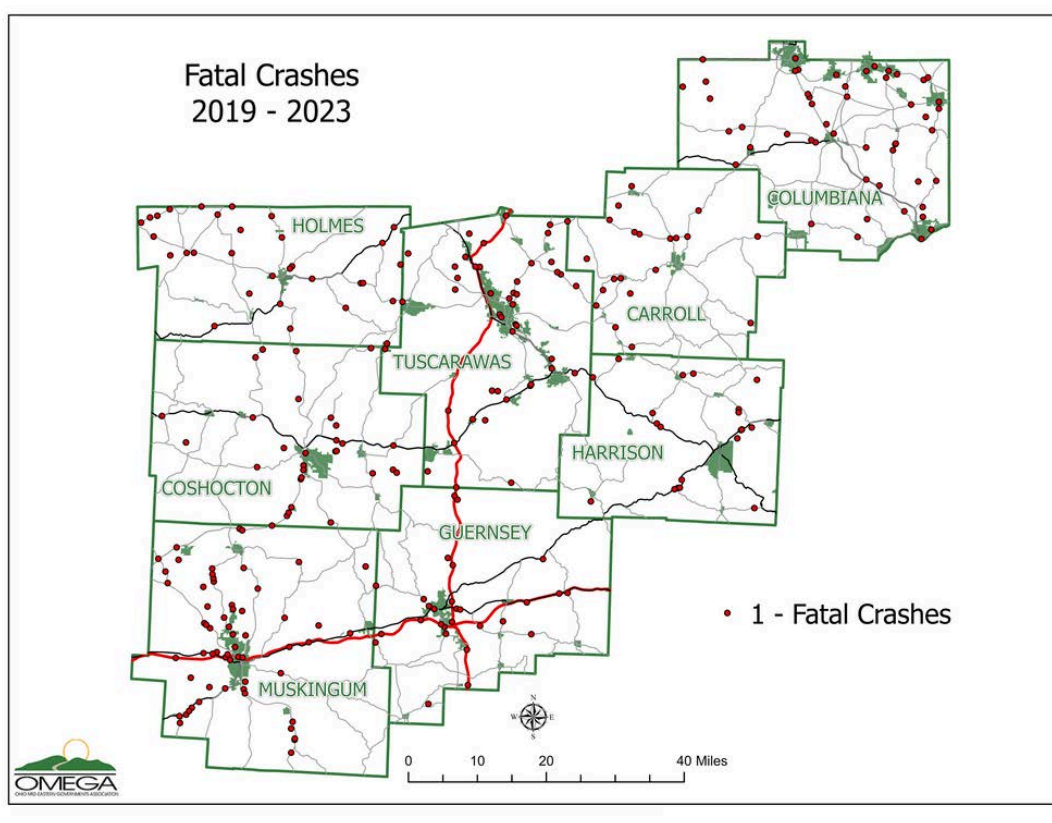


Figure 2-29

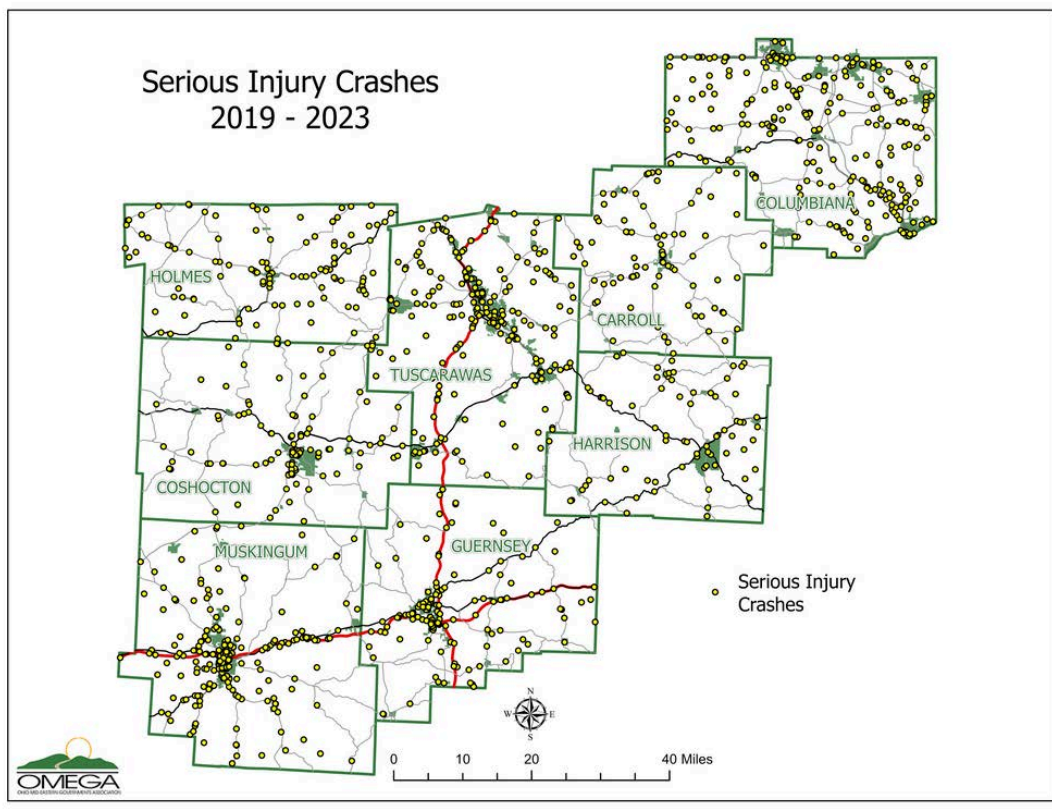


Figure 2-30

SAFETY

Railroad Crossings

Figure 2-31 contains all railroad crossing in the OMEGA RTPO region. These crossings are often overlooked for safety enhancements until an accident occurs.

Currently, funding opportunities exist at the state and federal levels to proactively improve these conflict points between rail and other modes of transportation.

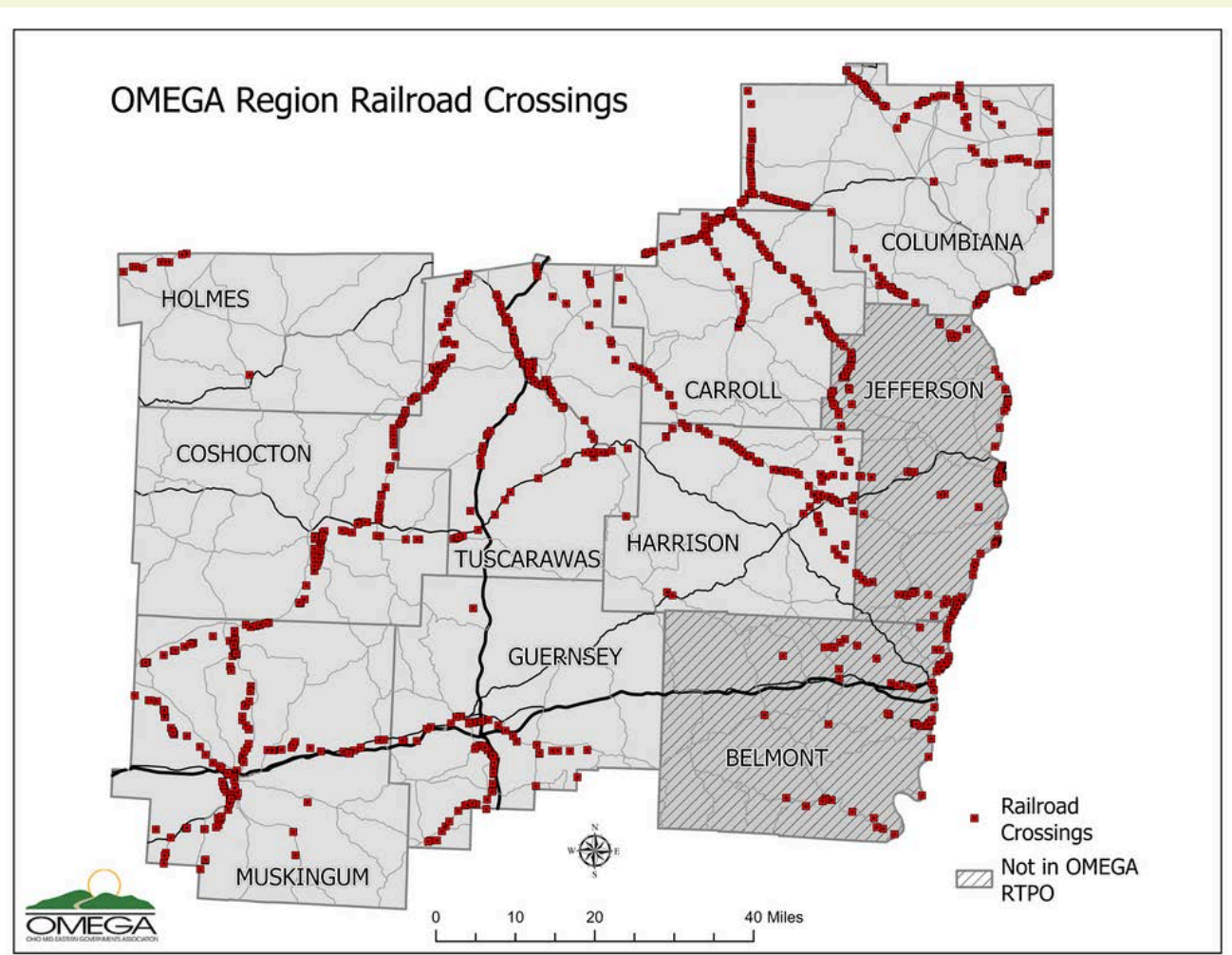


Figure 2-31

ALTERNATIVE TRANSPORTATION

Alternative Transportation involves walking, bicycling, traveling by buggy, and using public transportation - the first three of which have grown in the OMEGA region since the COVID-19 pandemic, both for commuting and recreation.

Figure 2-32 shows the locations of bike, pedestrian, and buggy-related crashes over the past five years. These data identify hot spots which will aid in prioritizing transportation safety investments and include urbanized areas like Dover & New Philadelphia, Zanesville, Cambridge, and East Liverpool as well as areas with lots of rural walking and cycling traffic like Columbiana County and eastern Holmes County.

The RTPo region currently has 175.25 miles of bicycle facilities across the eight counties. Additionally, counties without trail plans received a boost through the Appalachian Community Grant Program, so there is now a complete map of a visionary, interconnected trail system in Figure 2-33.

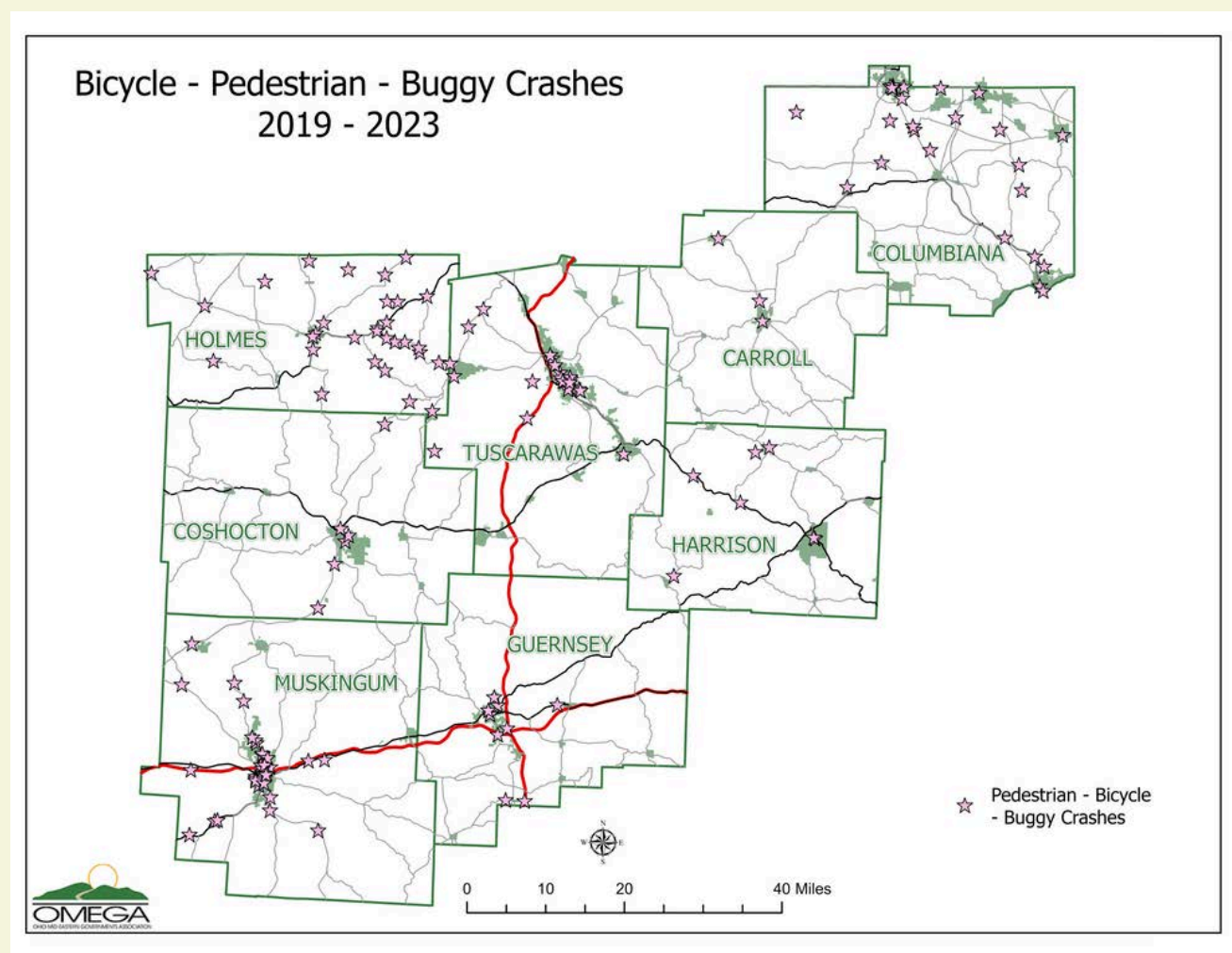


Figure 2-32

ALTERNATIVE TRANSPORTATION

OMEGA RTPO Regional Bike Path and Trail Map

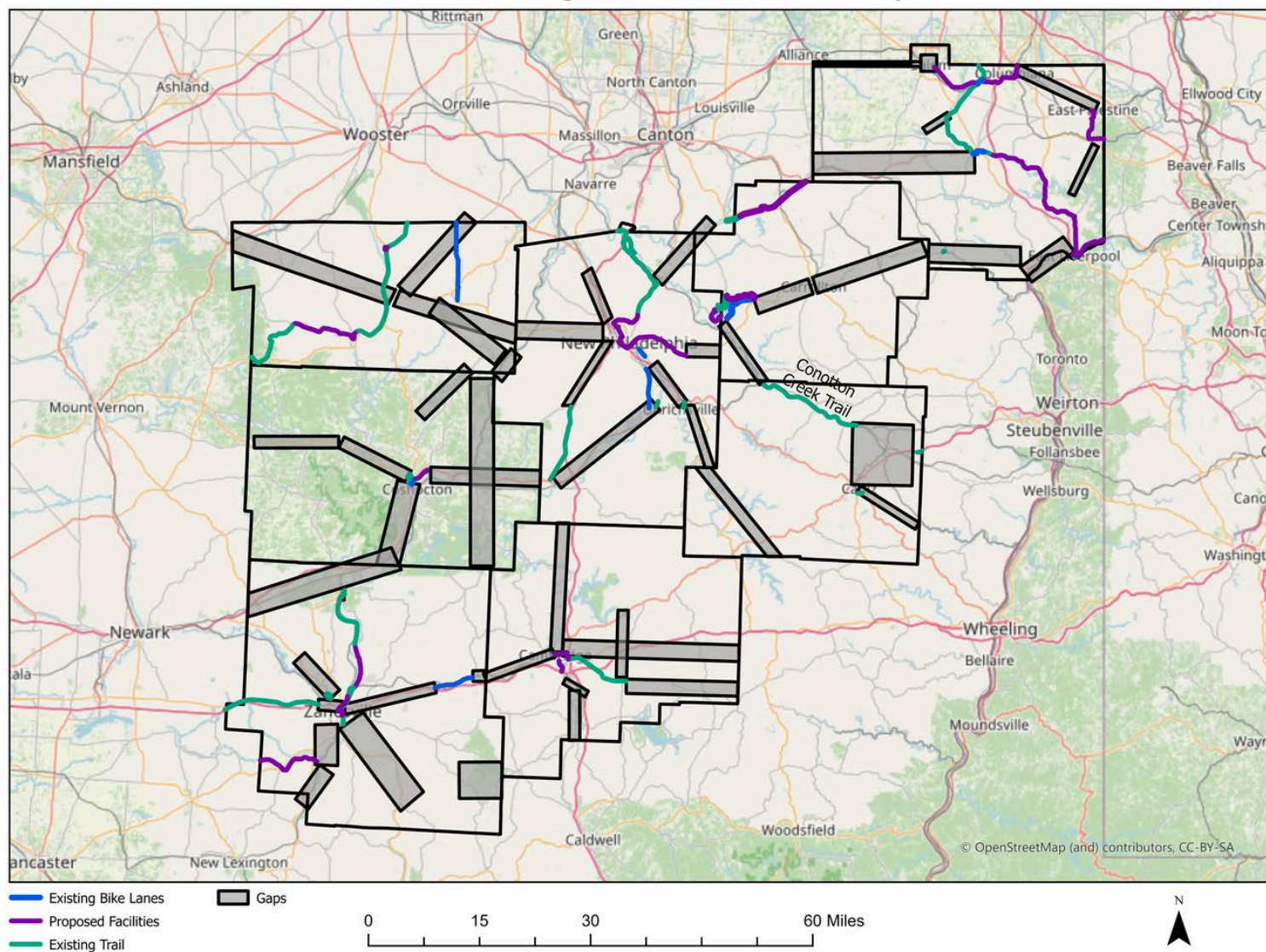


Figure 2-33

TRANSIT

OMEGA was chosen by ODOT in 2017 to be one of two regions conducting a pilot program to regionalize transit and human services transportation coordination. Before this pilot, each county was required to complete a locally-developed plan for these transportation services to qualify for grant funding.

The Regional Coordinated Plan is being updated concurrently with this LRTP and contains further detail about the state of human services transportation and recommendations to continue the success of the regionalization across the 10 counties.

Looking to the future, the pilot is ending in June 2025 and the ODOT Office of Transit is currently developing the next steps for this program.

INTERCITY TRAVEL

Tuscarawas and Guernsey Counties are served by GoBus which is a rural intercity bus program administered by HAPCAP. Stops include New Philadelphia, Newcomerstown and Cambridge on a route connecting Cleveland to Marietta. Passengers can make connections to other intercity services such as Amtrak, Baron's Bus, or Greyhound at the termini of this route.

The OMEGA region has several exciting developments going on involving passenger rail.

1. The Dennison Depot Railroad Museum is actively pursuing funding for infrastructure improvements to offer passenger rail service between Dennison - Newcomerstown - Coshocton with future phases planned into Harrison and Muskingum Counties.
2. A study is underway to plan for passenger rail service along a national route covering Chicago - Fort Wayne - Columbus - Pittsburgh. Any stops between Pittsburgh and Columbus would likely fall in the OMEGA region.
3. Just outside of our region is an Amtrak station in Alliance, OH (Stark County). Residents of Columbiana and Carroll Counties can reach this station with a short drive. This station is also along a route that is receiving extra attention for increased and improved service for the Chicago - Cleveland - Pittsburgh corridor.

3 STRATEGIES & PROJECTS



The recommendations and strategies in this section will guide OMEGA's RTP program efforts for future decades. This Long-Range Transportation Plan will advance the goals set forth by ODOT and USDOT while also supporting regional growth and development as well as objectives from partnering OMEGA's other funding agencies.

This chapter is structured as follows:

- Major Regional Projects & Policy Initiatives
- Strategies and Recommendations by Goal
- Long-Range Project Lists by County

MAJOR REGIONAL INITIATIVES

The initiatives below represent policy and planning areas that resulted from analysis of public engagement, existing transportation system conditions, and future conditions. More specific strategies can be found in the tables under each of the five LRTP goals.



RTPO Capital Funding

The Ohio Legislature designated federal Surface Transportation Block Grant (STBG) allocations for Ohio's RTPOs in State Fiscal Year 2022. In the biennial transportation budget passed for State Fiscal Years 2024-2025, the legislature doubled the RTPO allocation after the success of the first two years. OMEGA has awarded over \$3 million to eighteen projects across the eight-county RTPO region. OMEGA is advocating for the continuation and expansion of this funding to continue implementing locally initiated transportation projects.

Multimodal Inclusivity

When designing, rehabilitating, or reconstructing infrastructure, inclusivity of all modes of transportation should be considered. Incorporation of alternative modes of transportation allows people to reduce their dependence on privately owned automobiles and the wear on transportation assets. Projects proposed in the OMEGA RTPO should follow guidelines set forth by the Americans with Disabilities Act (ADA). Adoption of policies or guidelines, such as Complete Streets or Safe Routes to School, will enable communities to provide robust, sustainable transportation networks that work efficiently for all users.



Environmental Risk Mitigation

Environmental risks can pose a unique threat to infrastructure. Excessive rainfall events may produce flooding conditions or landslides along regionally significant routes. Flooding also may occur within developed areas with high amounts of impervious surfaces. OMEGA recommends assessing alternative drainage improvements to mitigate damage by excessive rainfall and will also advocate for policy changes at the state and federal levels to allow for emergency repair funds to incorporate enhancements to damaged facilities to reduce repeated incidents.

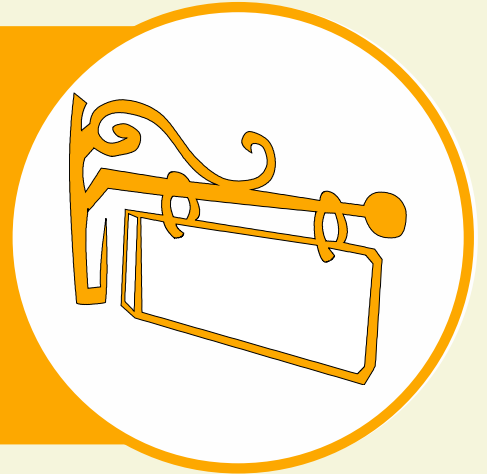


Township and Rural Infrastructure Funding

The rising costs of materials and maintenance has hit the OMEGA region hard over the past several years. RTPO staff have heard repeatedly about the road and bridge budget crunches from township trustees and county engineers. OMEGA will work with partners inside and outside of the region to advocate for a sustainable funding source for rural infrastructure needs above current funding levels.

Streetscaping and Placemaking

Many communities across the OMEGA region expressed a desire to improve their streetscapes through the planning and project exploration phase of the Appalachian Community Grant Program in 2023. While most of these projects were not funded, the widespread scope of this need was heard loud and clear. OMEGA will research and advocate for resources and funding to plan for, design, and bring into reality streetscaping to help communities transform their public spaces into destinations.



Recreation

There has been a sustained increase in outdoor recreation since the COVID-19 pandemic, and the OMEGA region has many assets to attract visitors and provide recreation opportunities for those who live here too. OMEGA will work with local and regional leaders to advance a regional recreation strategy to grow that sector of the regional economy.

Data Clearinghouse

Data enhance the story of why transportation investments are needed by showing the magnitude of how and to whom these investments will provide benefits. OMEGA is working closely with the Ohio University Appalachian GIS Collaborative to develop a publicly available resource of geographic information for all 32 counties in Appalachian Ohio. OMEGA recommends creating regional dashboards and story maps that can animate how the region has changed over time to guide policy and investment decisions.



MAJOR REGIONAL CORRIDORS

US Route 30 and State Route 43

OMEGA supports the completion of the US 30 four-lane highway from East Canton to central Columbiana County. The expansion of this corridor will mark the completion of the four-lane highway across the entire state of Ohio and link this corridor to existing four-lane highways in West Virginia and Indiana. This corridor will enable efficient travel, reducing the burden on Interstates 70 and 76/80/90 (Ohio Turnpike), while connecting mid-size populations centers that are often bypassed or hard to reach using current routes. This route will also connect the ethane cracker plant in Monaca, Pennsylvania to plastics manufacturers in Ohio for final product development, thereby allowing the value addition to remain in the state. The corridor will also establish a more direct link with the public intermodal port in Wellsville, allowing shippers and receivers to take full advantage of the maritime access afforded by the Ohio River.

The proposed improvements also include a spur connecting to Carrollton in Carroll County. This may be along SR 43, or another alignment, but would offer the county its first four-lane highway. As a focal point in the shale oil and gas extraction industry, Carroll County can capitalize on improved connections to more urbanized areas for delivery of their resources and services as well as for their residents.

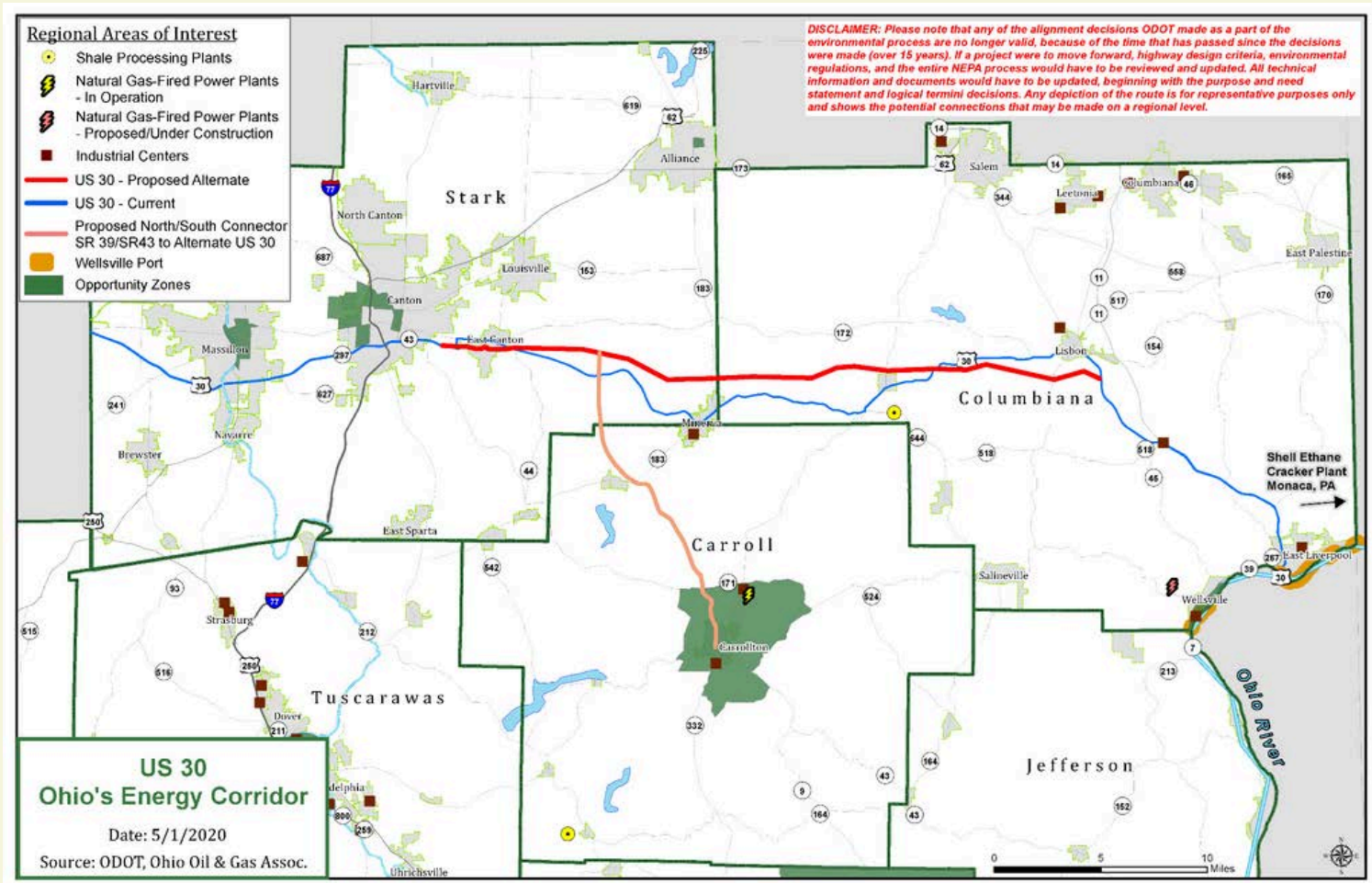


Figure 3-1

MAJOR REGIONAL CORRIDORS

Columbus to Pittsburgh Corridor

OMEGA supports the completion of a contiguous four-lane corridor through the middle of the RTPO, dubbed the Columbus to Pittsburgh Corridor. This corridor consists of several US and state routes, though potential future alignments for sections may be considered as needed to complete the corridor. This corridor would link two large population centers of over 2 million people each with an efficient corridor for freight and people. It would also serve as a relief valve for the I-70 corridor, which is constrained in areas near Wheeling, West Virginia, and southwestern Pennsylvania from expanding further to accommodate more traffic. I-70 is forecast to have a Level of Service of E in many locations, primarily between Zanesville and Cambridge, by 2050. The Columbus to Pittsburgh corridor would also connect the center of the Marcellus and Utica shale formations to potential end users of the extracted resources.

ODOT has allocated funding for the expansion of segments between the villages of Cadiz and Hopedale in Harrison County in the 2026-2029 Statewide Transportation Improvement Program (STIP) cycle. Completion of the other segments of a four-lane corridor would open significant opportunities for additional economic development in the region. The next step in completing this corridor would be updating planning/feasibility studies to incorporate the new economic and community developments that have occurred since the previous studies were finalized. Once the study is complete, it is likely that construction of the corridor would occur in phases.

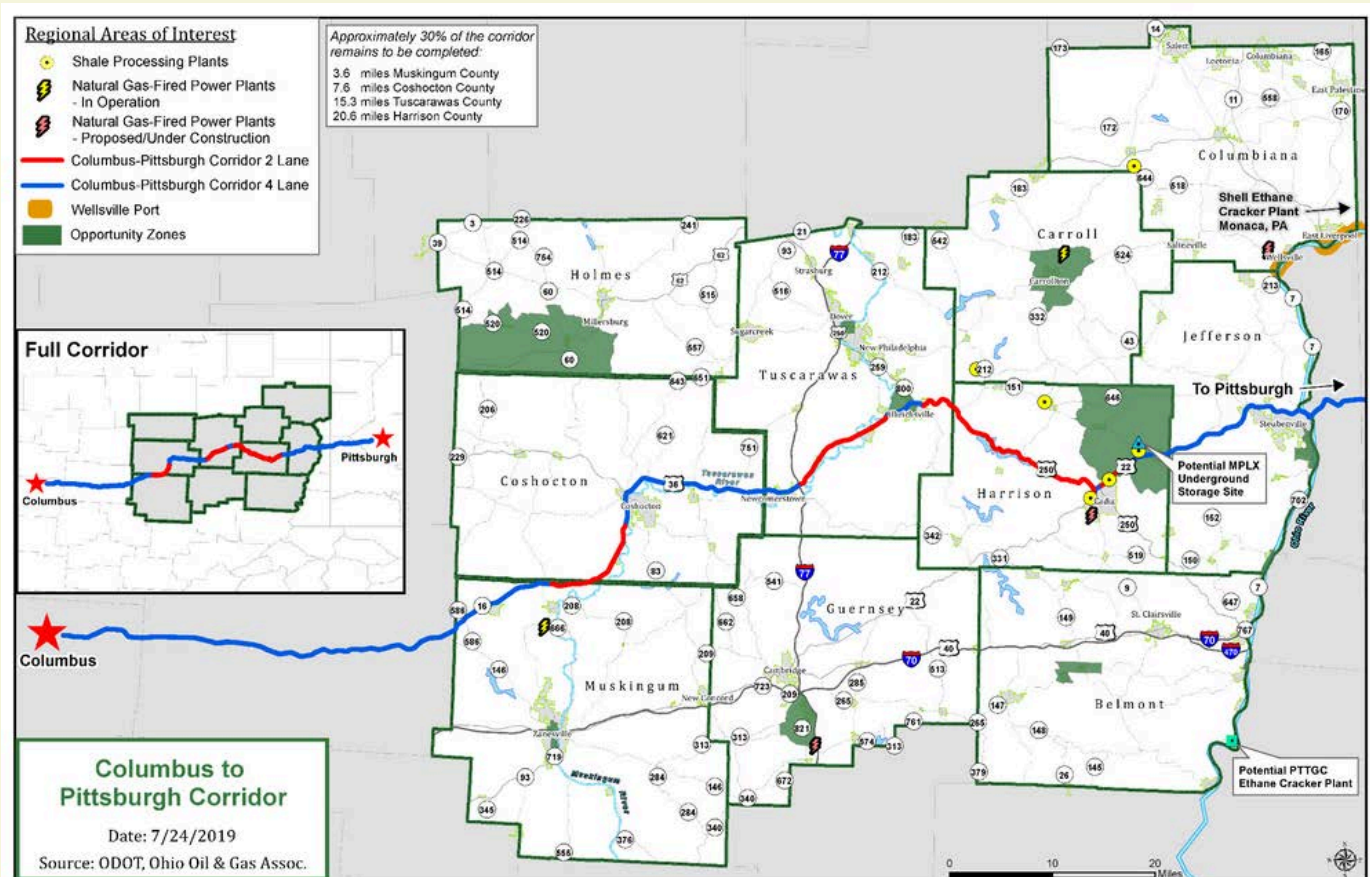


Figure 3-2

MAJOR REGIONAL CORRIDORS

State Route 146

OMEGA supports the efforts in Muskingum County to ease the pressure on I-70 and local roads in Zanesville by expanding roadway capacity along State Route 146. This state road also traverses Guernsey County and connects to other regions in Licking and Noble counties. Expanding capacity along this corridor would increase connectivity for Muskingum County residents and businesses who have no major four-lane highway traveling north-south across the county, while also connecting to major recreation destinations of The Wilds and Dillon State Park. Future expansion into Guernsey County would open up opportunities for the villages of Cumberland and Pleasant City. Finally, it would provide another improved access for shipments to and from the Intel Development in New Albany as well as tying together I-70, I-77, and the Columbus to Pittsburgh corridor discussed above.

State Route 11

In 2024, the State of Ohio designated Columbiana, Mahoning, Trumbull, and Ashtabula Counties as the new Lake to River Economic Development Region in partnership with JobsOhio. State Route 11 is the spine for freight traffic between the Wellsville Intermodal Port and the Ashtabula port along the Lake Erie shore. Additionally, Calcutta and East Liverpool have witnessed increased population, investment, and freight traffic in the area with the opening of the ethane cracker plant in Monaca, PA. OMEGA supports the efforts to capitalize and prepare for the continued growth in this area by expanding roadway capacity where needed and assisting with freight intermodal connectivity and efficiency investments.

I-77/US 250 Interchange

OMEGA assisted the Tuscarawas County Transportation Improvement District to assemble a funding stack for a feasibility study to examine alternatives that would upgrade the I-77/US 250 interchange in New Philadelphia to handle the increased traffic and improve congestion at surrounding intersections. The study was completed in 2024 and the project is moving to the next phase in 2025 and 2026 with funding from ODOT and Tuscarawas County partners. This study will select a preferred alternative to take before the Transportation Review Advisory Council (TRAC) in 2026 to secure funding for the interchange reconstruction. OMEGA will continue support the project partners.

I-70/I-77 Interchange

Just south of Cambridge in Guernsey County is the I-70/I-77 interchange which contains several ramps requiring traffic entering the freeway to merge from the left. While there is neither a history of severe crashes nor high traffic volumes at this interchange, OMEGA will continue monitoring the area and advocate for the modernization of the interchange configuration, should it become an area of regional and/or statewide traffic concern.

STRATEGIES & RECOMMENDATIONS

The recommendations and strategies in this section will guide OMEGA's RTPO program efforts across the next 25 years. The Long-Range Transportation Plan will seek to advance the goals and objectives developed by OMEGA's constituent communities.

GOAL 1: PRESERVE REGIONAL ASSETS

- Develop a prioritized list of infrastructure improvements based on current conditions, age, and/or use
- Advocate local communities to be able to enact Road Use Maintenance Agreements (RUMAs) for additional industrial uses
- Increase flexibility to implement weight restrictions on local roads
- Create a data clearinghouse for the OMEGA region to provide standardized current infrastructure and land use conditions to local, county, and regional officials
- Explore methods for forecasting transportation system conditions (e.g., travel patterns, pavement condition, congestion metrics)
- Coordinate with county engineers and municipalities to prioritize upgrading roadways to at least the current minimum geometric standards within available funding limits
- Track regional commuting patterns to determine roads and bridges that experience the highest amounts of use and/or vehicle weight
- Collaborate with regional partners on public information campaigns to educate regional residents and businessowners on transportation issues
- Explore funding opportunities for piloting innovative materials to assist with extending the maximum useful life of regional transportation infrastructure
- Assess factors affecting road segments with LOS D, E, and F, and support improvements to bring them up to a C or better
- Address congestion and capacity on existing roads before constructing new ones
- Program projects in four-year cycles for the OMEGA's Surface Transportation Block Grant (STBG) capital allocation

STRATEGIES & RECOMMENDATIONS

GOAL 2: INCREASE SAFETY OF REGIONAL INFRASTRUCTURE

- Encourage communities to plan for all users of the transportation network, to include motorists, pedestrians, bicyclists, transit riders, and Amish buggies (Complete Streets)
- Plan for wider travel lanes to accommodate slow-moving vehicles (e.g. Amish buggies, bicyclists, agricultural equipment)
- Develop and deploy road safety awareness campaigns with regional partners
- Deploy safety education campaigns across the region to reduce distracted driving and other potentially dangerous driving scenarios (e.g. CarFit, Take Control Teen Driving Program)
- Work with communities to develop access management plans for new and existing corridors
- Continue support for Safe Routes to School planning and funding across the region
- Analyze safety targets at the regional level annually
- Facilitate the development of projects to simultaneously improve safety and reduce congestion
- Update the regional safety plan to be compliant with federal Safe Streets and Roads for All (SS4A) requirements and consistent with the Safe System Approach and ODOT statewide roadway safety goals
- Assist regional partners with identification of locations to install proven highway safety countermeasures
- Participate in county-level Safe Community Coalitions and educate counties without them of the benefits
- Communicate with local and regional law enforcement about the barriers to increased roadway safety patrol
- Advocate for resources to conduct safety studies and road safety audits across the region
- Support temporary demonstration projects to test safety improvements

STRATEGIES & RECOMMENDATIONS

GOAL 3: FACILITATE ECONOMIC & COMMUNITY DEVELOPMENT

- Research and disseminate funding opportunities for communities; assist in applying for and administering funds, if requested
- Elevate projects that create and retain jobs
- Identify intermodal facilities and projects that can increase their use
- Prioritize freight system needs
- Identify roads with high volumes from oil and shale traffic
- Advocate for the development of regionally significant corridors
- Lead or assist in regional corridor planning
- Develop short-term plans for communities to implement new programs (e.g., Safe Routes to School, Park Improvement Plans, etc.)
- Support workforce development programs including services to transport students to said programs
- Convene local and regional officials, transit providers, educators, and business leaders to discuss mobility needs
- Assess transportation needs of current and future industrial and commercial developments as well as downtown/Main Street business districts
- Evaluate strategies to reduce or divert truck traffic from Main Street cores
- Survey shipping needs of downtown business owners
- Track transportation investments in industrial/commercial developments and town centers
- Develop relationships with railroad, maritime, and aviation providers to understand their needs
- Monitor regional economic drivers and determine transportation improvement to support them
- Balance community and economic development needs with conservation of natural resources and environmentally sensitive areas

STRATEGIES & RECOMMENDATIONS

GOAL 4: DEVELOP & MAINTAIN REGIONAL RESILIENCY

- Incorporate green infrastructure into the planning phases of projects to reduce environmental impacts from development (e.g., bioswales for improved drainage, permeable pavements in parking areas)
- Assist local governments in the development of emergency response plans in coordination with local EMA directors
- Prioritize transportation investments to support area or site development efforts to diversify regional economies
- Facilitate transportation to educational institutions and opportunities for communities to learn new strategies to improve economic and physical resiliency
- Identify high-risk areas and critical infrastructure for extreme weather impacts and support planning to mitigate them
- Track cost effectiveness of transportation system components
- Conduct a needs assessment for the security of the regional transportation system
- Support improvements in public safety centers and services
- Evaluate system redundancy within and between modes of transportation
- Position the region to respond to technological innovation affecting the transportation system (e.g., AI, electric vehicles, autonomous vehicles, intelligent transportation systems)
- Develop a benchmark metric for system redundancy

STRATEGIES & RECOMMENDATIONS

GOAL 5: ENHANCE QUALITY OF LIFE FOR RESIDENTS AND VISITORS

- Support the development of interconnected active transportation networks
- Support community efforts to revitalize, rehabilitate, or develop economic and recreational spaces
- Encourage communities to adopt Public Rights-of-Way Access Guidelines (PROWAG) design standards
- Research strategies to fund streetscaping
- Explore methods of increasing parking in downtown areas without compromising the character of the neighborhood
- Provide information to communities to update parking requirements in their local land use ordinances, where applicable, and to show the connection between land use/zoning and the transportation system
- Develop a public awareness campaign around walking, biking, and parking myths vs. facts
- Monitor regional air quality and the impact resulting from the regional transportation system
- Encourage incorporation of bicycle and pedestrian considerations at the inception of projects to widen or rehabilitate road and bridges
- Determine total transportation investments in disadvantaged areas
- Plan for micromobility and walkability in downtown and developed area
- Assemble a regional coalition to apply for Recreation Economy for Rural Communities (RERC) planning funds
- Research best practices to reduce single-occupancy vehicle trips in rural areas and disseminate to employers and other regional partners
- Encourage bicycle and pedestrian infrastructure in new developments
- Identify noise pollution hot spots in the region, and explore solutions
- Educate communities on in-fill development options
- Look into resources to initiate and sustain tourism-based transit
- Utilize OMEGA traffic counters to track the number of cyclists along major roadways with significant use (e.g., state routes in Amish Country)

LONG-RANGE PROJECTS

The following pages contain lists of transportation projects in each of the eight RTPo counties that are priorities over the next 25 years. Each table contains the name, sponsor, description, location, projected cost, and relevant funding sources for each project.

Additionally, this list of projects can help the TAC when allocating funds in future STBG Capital Allocation cycles as well as guiding OMEGA RTPo staff funding application outreach.

CARROLL COUNTY

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
SR 9 Intersection Improvements	Augusta Township	Install proven safety countermeasures and adjust configuration to support wide truck turning radii	Augusta Rd and Aurora Rd	Safety	TBD	HSIP
SR 9 Rehabilitation & Enhancement	Augusta Township	Improve structural integrity of SR 9 because of increased truck traffic	Kensington to Carrollton	Road	TBD	ODOT Paving, OPWC, TRAC
Sandy Valley Trail Connection	Brown Township	Shared-use path in Brown Township	Abandoned rail line parallel to OH-43 and OH-183 from Stark County Line to Minerva	Bike/Pedestrian/Buggy	\$5,000,000	TAP, ODNR
Dellroy to Carrollton Trail	Carroll County	Shared-use path from Dellroy to Carrollton	Follows OH-39 and OH-332 along abandoned railroad right-of-way	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
SR 164 @ CR 58	Carroll County	Intersection Improvements	SR 164 @ CR 58	Safety	\$1,000,000	HSIP
SR 164 @ CR 59	Carroll County	Intersection Improvements	SR 164 @ CR 59	Safety	\$500,000	HSIP
SR 164 @ SR 9	Carroll County	Intersection Improvements	SR 164 @ SR 9	Safety	\$500,000	HSIP
SR 164 @ TR 316	Carroll County	Intersection Improvements	SR 164 @ TR 316	Safety	\$750,000	HSIP
SR 171 @ CR 20	Carroll County	Intersection Improvements	SR 171 @ CR 20	Safety	\$250,000	HSIP
SR 39 Trail	Carroll County	Shared-use path from Carrollton to Salineville along SR-39	OH-39 from Carrollton Public Square to Salineville E Main St bridge	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
SR 43 @ SR 39	Carroll County	Intersection Improvements	SR 43 @ SR 39	Safety	\$360,000	HSIP
SR 43 Expansion	Carroll County	Expand SR 43 to connect Carroll County to Route 30	Trump Road (Carrollton) to US-30	Road	TBD	TRAC, RAISE, INFRA, MEGA
SR 9 @ SR 39 & SR 43	Carroll County	Intersection Improvements	SR 9 @ SR 39 & SR 43	Safety	\$500,000	HSIP
Ivory Rd North	Harrison Township	Rehabilitation from oil/gas trucks on road without a RUMA	OH-171 to King Road	Road	\$50,000	Local Road Oil & Shale
Atwood Lake North Trail	MWCD	Separated shared-use path along the north side of Atwood Lake	OH-212 from Cemetery Bay trailhead to Dellroy	Bike/Pedestrian/Buggy	\$10,000,000	TAP, ODNR, MWCD
Dyewood Rd	Orange Township	Widen and improve road leading into FFA Camp Muskingum	TR 130 (Dyewood Road) from Autumn Rd SW to FFA Camp Muskingum gate	Safety	TBD	HSIP
3rd St SRTS Improvements	Village of Carrollton	Improve sidewalks, signs, and crossings near Carrollton Elementary	3rd St NE from Park Ave to N Lisbon St	Safety	TBD	SRTS, TAP
Canton Rd Sidewalks	Village of Carrollton	Install sidewalks and pedestrian crossings along with reducing number of driveways	OH-43 (Canton Road) from Trump Road to W Main Street	Safety; Bike/Pedestrian/Buggy	TBD	TAP
Public Square Safety Improvements	Village of Carrollton	Safety Improvements	Both sides of Public Square from Main St to 2nd St S	Safety	TBD	HSIP
Streetscape Enhancements	Village of Carrollton	Improve lighting, signage, landscaping, and other elements of Downtown Carrollton	Main St, Lisbon St, and Public Square	Other	\$1,500,000	TAP
Truck traffic mitigation	Village of Carrollton	Repair roads and examine truck detour due to damage of trucks traveling through the village	Downtown Carrollton	Safety	TBD	HSIP, Local Roads Oil & Shale
Roundabout	Village of Dellroy	Replace signal with roundabout	Main St and Smith St	Safety	TBD	HSIP
Streetscaping	Village of Dellroy	Improve lighting, signage, landscaping, and other elements of Downtown Dellroy	Main St	Other	TBD	TAP, CDBG
Trail along Atwood Lake w/ Boat Ramp	Village of Dellroy/MWCD	Create a trail through the village and along the lake	From old school parcel to SR 542	Bike/Pedestrian/Buggy	TBD	TAP, ODNR, MWCD
Southwest Carroll County Trail	Village of Leesville	Shared-use path connecting Atwood Lake to the sponsoring Villages	OH-212 from Bowerston to Lodge Road SW	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Trail from Leesville to Leesville Lake	Village of Leesville/MWCD	Create a trail to Leesville Lake	Leesville circle to shore of Leesville Lake	Bike/Pedestrian/Buggy	TBD	TAP, ODNR, MWCD
Streetscaping	Village of Malvern	Improve lighting, signage, landscaping, and other elements of Downtown Malvern	Reed Ave from Water St to Ludy Lane	Other	TBD	TAP, CDBG
Downtown Streetscaping - S Market St	Village of Minerva	Continuing the downtown streetscape and crossing improvements	S Market St from Stark County Line to Plain St	Other	\$1,400,000	TAP
Roswell Trail Extension	Village of Sherrodsville	Connect to Roswell Trail along SR 39	Sherrodsville center to Carroll County Line	Bike/Pedestrian/Buggy	TBD	TAP, HSIP, ODNR, MWCD
Streetscaping	Village of Sherrodsville	Improve lighting, signage, landscaping, and other elements of Downtown Malvern	N Church St and S Sherrod St	Other	TBD	TAP, CDBG

COLUMBIANA COUNTY

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
Columbiana to Leetonia Corridor	City of Columbiana	Shared-use path along old trolley easement owned by First Energy	From Cherry St (Leetonia) to S Main St (Columbiana)	Bike/Pedestrian/Buggy	\$5,700,000	TAP, ODNR
Downtown-Firestone Farms Connector	City of Columbiana	Improve multimodal connectivity between Downtown and Firestone Farms development	Main St traffic circle to Town Center Ave	Transit	TBD	TAP, ODNR
Walking Trail along Railroad	City of Columbiana	Construct a walking trail along the Youngstown & Southeastern rail line	E Park St to County Line Rd	Bike/Pedestrian/Buggy	\$705,740	TAP, ODNR
Downtown Diamond Enhancements	City of East Liverpool	Removal of slip lane and expansion of pedestrian area around the fountain	Downtown Diamond: Market St, E 6th, & Dresden Ave	Bike/Pedestrian/Buggy	\$200,000	HSIP, TAP
East Liverpool Riverfront Trail - Phase 2	City of East Liverpool	Shared-use path and/or protected bike lanes	Pennsylvania Ave to Elizabeth St	Bike/Pedestrian/Buggy	\$4,000,000	TAP, ODNR
Broadway Pedestrian Alley & Additional Parking	City of Salem	Construct a parking deck in Downtown Salem to then convert Broadway to a pedestrian-only space	Downtown Salem	Bike/Pedestrian/Buggy	TBD	TAP
Downtown Traffic Signal Upgrades	City of Salem	Upgrade traffic signals	State St	Safety	TBD	HSIP
EV Charging Station	City of Salem	Install EV charging stations	Downtown Salem	Other	TBD	NEVI
Historic Downtown Sidewalks - Phase 2	City of Salem	Sidewalk upgrades throughout downtown	E 2nd St, S Lincoln Ave, E Pershing St	Bike/Pedestrian/Buggy	\$877,887	TAP, ODNR
Historic Downtown Sidewalks - Phase 3	City of Salem	Sidewalk upgrades throughout downtown	Pershing Ave to Broadway and Ellsworth	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Historic Trolley Rides	City of Salem	Use the Salem Historical Society trolley for rides across downtown	Downtown Salem	Transit	TBD	Transit, ARC/GOA
Pedestrian connection to Kent State Salem	City of Salem	Create a shared use path from downtown to KSU Salem	SR 45/S Lincoln Ave	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Pedestrian enhancements to industrial park	City of Salem	Create a safe pedestrian-way from downtown to the industrial park	Pennsylvania Ave from Jennings St to Industrial Park	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Pennsylvania Ave Culvert	City of Salem	Repair culvert along Pennsylvania Ave	Pennsylvania Ave	Bridge	TBD	OPWC
CR 403 Knox School Road Realignment	Columbiana County Engineer	Road realignment to remove two 90-degree bends and three additional curves	Intersection of TR-801 Buck Rd, south approximately 3,000 ft to CR-403	Road	TBD	ODOT Paving, OPWC, CEOA
CR 413 Steubenville Pike Slip	Columbiana County Engineer	Slip repair approx. 1000 feet	Wayne Twp. Sec. 25	Road	TBD	ODOT Paving, OPWC, CEOA
CR 428 St. Clair Ave Upgrade	Columbiana County Engineer	Widen roadway for 1.25 miles and provide a turn lane to reduce congestion	Approx. 0.75 miles - beginning at the E. Liverpool City limits north to TR 930 McGuffey Road. (St. Clair section 27)	Road	\$7,000,000	ODOT Paving, OPWC, CEOA
CR 430 (Calcutta Smith Ferry Rd) Phase 6	Columbiana County Engineer	Widen roadway for 0.5 mi	Vernon Dell Tractor to Bell School Road	Road	\$2,500,000	ODOT Paving, OPWC, CEOA
CR 430 Super 2 Highway	Columbiana County Engineer	Two-lane highway with sufficient right of way purchased to enable additional lanes to be built as needed	SR 11 to PA Line	Road	TBD	ODOT Paving, OPWC, CEOA
CR 432 Bye Rd	Columbiana County Engineer	Revise the horizontal curvature of the existing roadway to eliminate an almost 90-degree bend in the road	Beginning approx. 950 ft west of SR-170 then approx. 700 ft of road realignment (Middleton section 11)	Road	TBD	ODOT Paving, OPWC, CEOA
CR 433 Neeld Rd Bridge	Columbiana County Engineer	Replacement bridge with single 180' span on new abutments and eliminating steep approaches	CR 443 near SR 46	Bridge	\$1,000,000	Municipal Bridge, CEOA
CR 444A Railroad Overpass to Salem	Columbiana County Engineer	Eliminate at-grade railroad crossing by building an overpass bridge	S Lincoln Ave at Chestnut Grove Rd/Snyder Rd	Safety, Bridge	TBD	USDOT
KNO-094-13 Westville-Lake Rd Bridge Replacement	Columbiana County Engineer	Replace concrete bridge approx. 16 feet in length	Knox Twp. Sec. 13 and 14 on CR 404 Westville Lake Road	Bridge	TBD	CEAO, OPWC
SR 11	Columbiana County Engineer	Evaluate SR 11 corridor for transportation enhancements to support economic development	SR 11 corridor from Mahoning County Line to East Liverpool	Road	TBD	ODOT Paving, OPWC, CEOA
UNI-052-12 St. Line Road Bridge Replacement	Columbiana County Engineer	Total bridge replacement of existing truss bridge, approx. 51' in length	Unity Twp. Sec. 12 on TR 945 State Line Road	Bridge	TBD	STBG, CEOA, OPWC
US 30 Expansion	Columbiana County Engineer	Create a new alignment for US 30 with two travel lanes in each direction	From Lisbon to Stark County Line	Road	TBD	TRAC, MEGA, INFRA, RAISE

COLUMBIANA COUNTY (CON'T)

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
WES-285-18 Bates Rd	Columbiana County Engineer	Total bridge replacement of existing concrete slab bridge, approx. 12' in length	West Twp. Sec. 18 on TR 810 Bates Road	Bridge	TBD	CEAO, OPWC
Supplemental Transit	Columbiana County Mayors	Collaborate with CARTS to provide expanded on-demand ride services especially outside of standard business hours	Countywide	Transit	TBD	5310, 5311
Guilford Lake State Park Connector	Columbiana County Park District	Shared-use path and/or protected bike lanes connecting to Little Beaver Creek Greenway	Guilford Lake to Little Beaver Creek Greenway Trail in Teegarden	Bike/Pedestrian/Buggy	\$7,100,000	TAP, ODNR
Little Beaver Creek Greenway Trail Extension - Phase 1	Columbiana County Park District	East Liverpool Complete Street	Broadway, Jackson St, St. Clair Ave	Bike/Pedestrian/Buggy	\$19,000,000	TAP, ODNR
Little Beaver Creek Greenway Trail Extension - Phase 2	Columbiana County Park District	Calcutta to Lisbon On-street Trail Improvements	CR 430, East Liverpool Rd, SR 7, Middle Beaver Rd	Bike/Pedestrian/Buggy	\$12,300,000	TAP, ODNR
Little Beaver Creek Greenway Trail Extension - Phase 3	Columbiana County Park District	Calcutta to Lisbon Shared Use Path	CR 430, East Liverpool Rd, SR 7, Middle Beaver Rd	Bike/Pedestrian/Buggy	\$6,700,000	TAP, ODNR
Countywide Signage and Wayfinding	Columbiana County Port Authority	Deploy locally branded signage to direct drivers, cyclists, and pedestrians within and between destinations	Countywide	Other	\$1,000,000	TAP
Utica Shale Loop	Utica Shale Academy	Trail loop in downtown Salineville	Main St near Kiwanis Park and Church St	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Market St Streetscape	Village of East Palestine	New light poles and aesthetic enhancements	Market St from Taggart St to Leake St	Other	\$500,000	TAP
Negley Path	Village of East Palestine	Construct a walking path from East Palestine Village Park to Negley	From Leslie Run Drive to Negley (SR 170)	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Bike Lane Extension to Trail Head	Village of Leetonia	Extend the separated bike ways from Main Street to western trail head	Washington St and E Main St/Pine	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Front Street Streetscaping	Village of Leetonia	Enhance the streetscape with lighting, decorative elements, and landscaping	Front St from Oak St to Chestnut St	Other	TBD	TAP
Railroad Crossing Safety Improvements	Village of Leetonia	Improve safety features for all modes of travel interacting with the railroad line in downtown	Chestnut St and Front St	Safety	TBD	HSIP
Salem to Leetonia Connector	Village of Leetonia	Shared-use path along SR 344	From S Lincoln Ave (Salem) to Washington St (Leetonia)	Bike/Pedestrian/Buggy	\$10,600,000	TAP, ODNR
Bike Lanes	Village of Lisbon	Bike lanes along Nelson and Jefferson Streets and converting the roads to one-way	Maple St to E Chestnut St	Bike/Pedestrian/Buggy	\$100,000	TAP
Northern Sidewalks	Village of Lisbon	Create and improve sidewalks along N Market St, Saltwell Rd, and Dickey Dr	Dickey Dr, Saltwell Rd from Dickey Dr to N Market, N Market from Saltwell Rd to Vista Dr	Bike/Pedestrian/Buggy	TBD	TAP
Parking Lot Pedestrian Ways	Village of Lisbon	Create pedestrian walk ways through interconnected parking lots in downtown	Downtown Lisbon	Bike/Pedestrian/Buggy	TBD	TAP
Sidewalks in Town	Village of Lisbon	Improve and extend sidewalk network	Villagewide	Bike/Pedestrian/Buggy	TBD	TAP, SRTS
Willow Grove Park Bridge	Village of Lisbon	Build a bridge from the Greenway Trail to Willow Grove Park over Little Beaver Creek	Maple St to Willow Grove Park	Bike/Pedestrian/Buggy	\$930,140	TAP, ODNR
Replace Traffic Signal	Village of New Waterford	Current traffic signal is so outdated that the Village has trouble procuring parts for it. This would replace the signal with a more current model.	Main St & State St	Safety	\$300,000	HSIP
State Street Pedestrian Bridge	Village of New Waterford	Create a pedestrian connection from State Street down into the village park	State St and Taylor Ave down into Village Park	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Streetscaping	Village of Salineville	New light poles, sidewalks, curbs, and aesthetic enhancements	Main St from Water St (W) to Water St E	Other	\$1,250,000	TAP
Riverwalk Extension	Village of Wellsville	Extend the brick walking path further along the riverfront	East along Riverside Ave	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Streetscaping	Village of Wellsville	New light poles, sidewalks, curbs, and aesthetic enhancements	Main St and E 3rd St	Other	\$2,000,000	TAP

COSHOCTON COUNTY

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
Clary Gardens Trail	City of Coshocton	Connect Clary Gardens to Roscoe Village with a shared use path	Clary Gardens private drive to N Whitewoman St (Roscoe Village)	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Dehart Ave	City of Coshocton	Install sidewalks and crosswalks	From S 16th St to S 14th St	Safety	TBD	SRTS, HSIP, TAP
Denman Ave	City of Coshocton	Fill in missing sidewalk gaps	From S 13th St to Fair St	Safety	TBD	SRTS, HSIP, TAP
Downtown Coshocton Roundabout Project	City of Coshocton	Convert the four intersections around the Court Square to single-land roundabouts	Main St, N 3rd St, Chestnut St, N 4th St	Safety	\$400,000	HSIP
Grant Ave	City of Coshocton	Construct new sidewalks	From Dehart Ave to S 14th St	Safety	TBD	SRTS, HSIP, TAP
Ohio Central Railroad	City of Coshocton	Develop a rail trail along rail bed	From Kenilworth Dr to Sleepy Hollow Dr	Safety	TBD	SRTS, HSIP, TAP
Otsego Ave Safety Improvements	City of Coshocton	Install sidewalks and safety improvements for all modes	Denman Ave to Buckeye St	Safety	TBD	HSIP, TAP
Roscoe Village Sidewalk Replacements	City of Coshocton	Repair and replace sidewalks and curb ramps	Roscoe Village	Bike/Pedestrian/Buggy	TBD	TAP, HSIP
S 13th St	City of Coshocton	Construct new sidewalks	Denman Ave to Sleepy Hollow Dr	Safety	TBD	SRTS, HSIP, TAP
S 14th St	City of Coshocton	Construct new sidewalks	Denman Ave to Sleepy Hollow Dr	Safety	TBD	SRTS, HSIP, TAP
S 14th St @ Sleepy Hollow Dr	City of Coshocton	Make intersection all-way stop and add high visibility crosswalks	S 14th St @ Sleepy Hollow Dr	Safety	TBD	SRTS, HSIP, TAP
S 15th St	City of Coshocton	Construct new sidewalks	Denman Ave to Grant Ave	Safety	TBD	SRTS, HSIP, TAP
S 16th St	City of Coshocton	Install sidewalks and crosswalks	Dehart Ave to Denman Ave; Kenilworth Ave and SR 541; Vine St and Kenilworth	Safety	TBD	SRTS, HSIP, TAP
Sleepy Hollow Dr & Fairy Falls Dr	City of Coshocton	Construct new sidewalks	From Otsego Ave to S 14th St	Safety	TBD	SRTS, HSIP, TAP
South Coshocton Sidewalks	City of Coshocton	Installation of sidewalks along Browns Lane	S 2nd St to Cemetery Dr	Bike/Pedestrian/Buggy	\$150,000	TAP, HSIP
SR 541/Cambridge Rd	City of Coshocton	Repair and replace sidewalks	From school campus north to Walnut St	Safety	TBD	SRTS, HSIP, TAP
Trail through Town	City of Coshocton	Add trail through town on former Ohio Central Rail Bed	Mill St to SR 83	Bike/Pedestrian/Buggy	TBD	TAP, HSIP
Genesis Dr Extension	Coshocton County	Extend Genesis Drive to accommodate increased development along US-36	TBD	Road	TBD	TBD
Genesis Trail	Coshocton County	Walking path around Genesis campus	Off-road near US-36	Bike/Pedestrian/Buggy	TBD	ODNR, ARC
Lake Park to Airport Connector Trail	Coshocton County	Construct a trail between Lake Park and the airport	SR 83 to Airport Rd (off road)	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Plainfield Area Buggy Lanes	Coshocton County	Create bicycle/buggy lanes	Along SR 93 and SR 541	Bike/Pedestrian/Buggy	TBD	TAP, HSIP, OPWC
SR 643 Buggy Lanes	Coshocton County	Create bicycle/buggy lanes	From SR 83 to SR 93	Bike/Pedestrian/Buggy	TBD	TAP, HSIP, OPWC
Airport Road Extension	Coshocton County Engineer	Extend Airport Road to create second access road to the airport	Airport Rd to CR 193	Road	\$3,000,000	OPWC, ARC
CR 12 Buggy Lane	Coshocton County Engineer	Create six additional miles of bike/buggy lanes	SR 600 to TR 212	Bike/Pedestrian/Buggy	\$6,000,000	TAP, STBG, HSIP, ARC
CR 275 and portions of CR 273 and CR 271	Coshocton County Engineer	Reconstruct roads to handle increased traffic to Three Rivers Plant and former generating station that is becoming an industrial park	Between SR 83 and Three Rivers Energy driveway	Road	\$2,000,000	OPWC, ARC
Road Improvement Plan - INTEL impact	Coshocton County Engineer	Develop a road improvement plant development related to INTEL Project in Licking County	Countywide	Road	\$100,000	STBG, Local funds
Columbus to Pittsburgh Corridor	Coshocton County Port Authority	Upgrade two-lane portions of OH-16 to a four-lane highway	SR 16/SR 60 ramps to CR 6	Road	TBD	TRAC, RAISE, INFRA, MEGA
Wills Creek Mountain Bike Trail & Campground	MWCD	Develop a campground and mountain bike trail system at Wills Creek	Wills Creek Lake	Bike/Pedestrian/Buggy	\$3,000,000	ODNR, MWCD
CR 9 Sidewalk or Multi-Use Path	Tri-County Active Transportation Plan	Install sidewalks or multi-use path	West of Newcomerstown to housing development	Bike/Pedestrian/Buggy	TBD	TAP, HSIP
Multi-use Path Extension	Tri-County Active Transportation Plan	Extend multi-use path from Canal Lewisville to West Lafayette and Newcomerstown	Parallel to US 36	Bike/Pedestrian/Buggy	\$25,000,000	TAP, ODNR, HSIP, STBG
New Bedford Bike/Ped Facilities	Tri-County Active Transportation Plan	Install sidewalks and/or bike lanes	New Bedford	Bike/Pedestrian/Buggy	TBD	TAP, HSIP

COSHOCTON COUNTY (CON'T)

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
SR 93 Buggy Lane	Tri-County Active Transportation Plan	Create bicycle/buggy lanes along SR 93	From West Lafayette to Baltic	Bike/Pedestrian/Buggy	\$13,000,000	TAP, STBG, HSIP, ARC
US 36 Buggy Lane	Tri-County Active Transportation Plan	Create bicycle/buggy lanes along US 36	Knox County Line to Warsaw	Bike/Pedestrian/Buggy	TBD	TAP, HSIP
Streetscaping	Village of Warsaw	Enhance the streetscape with lighting, decorative elements, and landscaping	Main St (US 36)	Other	TBD	TAP, HSIP
Warsaw Trail Connection	Village of Warsaw	Shared use path connecting Coshocton and Warsaw	Roscoe Village to Warsaw, parallel to US 36	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Main St Streetscaping	Village of West Lafayette	Enhance the streetscape with lighting, decorative elements, sidewalks, and landscaping	Main St	Other	TBD	TAP, HSIP
SRTS Sidewalks	Village of West Lafayette	Improve and construct sidewalks on remaining village streets in school travel plan	Russell Ave, E Union St, S Kirk St, W Platt St, N Kirk St, Fairview St, E 4th St, Johnson St, S Wall St	Bike/Pedestrian/Buggy	TBD	TAP, SRTS
Waterworks Park Trail	Village of West Lafayette	Construct a multi-use path through the village park	Waterworks Park	Bike/Pedestrian/Buggy	TBD	TAP, ODNR

GUERNSEY COUNTY

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
Buckeye Trail Enhancements	Buckeye Trail Association	Connect from Great Guernsey Trailhead through Old Washington to Salt Fork State Park	Salt Fork State Park to Corduroy Rd	Bike/Pedestrian/Buggy	\$20,000,000	TAP, ODNR, HSIP, STBG
9th Street	City of Cambridge	Remove & replace sidewalks. Add curb bump outs to calm traffic	between Steubenville Avenue and Sherman Avenue	Bike/Pedestrian/Buggy	\$1,000,000	SRTS, TAP, HSIP
Edgeworth Avenue	City of Cambridge	Install new sidewalks	between 8th Street and 14th Street	Bike/Pedestrian/Buggy	\$1,000,000	SRTS, TAP
I-70/SR 209 Interchange	City of Cambridge	Reconfigure I-70/SR 209/CR 15 interchange	I-70/SR 209 Interchange	Safety	\$2,750,000	HSIP
N 7th Street @ Gomber Avenue	City of Cambridge	Install flashing signal	N 7th Street @ Gomber Avenue	Bike/Pedestrian/Buggy	\$250,000	SRTS, TAP, HSIP
N. 10th Street/ McFarland Drive	City of Cambridge	Continue sidewalks north from Clairmont Avenue and connect to existing sidewalks north of Primary School access lot	Between Clairmont and Edgeworth avenues	Bike/Pedestrian/Buggy	\$1,000,000	SRTS, TAP
School Connector Multi Use Trail	City of Cambridge	Shared-use path between the city park and school campus	Clairmont Ave and N 10th St	Bike/Pedestrian/Buggy	\$2,000,000	TAP, ODNR, HSIP, STBG
Sherman Avenue	City of Cambridge	Remove & replace sidewalks	between N 8th Street and N 9th Street	Bike/Pedestrian/Buggy	\$1,000,000	SRTS, TAP
SR 209 @ Woodlawn Avenue	City of Cambridge	Intersection improvements	SR 209 @ Woodlawn Avenue	Safety	\$1,500,000	HSIP
Great Guernsey Trail East Extension	Guernsey County	Extend Great Guernsey Trail from Lore City to Barnesville	Lore City Trailhead to Barnesville	Bike/Pedestrian/Buggy	\$28,500,000	TAP, ODNR, STBG
National Road Bikeway East	Ohio Historic National Road Association	Create a multi-use trail and new trailheads from Fairview to Old Washington along US 40	Parallel to I-70 along the north side	Bike/Pedestrian/Buggy	\$18,000,000	TAP, ODNR, HSIP, STBG
National Road Bikeway West	Ohio Historic National Road Association	Create a multi-use trail parallel to US 40 from the Turner Trailhead in Downtown Cambridge to New Concord	US 22/40 from Turner Ave to Muskingum County Line	Bike/Pedestrian/Buggy	\$8,000,000	TAP, ODNR, HSIP, STBG
Byesville to Great Guernsey Trail	Village of Byesville	Determine an on- or off-road route between Byesville and the Great Guernsey Trail	TBD	Bike/Pedestrian/Buggy	\$4,750,000	TAP, ODNR, HSIP, STBG
Byesville Village Park to SE Ohio Center for Business Innovation trail	Village of Byesville	Create a paved shared-use path 6-8 feet in width	Byesville Village Park to SE Ohio Center for Business Innovation	Bike/Pedestrian/Buggy	\$550,000	TAP, ODNR, HSIP, STBG
Downtown Sidewalks	Village of Byesville	Improve and extend sidewalk network	Main St, S 2nd St	Bike/Pedestrian/Buggy	\$2,500,000	TAP, SRTS
Jackson Park to Byesville Village Park	Village of Byesville	Designate a formal on-road route connecting the parks	Jackson Park to Byesville Village Park	Bike/Pedestrian/Buggy	\$500,000	TAP, ODNR, HSIP, STBG
Jackson Park to Meadowbrook School	Village of Byesville	Create an 8-14 foot width paved shared use path with reflective lane markings	Jackson Park to Meadowbrook School	Bike/Pedestrian/Buggy	\$1,500,000	TAP, ODNR, HSIP, STBG
Streetscaping & Parking	Village of Byesville	Increase parking in Downtown Byesville and enhance the streetscape with lighting, decorative elements, and landscaping	Main St, S 2nd St	Other	\$2,000,000	TAP
Sidewalks & Sharrows	Village of Old Washington	Add sharrow markings and improved sidewalks	Old National Road: Chestnut Lane to 2nd St	Bike/Pedestrian/Buggy	\$1,000,000	TAP
Trail to School	Village of Old Washington	Develop an off-road trail from the village park to East Guernsey Local Schools campus	Beymer Rd to Norris Rd	Bike/Pedestrian/Buggy	\$800,000	SRTS, TAP, ODNR
High St & Elm St Repaving	Village of Pleasant City	Repave High and Elm Streets	High: Main St to East St Elm: Church St to Orchard St	Road	\$175,000	OPWC, CDBG
Main St Repaving	Village of Pleasant City	Repave Main Street	Marietta Rd to Pleasant Rd	Road	\$300,000	OPWC, CDBG

HARRISON COUNTY

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
Germano Sidewalks	German Township	Install or repair sidewalks on both sides of SR 9 in Germano	SR 9 from Cemetery to TR 148	Bike/Pedestrian/Buggy	\$300,000	TAP, ODNr, CDBG
SR 800 @ SR 342	Harrison County	Intersection Improvements	SR 800 @ SR 342	Safety	\$500,000	HSIP
SR 9 @ SR 151	Harrison County	Intersection Improvements	SR 9 @ SR 151	Safety	\$1,000,000	HSIP
Trail and Infrastructure Corridor	Harrison County	Create a recreation and infrastructure corridor on the abandoned rail line owned by the county	Holloway to Newport	Bike/Pedestrian/Buggy	TBD	TAP, ODNr, STBG
US 22 @ SR 800	Harrison County	Realignment of intersection to increase sight distance, reduce curve radii	US 22 @ SR 800	Safety	\$1,500,000	HSIP
Columbus to Pittsburgh Corridor	Harrison County CIC	Upgrade two-lane portions of US-250 to a four-lane highway	US 250 from Dennison to Cadiz	Road	\$100,000,000	TRAC, RAISE, INFRA, MEGA
County bridge repairs	Harrison County Engineer	Increase pace and funding for county bridge rehabilitation and replacement	Countywide	Bridge	\$1.5 million/year	TBD
County road paving	Harrison County Engineer	Increase pace and funding for county road repaving	Countywide	Road	\$1.5 million/year	TBD
Conotton Creek Trail Extension	Harrison County Trail Plan	Extend the Conotton Creek Trail east to the Jefferson County line	Jewett Trail Head to Jefferson County Line	Bike/Pedestrian/Buggy	\$16,000,000	TAP, ODNr, STBG
US 22 @ Industrial Park Rd	Harrison County/Village of Cadiz	Repair deteriorating pavement at intersection	US 22 @ Industrial Park Rd	Safety	\$800,000	HSIP, OPWC
US 250 RR overpass	ODOT District 11	Replacement of substandard RR overpass and intersection improvements	US 250 & SR 151	Safety	\$14,397,801	HSIP
Adena Connector	Village of Adena	A multi-use trail connecting Adena to Cadiz	Court St & Market Ave (Cadiz) to W Main St (Adena)	Bike/Pedestrian/Buggy	\$14,000,000	TAP, ODNr, STBG
Sidewalks & Streetscaping	Village of Bowerston	Improve the sidewalks and streetscape in downtown Bowerston	Main St	Bike/Pedestrian/Buggy	\$2,000,000	TAP, HSIP
Cadiz Loop	Village of Cadiz	Shared use path connecting downtown to the Harrison Hills School and Sally Buffalo Park	Liggett Lane through Sally Buffalo Park to Old Route 22 to Market St	Bike/Pedestrian/Buggy	\$3,000,000	TAP, ODNr, STBG
Gravel Road Improvements	Village of Cadiz	Replace four gravel roads	Scott Dr., Silva Dr., Jeffery Dr., and Stacy Dr.	Road	\$546,800	OPWC
Martin Ave SRTS Improvements	Village of Cadiz	Install and repair sidewalk	Martin Ave from E Market St to Country Club Dr	Safety	\$500,000	SRTS
Sidewalk Improvements	Village of Cadiz	Implement recommendations in forthcoming active transportation plan	Villagewide	Bike/Pedestrian/Buggy	TBD	TAP, HSIP
Streetscaping	Village of Cadiz	Enhance the streetscape with lighting, decorative elements, and landscaping	Market St and Main St	Other	\$3,000,000	TAP
Main St Bike Lane and Streetscaping	Village of Jewett	Create a bike lane along Main St and enhance the streetscape with lighting, decorative elements, and landscaping	Main St	Bike/Pedestrian/Buggy	\$2,000,000	TAP, ODNr, HSIP, STBG, CDBG
Franklin St Improvements	Village of New Athens	Repave Franklin St	Wheeling St to S Main St	Road	\$251,890	OPWC
South Main St Improvements	Village of New Athens	Install sidewalk and new catch basins from Village Hall to southern village limits	S Main St (SR 9)	Bike/Pedestrian/Buggy	\$335,000	ODOT Paving, OPWC, CEAO, TAP, STBG
Main St Bike Lane and Streetscaping	Village of Scio	Create a bike lane along Main St and enhance the streetscape with lighting, decorative elements, and landscaping	Main St	Bike/Pedestrian/Buggy	\$2,000,000	TAP, ODNr, HSIP, STBG, CDBG

HOLMES COUNTY

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
Hiland Middle/High School Pedestrian Facility	Berlin Township	Install shared use path along TR 367 (east side)	From US 39 south to the southernmost parking lot of school property	Safety	TBD	SRTS, HSIP, TAP
Sidewalks & Streetscapes	Berlin Township	Create or improve sidewalks throughout Berlin	Main St, Elm St, Somerset Dr, Parkwood Dr, CR 356, Rhine & Ruhr	Bike/Pedestrian/Buggy	\$2,482,000	TAP, HSIP, SRTS
Wise Elementary SRTS	Berlin Township	Install electronic 20 MPH school zone speed limit signs and pavement markings on CR 120	CR 120 @ TF 356	Safety	TBD	SRTS, TAP
Flat Ridge SRTS	Clark Township	Install electronic 20 MPH school zone speed limit signs and pavement markings	CR 600	Safety	TBD	SRTS, HSIP
Sidewalks & Streetscapes	Clark Township (Charm)	Enhance Charm with an inviting streetscape, sidewalks, bike/buggy lanes, and an alternative truck route	SR 557	Bike/Pedestrian/Buggy	TBD	TAP, HSIP
Countywide Wayfinding	Holmes County	Develop and deploy wayfinding for all modes	Countywide	Other	TBD	TAP, STBG
EV Charging Stations	Holmes County	Install charging stations throughout the county	Countywide	Other	TBD	NEVI
Public e-Bikes	Holmes County	Create an e-Bike bike share program	Countywide	Other	TBD	TAP, STBG, ARC/GOA
Streetscaping & Safety Improvements	Holmes County	Improve the pedestrian experience and safety in Benton	SR 241 and CR 207	Bike/Pedestrian/Buggy	TBD	TAP, HSIP
CR 160 Multimodal Project	Holmes County Engineer	Widen 4.8 mi of CR 160 to allow space for bicycles and buggies	Winesburg to Mt. Hope	Bike/Pedestrian/Buggy	\$15,000,000	TAP, OPWC, HSIP, STBG
CR 600 Multimodal Project	Holmes County Engineer	Create bike/buggy lanes	From Charm to Holmes/Coshocton County border	Bike/Pedestrian/Buggy	\$6,000,000	TAP, OPWC, HSIP, STBG
Mohican Greenway Corridor	Holmes County Engineer	Shared-use path along Mohican River	Mohican River (Holmes County portion)	Bike/Pedestrian/Buggy	\$10,000,000	TAP, ODNr, MWCD
Holmes County Trail	Holmes County Park District	Complete the final segment between Killbuck and Glenmont	Near SR 520	Bike/Pedestrian/Buggy	TBD	TAP, ODNr
HOL SR 557 5.843	ODOT & Holmes County	Widen the lanes and asphalt shoulders along SR 557 from Charm to US 62 to create bicycle and buggy lanes	SR 557 SLM 5.843 – SLM 10.187	Bike/Pedestrian/Buggy	\$24,000,000	BUILD, RURAL
Mt. Hope SRTS	Salt Creek Township	Install sidewalks along SR 241 (east side)	From TR 617 to school entrance	Safety	TBD	SRTS, HSIP, TAP
Streetscaping & Safety Improvements	Salt Creek Township	Improve the pedestrian experience and safety in Mt. Hope	SR 241 and TR 77	Safety	TBD	TAP, HSIP
SR 241 Buggy Lanes	Tri-County Active Transportation Plan	Create bike/buggy lanes	From US 62/SR 39 to Wayne County Line	Bike/Pedestrian/Buggy	TBD	TAP, HSIP, STBG
SR 39 Buggy Lanes East	Tri-County Active Transportation Plan	Create bike/buggy lanes	From Millersburg to Sugarcreek	Bike/Pedestrian/Buggy	TBD	TAP, OPWC, HSIP, STBG
SR 39 Buggy Lanes West	Tri-County Active Transportation Plan	Create bike/buggy lanes	From Nashville to Millersburg	Bike/Pedestrian/Buggy	TBD	TAP, OPWC, HSIP, STBG
SR 514 Buggy Lanes	Tri-County Active Transportation Plan	Create bike/buggy lanes	From CR 316 to SR 226	Bike/Pedestrian/Buggy	TBD	TAP, HSIP, STBG
Trail Connections	Village of Glenmont	Create shared use paths and improved sidewalks throughout the village, connecting to key destinations	Depot St, Galatian St, Clifton St	Bike/Pedestrian/Buggy	\$3,300,000	TAP, HSIP
Bikeways & Streetscape	Village of Holmesville	Create safe bikeways for trail users and connect to businesses in the village	Benton Rd, Millersburg St, and E Jackson St	Bike/Pedestrian/Buggy	\$3,400,000	TAP, HSIP
Killbuck Creek Water Trail	Village of Killbuck	Construct paddle sports access ramp	Turtle Pond Preserve along Killbuck Creek	Other	TBD	ODNR, MWCD, State Capital Budget
S Main St Widening & Sidewalks	Village of Killbuck	Widening Main Street and adding a bike lane to connect to the ACGP project	E Front St to southern village limits	Bike/Pedestrian/Buggy	\$1,067,000	TAP, HSIP
School St Sidewalks	Village of Killbuck	Install new sidewalks and ADA-compliant ramp in front of Killbuck Elementary School	Bucy Dr to cemetery	Safety	TBD	SRTS
E Jackson St Sidewalks	Village of Millersburg	Install sidewalks or paved walking path	Taylor Alley to Lakeview Drive	Safety	TBD	SRTS

HOLMES COUNTY (CON'T)

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
Fairgrounds Trail	Village of Millersburg	Millersburg to Fairgrounds	Along SR 39	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
School St Sidewalks	Village of Millersburg	Complete sidewalk connections	From new village sidewalks to existing crosswalk at SR 241	Safety	TBD	SRTS
Sidewalks & Streetscaping	Village of Millersburg	Improve sidewalks and streetscape in downtown Millersburg	Downtown Millersburg	Bike/Pedestrian/Buggy	TBD	TAP, HSIP
SRTS Crossings	Village of Millersburg	Install RRFBs at three locations	E Jackson St, School St, SR 241	Safety	TBD	SRTS
Trail Connections & Public Water Access	Village of Millersburg	Create a trail connection from downtown to the Holmes County Trail and public water access to Killbuck Creek	W Clinton & N Washington + Creek access ramps at Crissey Memorial Swimming Pool	Bike/Pedestrian/Buggy	\$1,100,000	ODNR, MWCD, State Capital Budget
Main St Improvements	Village of Nashville	Improve the pedestrian experience and safety in Nashville	Main St	Other	TBD	TAP, HSIP
Sidewalks & Streetscapes	Walnut Creek Township	Improve the pedestrian experience and safety in Walnut Creek	SR 515 from SR 39 to TR 444	Bike/Pedestrian/Buggy	\$2,500,000	TAP, HSIP
SRTS Sidewalks	Walnut Creek Township	Install electronic 20 MPH school zone speed limit signs and pavement markings	CR 145	Safety	TBD	SRTS, HSIP

MUSKINGUM COUNTY

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
Intersection Improvements	City of Zanesville	Improve safety at intersections across the city, implementing SS4A action plan	Citywide	Safety	TBD	HSIP, STBG, SS4A
McIntire Terrace Pedestrian Connectivity	City of Zanesville	Improve pedestrian connections in the McIntire Terrace Historic District	McIntire Terrace Historic District	Bike/Pedestrian/Buggy	TBD	TAP, HSIP
Putnam Ave Improvements	City of Zanesville	Connect and improve sidewalks and curb ramps in the Putnam neighborhood	US-22 to Cleveland Ave	Bike/Pedestrian/Buggy	\$1,150,000	STBG
CR 35 (Dillon Falls Road) Improvements	Muskingum County Engineer	Expand the road and improve the intersection to handle increased traffic volumes from new and future developments	SR 146 to CR 296 (Jersey Ridge Road)	Road	\$40,000,000	TRAC, RAISE, INFRA, MEGA
Muskingum River Bridge	Muskingum County Engineer	Build a bridge for motorized traffic across the Muskingum River	N River Rd	Bike/Pedestrian/Buggy	\$30,000,000	TRAC, RAISE, INFRA, MEGA
SR 146 (Newark Rd) Improvements	Muskingum County Engineer	Widen SR 146 to four lanes	from SR 16 to Northpoint Drive	Road	\$40,000,000	TRAC, RAISE, INFRA, MEGA
SR 146 to US 40 Connector	Muskingum County Engineer	Create a connector road between SR 146 and US 40 to redirect truck and local road traffic	Northpoint & SR 146 to Kopchak Rd & US 40	Road	\$40,000,000	TRAC, RAISE, INFRA, MEGA
US 22 to SR 93 Connector	Muskingum County Engineer	Create a corridor road between SR 93 and US 22 to redirect truck and local road traffic	Kopchak Rd & US 40 to US 22 & SR 93	Road	\$50,000,000	TRAC, RAISE, INFRA, MEGA
Hollow Trail	Muskingum University	Add lighting and resurface and finish the trail	Muskingum University Campus	Bike/Pedestrian/Buggy	TBD	TAP, SRTS
Glass Rock Trail	Muskingum Valley Park District	Construct a shared use trail along an abandoned rail line from OH Southern line to Glass Rock in Fairfield County	Putnam Greenway to Glass Rock	Bike/Pedestrian/Buggy	TBD	TAP
Muskingum Recreational Trail Extension	Muskingum Valley Park District	Connect Zane's Landing Trail and Muskingum Recreational Trail	Bridge near Jackson Island to N River Rd & Washington Rd intersection	Bike/Pedestrian/Buggy	\$10,000,000	TAP, ODNR
Northern Muskingum Trail	Muskingum Valley Park District	Create a multi-use trail from the Licking County border to the Coshocton County border and connect to the Muskingum Recreational Trail in Dresden	Black Run to Adams Mills	Bike/Pedestrian/Buggy	TBD	TAP
Pedestrian Bridge	Muskingum Valley Park District	Install a pedestrian trail bridge across the Muskingum River	Zanesville Park to N River Rd	Bike/Pedestrian/Buggy	TBD	TAP
Riverfront Trail	Muskingum Valley Park District	Connect Muskingum Recreational Trail and Zane's Landing Trail	Jaycee Riverside Park to Jackson Island	Bike/Pedestrian/Buggy	TBD	TAP
National Road Bikeway	Ohio Historic National Road Association	Connect the eastern and western bike lanes into a trail alignment, including bikeways in the Village of New Concord	US 40 from I-70 Exit 152 ramps to I-17 Exit 164 ramps	Bike/Pedestrian/Buggy	\$20,393,000	TAP, ODNR, HSIP
Adamsville Elementary SRTS	Village of Adamsville	Replace sidewalk, install RRFBs and pavement markings	SR 93 and school entrance	Safety	TBD	SRTS
E Muskingum Ave Sidewalk Gap	Village of Dresden	Create concrete entrance to school bus garage to make a continuous sidewalk path	Dresden School Bus Garage	Safety	TBD	SRTS, HSIP
Railroad Crossing at Main St	Village of Dresden	Create a new paved walking path and safety enhancements for railroad crossing	Railroad Crossing at Main St	Safety	TBD	SRTS, HSIP, TAP
Streetscaping	Village of Dresden	Enhance the streetscape with lighting, decorative elements, sidewalks, and landscaping	Main St, W 9th St, and E Muskingum Ave	Other	TBD	TAP
Traffic Light Upgrade	Village of Dresden	Upgrade the traffic signal	Intersection of SR 60 and SR 208	Safety	TBD	HSIP
W 10th St Sidewalks	Village of Dresden	Install ADA-compliant ramp	Intersection of W 10th St and High St	Safety	TBD	SRTS, HSIP
3rd St SRTS Improvements	Village of Fazeysburg	Install sidewalks, lighting, RRFB at school, and improved crossings at State St intersection	State St to elementary school entrance	Safety	TBD	SRTS
4th St Sidewalks	Village of Fazeysburg	Repave sidewalks	Carlisle Rd to elementary school parcel	Safety	TBD	SRTS, HSIP, TAP
Clay St Bike Path	Village of Fazeysburg	Install a bike path to the park	Frew Park at Canal Road to W 1st St	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
N State St Lighting	Village of Fazeysburg	Install lighting	W 6th St to W 3rd St	Safety	TBD	SRTS, HSIP

MUSKINGUM COUNTY (CON'T)

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
State St Railroad Crossing	Village of Frazeysburg	Replace sidewalks and railroad crossing platform and technology	State St @ Railroad tracks	Safety	TBD	SRTS, HSIP, ORDC
State St/1st St/Frazier Alley Intersection	Village of Frazeysburg	Realign and improve crossings	State St @ 1st St	Safety	TBD	SRTS, HSIP
Bridging The Gap: Reconnecting South Liberty	Village of New Concord	Reconnect Liberty Road where railroad crossing no longer exists	Liberty Rd and Liberty St	Safety	\$1,650,000	RTAPP
Downtown Streetscaping	Village of New Concord	Enhance the streetscape with lighting, decorative elements, and landscaping	Main St from SR 83 to Liberty St	Other	TBD	TAP
Friendship Dr and Westview Dr Intersection	Village of New Concord	Install RRFB, signs, and traffic calming	Friendship Dr @ Westview Dr	Safety	TBD	HSIP, SRTS
Friendship Dr Safety Improvement Project	Village of New Concord	New sidewalk installation	Montgomery St to Liberty Rd	Bike/Pedestrian/Buggy	\$650,000	TAP, HSIP
John Glenn High School Road Safety Improvement Project	Village of New Concord	New sidewalk installation	John Glenn School Road	Safety	\$400,000	HSIP, SRTS
Liberty Rd Intersection Alignment Project	Village of New Concord	Relocate S Friendship Dr/S Liberty Rd intersection 50' to the north	S Friendship Dr/S Liberty Rd	Safety	\$350,000	HSIP
Liberty Rd Safety Improvement Project	Village of New Concord	New sidewalk installation	Liberty Rd	Bike/Pedestrian/Buggy	\$475,000	TAP, HSIP
Main St and SR 83	Village of New Concord	Intersection safety improvements	Main St @ SR 83	Safety	TBD	HSIP
Main St Crosswalks	Village of New Concord	Update crosswalks at all signalized intersections	From SR 83 to Liberty	Safety	TBD	SRTS, HSIP
Trail to The Wilds	Village of New Concord/The Wilds	Create a bicycle and pedestrian connection between New Concord and The Wilds	New Concord to The Wilds	Bike/Pedestrian/Buggy	TBD	TAP, ODNr, Foundations
Connector Trail	Village of New Concord/Village of Norwich	Create a trail between the villages of Norwich and New Concord	Parallel to US 40	Bike/Pedestrian/Buggy	TBD	TAP, ODNr, Foundations
Main St Paving and Streetscape	Village of Norwich	Repave Main St and enhance the streetscape with lighting, decorative elements, and landscaping	Main St	Road	TBD	TAP, HSIP
Sidewalk Enhancements	Village of Norwich	Improve sidewalks along Main St	Main St	Bike/Pedestrian/Buggy	TBD	TAP, HSIP
Columbus to Pittsburgh Corridor	Zanesville-Muskingum County Port Authority	Upgrade two-lane portions of OH-16 to a four-lane highway	Dresden to Coshocton County border	Road	TBD	TRAC, RAISE, INFRA, MEGA
Eastpointe Rail Spur Addition	Zanesville-Muskingum County Port Authority	Expand rail spur	Eastpoint Business Park	Other	\$750,000	Jobs & Commerce
National Road Business Park - Turn lane	Zanesville-Muskingum County Port Authority	Add a left turn lane along US 40 to enter the National Road Business Park	US 40 and Hicks Rd	Safety	\$1,714,545	HSIP

TUSCARAWAS COUNTY

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
20th St SRTS Sidewalks	City of Dover	Install sidewalks along north side	From Cross St to Tremont St	Safety	TBD	SRTS, TAP, HSIP
Cross St SRTS Sidewalks	City of Dover	Install sidewalks along east side	From E 20th St to school entrance	Safety	TBD	SRTS, TAP, HSIP
Downtown Improvement Projects	City of Dover	Continue implementing downtown improvements from the City's master plan	City of Dover	Bike/Pedestrian/Buggy	\$ 19,000,000	TAP
E 13th St	City of Dover	Replace uneven sidewalks and ensure ADA compliant ramps	From Wooster Ave to Race St	Safety	TBD	SRTS, TAP, HSIP
E 7th St SRTS Path	City of Dover	Install paved bike trail/walking path	From N Crater Ave and Betscher Ave	Safety	TBD	SRTS, TAP, HSIP
Shafer Ave	City of Dover	Install raised curb and gutters, realign crosswalks, and new LED pedestrian crossing signs	In front of South Elementary School	Safety	TBD	SRTS, TAP, HSIP
Tremont St SRTS Sidewalks	City of Dover	Install sidewalks along west side	From E 18th St to E 20th St	Safety	TBD	SRTS, TAP, HSIP
Wooster Ave Improvements	City of Dover	Add turn lanes or widen Wooster Avenue	Deeds Dr to Strasburg City Limits	Road	TBD	HSIP, Small Cities
1st Dr NW Bicycle Boulevard	City of New Philadelphia	Create a bicycle boulevard along 1st Dr NW	West High Ave to Ray Ave	Bike/Pedestrian/Buggy	TBD	TAP, HSIP, STBG
21st St Corridor	City of New Philadelphia	Extend bike facilities along SR 259	SR 416 bike lanes to East High Ave	Bike/Pedestrian/Buggy	TBD	TAP, HSIP, STBG
Battle Motors Intersection Improvements	City of New Philadelphia	Intersection safety improvements	Battle Motors Driveway and Reiser Ave	Safety	TBD	HSIP
Connector to Roswell Trail	City of New Philadelphia	Connect Roswell Trail to Waterworks Park/Towpath Trail	Waterworks Park @ Broadway to Roswell Trailhead	Bike/Pedestrian/Buggy	TBD	TAP, HSIP, STBG
Five Points Intersection	City of New Philadelphia	Roundabout and other safety improvements	W High Ave, 7th St, Tuscarawas Ave	Safety	TBD	HSIP
Front St and East High Ave Bikeways	City of New Philadelphia	Create a cycle track or protected bike lanes	Broadway to Harry Clever Field	Bike/Pedestrian/Buggy	TBD	TAP, HSIP, STBG
Park Connector	City of New Philadelphia	Create bike and pedestrian connection along Broadway	Waterworks Park to Southside Park	Bike/Pedestrian/Buggy	TBD	TAP, HSIP, STBG
Roswell Trail Phase 1	City of New Philadelphia	Construct a shared use path from New Philadelphia to Roswell along SR 39	Ridge Ave to Village of Roswell	Bike/Pedestrian/Buggy	\$ 4,000,000	TAP, ODNR
Truck signage to follow Reiser Ave	City of New Philadelphia	Direct trucks to follow Reiser Ave instead of E High St	Reiser Ave	Safety	TBD	HSIP
Turn Lane for US 250 West ramp	City of New Philadelphia	Explore if a left-turn lane can be added in front of the Sunoco signal for traffic entering US 250 West	E High St (US 250 Business) at Sunoco signal	Safety	TBD	HSIP
University Dr Bridge	City of New Philadelphia	Bridge rehabilitation	1,000 ft from E High intersection over Beaver Dam Creek	Bridge	TBD	Municipal Bridge
Citywide Road Safety Signs & Striping	City of Uhrichsville	Restripe pavement markings and replace road safety signs citywide	City of Uhrichsville	Safety	TBD	HSIP
E 1st St @ S Water St	City of Uhrichsville	Install curb bumpouts and raised sidewalks	E 1st St @ S Water St	Safety	TBD	SRTS, HSIP, TAP
McCauley Drive Sidewalks	City of Uhrichsville	Install sidewalks along McCauley Drive	Trenton Ave to Parts Mart parcel	Road	\$ 1,291,644	OPWC, Small Cities
N Water Ave @ 11th St	City of Uhrichsville	Install pedestrian signals, high-viz crosswalks, and enhanced signage and pavement markings	N Water Ave @ 11th St	Safety	TBD	SRTS, HSIP
Streetscaping	City of Uhrichsville	Improve lighting, signage, landscaping, and other elements of Downtown Uhrichsville	E 3rd St	Other	TBD	TAP
Trenton Ave	City of Uhrichsville	Repaving and rehabilitation of Trenton Avenue	From US-36 ramps to S Water St	Road	TBD	OPWC, Small Cities
W 3rd St @ N Water St	City of Uhrichsville	Install pedestrian signals, high-viz crosswalks, and enhanced signage and pavement markings	W 3rd St @ N Water St	Safety	TBD	SRTS, HSIP
Dennison Railroad Excursions	Dennison Depot Museum	Upgrade railroad infrastructure to offer passenger rail between Dennison and Coshocton	ORDC Rail Line from Jewett to Dresden	Other	\$ 6,000,000	CRISI, RRIF, ARC, ODOD
Lawrence Twp Industrial Park Access	Lawrence Township	Create a direct access route to the Lawrence Twp Industrial Park from SR 212	SR-212/Park Ave intersection to Strasburg Bolivar Rd	Road	\$ 1,000,000	ARC Access Roads
I-77 Bridge Replacement Project	ODOT D11	Interstate bridge replacement program	All bridges between MM 20.18 & 23.61	Bridge	\$ 48,000,000	ODOT Bridge Funding
Dover-Strasburg Bike Lanes	Tri-County Active Transportation Plan	Build bike lanes from Dover to Strasburg	Columbia Rd/Wooster Ave from Dover to Strasburg	Bike/Pedestrian/Buggy	TBD	TAP, ODNR
Sanders Church Rd Buggy Lane	Tri-County Active Transportation Plan	Add a buggy lane	From Valley Rd SE to Edwards Ridge Rd SE	Bike/Pedestrian/Buggy	TBD	TAP, HSIP, STBG
SR 250 Buggy Lane	Tri-County Active Transportation Plan	Add a buggy lane	From Newcomerstown to SR 800	Bike/Pedestrian/Buggy	TBD	TAP, HSIP, STBG

TUSCARAWAS COUNTY (CON'T)

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
SR 39 Buggy Lanes	Tri-County Active Transportation Plan	Create bike/buggy lanes along SR 39	Dover to Sugarcreek	Bike/Pedestrian/Buggy	TBD	TAP, ODNr, OPWC, CEO
Ohio & Erie Canal Towpath Trail	Tusc Parks; New Philadelphia; Dover	Complete the last remaining segments of the trail from Dover Dam to Waterworks Park	SR 416/SR 800 to Waterworks Park in New Philadelphia	Bike/Pedestrian/Buggy	\$ 20,000,000	TAP, ATIP, ODNr, State Capital Budget, CDS
Columbus to Pittsburgh Corridor	Tuscarawas County	Upgrade two-lane portions of US-36 and US-250 to four-lane highways	US 36: I-77 ramps to CR 62; US 250: OH 800 intersection to Harrison County Line	Road	TBD	TRAC, RAISE, INFRA, MEGA
I-77/US 250 Interchange	Tuscarawas County	Interchange Improvements	I-77 Exit 81	Safety	\$ 60,000,000	TRAC, HSIP
SR 93 @ CR 75 Improvements	Tuscarawas County	Intersection Improvements	SR 93 @ CR 75	Safety	\$ 1,000,000	HSIP
Wilkshire Hills "Escape Route"	Tuscarawas County	Create an additional route into Wilkshire Hills area near Bolivar to alleviate congestion	Wilkshire Hills/OH-212 corridor	Road	\$ 13,000,000	OPWC, PROTECT
Pavement markings	Tuscarawas County Engineer	Centerline and edge line markings	Countywide	Safety	\$ 150,000	HSIP
TUS-82-3.40 Safety widening	Tuscarawas County Engineer	Addressing a high-accident corridor by widening the travelled roadway and increasing berm width.	TUS-82 MM 3.40	Safety	\$ 3,200,000	HSIP
CR 14 Bridge	Tuscarawas County Engineer	Complete replacement of bridge over Tuscarawas River	River Hill Rd SE in Port Washington	Bridge	\$ 6,000,000	CEO, HSIP
CR 39 @ US Route 36	Tuscarawas County Engineer	Intersection Improvement to improve accessibility from US 36 East to CR 39	CR 39 @ US Route 36	Safety	\$ 725,000	HSIP
CR 62 Bridge	Tuscarawas County Engineer	Complete replacement and realignment of the bridge. Project also includes addition of right turn lane, widening, and resurfacing along US 36	Tuscarawas Rd SE from US 36 into Village of Tuscarawas	Bridge	\$ 10,241,294	CEO, HSIP
Newcomerstown Cross St bridge replacement	Tuscarawas County Engineer	Replace defective bridge with 30 ton legal load limit	Over Buckhorn Creek	Bridge	\$ 1,700,000	Municipal Bridge
Mineral City Connector Trail	Tuscarawas County Trail & Green Space Plan	Construct a trail spur from the Towpath Trail to SE Stark County	Zoarville through Mineral City to Magnolia	Bike/Pedestrian/Buggy	TBD	TAP, ODNr
Roswell Trail Phase 2	Tuscarawas County Trail & Green Space Plan	Extend Roswell Trail to Carroll County	OH-39 corridor from Roswell to Sherrodsville	Bike/Pedestrian/Buggy	TBD	TAP, ODNr
Southeast Bike Lane Extension	Tuscarawas County Trail & Green Space Plan	Connect and extend bike lanes along US-250	New Philadelphia to Uhrichsville/Dennison	Bike/Pedestrian/Buggy	TBD	TAP, ODNr
Southwest Bike Lane Extension	Tuscarawas County Trail & Green Space Plan	Continue bike lanes along 416/US-36 corridor	Village of Tuscarawas to Newcomerstown	Bike/Pedestrian/Buggy	TBD	TAP, ODNr
Stone Creek Trail Extension	Tuscarawas County Trail & Green Space Plan	Extend Stone Creek Trail to Dover	Lucy Bridge to SR 39/I-77 ramps	Bike/Pedestrian/Buggy	TBD	TAP, ODNr
Barnhill Road Improvements	Village of Barnhill	Reconstruction of Barnhill Road	Valley Ln to Roxford Rd	Road	\$ 733,000	OPWC
N 3rd St @ Sherman St	Village of Dennison	Install curb bump-outs, enhanced signage	N 3rd St @ Sherman St	Safety	TBD	SRTS, HSIP
N 3rd St @ Welch St	Village of Dennison	Install curb bump-outs, enhanced signage, and RFB	N 3rd St @ Welch St	Safety	TBD	SRTS, HSIP
N 4th St, N 3rd St, North St Sidewalks	Village of Dennison	Improve/add sidewalks as needed	N 4th St, N 3rd St, North St near school	Safety	TBD	SRTS, HSIP, TAP
Welch St @ N 4th St	Village of Dennison	Install new sidewalks, improve crossings, shift mid-block crossing east of alleyway	Welch St @ N 4th St	Safety	TBD	SRTS, HSIP
Nature Park Trail Connection	Village of Gnadenhutten	Add a trail connection to Nature Park	From Lock 17 Road to Southern Gateway Drive	Bike/Pedestrian/Buggy	TBD	ODNr, TAP
Street & Sidewalk Improvements	Village of Gnadenhutten	Resurface three streets and replace sidewalks on two streets	Resurface: Walnut St; E Main St; Tuscarawas Ave; Wolfe's Crossing Ext Sidewalks: E Main St; Walnut St	Road	\$ 1,598,500	TAP
SRTS Enhancements	Village of Midvale	Install sidewalks along State St, pedestrian crossing signals and warning signs	From Apt Dr to Barnhill Rd	Safety	TBD	SRTS, HSIP
Streetscaping & Sidewalks	Village of Mineral City	Improving sidewalks and enhancing the lighting, landscaping, and aesthetics in downtown	High St from the village park to Lindentree Rd	Bike/Pedestrian/Buggy	TBD	TAP

TUSCARAWAS COUNTY (CON'T)

Project Name	Project Sponsor	Description	Project Location	Project Type	Project Cost	Projected Funding Source
Elizabeth St SRTS Improvements	Village of Newcomerstown	Install sidewalks and lighting	From Miskimen Dr to Ohio Dr	Safety	TBD	SRTS, TAP, HSIP
Oak St SRTS Sidewalks	Village of Newcomerstown	Install sidewalks along north side	From McKinley Ave to Beaver St	Safety	TBD	SRTS, TAP, HSIP
River St SRTS Sidewalks	Village of Newcomerstown	Install sidewalks along east side	Woody Hayes Dr to new park	Safety	TBD	SRTS, TAP, HSIP
State St SRTS Pedestrian Enhancements	Village of Newcomerstown	Install pedestrian signals and signage at River St and improve Dollar General access at Bridge St	From Bridge St to River St	Safety	TBD	SRTS, TAP, HSIP
1st St S Sidewalk Improvements	Village of Strasburg	Replace or install sidewalks	From Wooster Ave to Railroad Ave	Safety	TBD	TAP, SRTS
7th St SW Sidewalk Improvements	Village of Strasburg	Replace or install sidewalks	From Bodmer Ave to Wooster Ave	Safety	TBD	TAP, SRTS
Tiger Dr Sidewalk Improvements	Village of Strasburg	Replace or install sidewalks	From 6th St N to school	Safety	TBD	TAP, SRTS
Traffic Signal & Upgrades	Village of Strasburg	Replace traffic signals and improve intersection visibility and crossings	Along Wooster Ave and intersection @ Zeltman Ave NE	Safety	TBD	HSIP
Walking Path	Village of Strasburg	Extended park walking path into village	North end of the park along the creek to CR 99	Bike/Pedestrian/Buggy	\$ 1,000,000	TAP, ODNR
Wooster Ave Improvements - Phase 2	Village of Strasburg	Replace or install sidewalks	From 2nd St N to 4th S	Bike/Pedestrian/Buggy	TBD	TAP
Streetscaping and Parking	Village of Zoar	Improve the streetscape and create off-street parking in Downtown Zoar	Main St	Other	\$ 4,000,000	TAP
Towpath Trailhead	Village of Zoar	Create a new trailhead for the Ohio & Erie Towpath Trail	Main St (between 1st and 2nd)	Bike/Pedestrian/Buggy	\$ 1,400,000	TAP, ODNR

4 IMPLEMENTATION & MONITORING



A roadmap for implementation is the key to turning the vision of a planning effort into reality.

This chapter contains the following elements in service of the implementing this plan:

- 25-year forecast for transportation funding
- Objectives and performance measures for the LRTP goals

To monitor progress of the goals, objective, strategies, and projects of this plan, OMEGA will annually review the status of each goal, objective, and related strategy. A progress report will be presented to the OMEGA Transportation Advisory Committee and subsequently the Executive Board in mid-September along with the RTPO Work Plan Completion Report.

FINANCIAL PLANNING

Projects contained in this plan are in initial concepts and have not had a detailed cost estimate completed. Once a project moves forward and funding is secured, OMEGA will ensure that projects are properly balanced between federal, state, and/or local shares based upon the financial forecast of the next 25 years of transportation funding, provided below by ODOT. If a project receives funding and is programmed by ODOT for completion, it will be added to the current Regional Transportation Improvement Plan (RTIP). Per Federal regulations, for a project to be included in the RTIP, and therefore included in the Statewide Transportation Improvement Plan (STIP), reasonable fiscal constraint must be maintained.

Table 4-1 provides the projected funding for the next 25 years (\$3.1 billion), should transportation funding remain at current levels. These numbers can change depending on Congressional transportation reauthorization bills, Ohio state transportation budget bills, and locally available transportation allocations. The preliminary project costs in Chapter 3 take up less than 1/3 of the total projected funding. However, the high volume of bicycle and pedestrian projects may not match available sources without legislative policy changes. Since the vast majority of transportation projects in the region are initiated by ODOT, the financial planning for fiscal constraint falls with the ODOT district offices. OMEGA will continue applying for competitive grant programs as available to support locally initiated projects from our membership.

OMEGA						
Long Range Transportation Plan Funding Projections						
Year	Federal	Growth Rate	State	Growth Rate	Local	Growth Rate
SFY26	\$79,208,019.44	2%	\$43,337,090.63	1.5%	\$2,268,314.70	0%
SFY27	\$79,208,019.44	0%	\$43,553,776.08	.5%	\$2,268,314.70	0%
SFY28	\$79,208,019.44	0%	\$43,771,544.96	.5%	\$2,268,314.70	0%
SFY29	\$79,208,019.44	0%	\$43,990,402.68	.5%	\$2,268,314.70	0%
SFY30	\$79,208,019.44	0%	\$44,210,354.70	.5%	\$2,268,314.70	0%
SFY31	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY32	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY33	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY34	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY35	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY36	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY37	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY38	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY39	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY40	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY41	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY42	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY43	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY44	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY45	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY46	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY47	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY48	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY49	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
SFY50	\$79,208,019.44	0%	\$44,210,354.70	0%	\$2,268,314.70	0%
Total	\$1,980,200,486.01		\$1,103,070,262.98		\$56,707,867.50	

Table 4-1: Transportation Funding Projections (2026-2050)

SYSTEM PERFORMANCE REPORT

The objectives in the figures below were developed in OMEGA's 2020-2045 long-range plan. Some new measures have been added to the end for the Quality-of-Life goal added to this plan. Strategies to address these objectives are included in Chapter 3.

Goal 1: Preservation



Objective: Increase the number of miles in "Acceptable" pavement conditions on Federal Aid system

Benchmark: 84.9% (2019 - ODOT TIMS)

Target: 90% of all Federal Aid route pavements in Acceptable condition (Not met)

Trend: 82.6% (2023 - ODOT TIMS)



Objective: Reduce the number of bridges on the local system with a General Appraisal Rating of 4 or less

Benchmark: 265 (2018 - ODOT TIMS)

Target: 5 bridge replacements funded per year on local system (Unknown-CEAO)

Trend: 260 bridges w/ Appraisal 4 or less (2023 - ODOT TIMS)

Goal 2: Safety



Objective: Reduce the number and rate of fatal and serious injury crashes

Benchmark: 354 (5-year average 2015-2019 - ODOT GCAT)

Target: 2% reduction - statewide goal (Met)

Trend: 302 (5-year average 2019-2023 - ODOT GCAT)



Objective: Reduce the number of fatal and serious injury non-motorized crashes

Benchmark: 24 (5-year average 2015-2019 - ODOT GCAT)

Target: 2% reduction - statewide goal (Not met)

Trend: 29 (5-year average 2019-2023 - ODOT GCAT)



Objective: Reduce at-grade railroad crossing crashes

Benchmark: 1 (5-year average 2015-2019 - ODOT GCAT)

Target: Zero at-grade incidents (Not met)

Trend: 2 (5-year average 2019-2023 - ODOT GCAT)

SYSTEM PERFORMANCE REPORT

Goal 3: Community & Economic Development



Objective: Increase the number of commuters walking, biking, or riding transit

Benchmark: 3.9% (2018 American Community Survey)

Target: 5% share of commuters using transit or as pedestrians/bicyclists (Not met)

Trend: 4.4% (2023 American Community Survey)



Objective: Increase the average number of jobs accessible within 30 minutes by driving

Benchmark: 68.7% (2018 American Community Survey)

Target: 75% of all commuters within 30 minutes (Not met)

Trend: 68.2% (2023 American Community Survey)



Objective: Track the Median Household Income (MHI) for the region vs. statewide

Benchmark: 89.8% of Ohio MHI (2017 American Community Survey)

Target: Increase MHI relative to state level (Not met)

Trend: 88.2% of Ohio MHI (2023 American Community Survey)



Objective: Track the poverty level for the region vs. statewide

Benchmark: 11.3% vs OH 10.8% (2017 American Community Survey)

Target: Reduce poverty level relative to state level (Not met)

Trend: 13.7% vs OH 13.2% (2023 American Community Survey)



Objective: Track the education attainment level (high school and above) for region vs. statewide

Benchmark: 83.57% vs OH 89.37% (2017 American Community Survey)

Target: Increase educational attainment level relative to state level (Not met)

Trend: 85.23% vs OH 91.18% (2023 American Community Survey)

SYSTEM PERFORMANCE REPORT

Goal 4: Resiliency

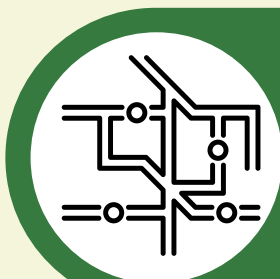


Objective: Decrease the number locations of major roadways at risk of flooding/slipping

Benchmark: 68 major roads (2019)

Target: 1 improvement programmed per RTIP cycle (TBD)

Trend: TBD



Objective: Increase redundancy of transportation routes

Benchmark: TBD

Target: 1 improvement programmed per RTIP cycle (NEW)

Trend: TBD

Goal 5: Quality of Life



Objective: Consider Complete Streets Implementation

Benchmark: 1 municipality (2018)

Target: 50% of all regional jurisdictions with policy/plan by 2045 (In progress)

Trend: Unknown



Objective: Increase the number of miles of trails or designated bike facilities

Benchmark: 165 miles (2020 - OMEGA geodatabases)

Target: Assist 1 community per year to plan/implement/fund designated bike facilities (Met)

Trend: 175 miles (2024); Assisted 3-5 communities per year with implementation applications

A

APPENDIX: PUBLIC INVOLVEMENT



The following pages include the full survey results, notices of public meetings, attendance lists, and agendas of the meetings held during this planning process.

OTHER INFRASTRUCTURE

This appendix includes non-transportation projects that were collected through the process of creating this plan. They are captured here to remain on OMEGA's radar for future project funding applications.

COUNTY	PROJECT NAME	PROJECT SPONSOR	PROJECTED COST	PROJECT TYPE
Carroll	Repair collapsing storm sewer	Village of Sherrodsville	TBD	Storm Sewer
Carroll	SR 9 Storm and Sanitary Sewer Replacements	Augusta Township	TBD	Water, Sewer
Columbiana	SR 170/Calcutta Drainage Upgrade	Columbiana County Engineer	TBD	Storm Sewer
Columbiana	Salem Industrial Park Phase III	City of Salem	\$1,000,000	Economic Development
Harrison	Rest Area for Motorcyclists	German Township	TBD	Recreation
Holmes	Berlin WWTP Expansion	Holmes County Commissioners	\$5,000,000	Sanitary Sewer
Holmes	Cherry Ridge Waterline Extension	Walnut Creek Water Company	\$4,450,000	Water



PROJECT SOLICITATION SURVEY

In early 2024, OMEGA distributed an online survey to the RTPD member communities to solicit projects for inclusion in this plan.

OMEGA Project Profile

* Required

1. Project Title *

Enter your answer

2. ODOT PID No. (If Applicable)

Enter your answer

3. Project Grantee (Applicant's Legal Name) *

Enter your answer

4. Contact Person *

Enter your answer

5. Contact Person's Title *

Enter your answer

6. Contact Person's email addresss *

Enter your answer

7. Contact Person's phone number *

Enter your answer

8. County or Counties Served *

☐ Carroll

☐ Columbiana

☐ Coshocton

☐ Guernsey

☐ Harrison

☐ Holmes

☐ Muskingum

☐ Tuscarawas

9. Project Type (specify if "Other") *

Select your answer



10. Type of Funding Needed *

- ☐ Planning
- ☐ Preliminary Design
- ☐ Detailed Design
- ☐ Environmental
- ☐ Right-of-Way Services
- ☐ Construction
- ☐ Construction Engineering

11. Total Project Cost *

Enter your answer

12. Date Funding is Needed by *

Please input date (M/d/yyyy)



13. Estimated Time-Frame Including Start & End Dates *

Enter your answer

14. Begin & End Points

Enter your answer

15. Purpose Statement (Fewer than 500 words) *

Enter your answer

16. Goals this Project Exemplifies (Check all that apply) *

- ☐ Preserve Regional Assets to Support Local Economies
- ☐ Increase the Safety of Regional Infrastructure
- ☐ Facilitate Economic & Community Development
- ☐ Develop & Maintain Regional Resiliency



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RURAL CONSULTATION

- *Rural Consultation Circulation*
- *Agenda*
- *Attendance Sheets*
- *News Coverage*

Ben Turin

From: Ohio Mid-Eastern Governments Association <kwebb@omegadistrict.org>
Sent: Tuesday, September 3, 2024 3:34 PM
To: Ben Turin
Subject: Join OMEGA for the Rural Consultant Meetings: Contribute to the OMEGA Long Range Transportation & Community Development Plan; Learn about ODOT's Regional Transportation Improvement Plan



**Join OMEGA for the Rural Consultant Meetings:
Contribute to the OMEGA Long Range Transportation & Community
Development Plan;
Learn about ODOT's Regional Transportation Improvement Plan**

You are invited to join the Ohio Mid-Eastern Governments Association (OMEGA) for the upcoming Rural Consultation Meetings. The purpose is to learn about the Regional Transportation Improvement Plan (RTIP) and the OMEGA Long Range Transportation & Community Development Plan (LRTP). Plus, communities are welcomed to provide input for the RTIP's highlighted projects which ODOT has programed for fiscal years 2026-2029. The LRTP will outline OMEGA's plan for the region's future from 2025 to 2050 with project plans submitted by communities throughout the region.

Meetings will be held in a hybrid format as follows:

- **ODOT District 11 Communities (Carroll, Columbiana, Harrison, Holmes, and Tuscarawas Counties):** October 17, 2024, from 1:00 to 3:00 PM at the ODOT District 11 Office, located at 2201 Reiser Avenue SE, New Philadelphia, OH 44663. To attend in person, please register [here](#). To participate virtually, please use [this link](#).
- **ODOT District 5 Communities (Coshocton, Guernsey, and Muskingum Counties):** October 15, 2024, from 1:00 to 3:00 PM at the Muskingum County Conference & Welcome Center, located at 205 N 5th St, Zanesville, OH 43701. To attend in person, please register [here](#). To participate virtually, please register using [this link](#).

Additionally, there will be a makeup session for those who cannot attend their District Meetings. This meeting will take place on **October 23, 2024**, from **9:00 to 11:00 AM** at the **OMEGA Office**, located at 326 Highland Ave., Suite B, Cambridge, OH 43725. To attend in person, please register [here](#).

Your contributions are valuable, and we look forward to your participation and attention. Please contact Kennedy Webb, OMEGA's Public Information Officer,

kwebb@omegadistrict.org or 740-502-7834, for scheduling details or questions about the Regional Consultant Meetings and process.

OMEGA's mission is to provide a pathway to enhance community and economic growth in our region. OMEGA serves 10 counties in Eastern Ohio: Belmont; Carroll; Columbiana; Coshocton; Guernsey; Harrison; Holmes; Jefferson; Muskingum; and Tuscarawas.

Connecting Communities to Resources

Ohio Mid-Eastern Governments Association | 326 Highland Avenue Suite B | Cambridge, OH 43725 US

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AGENDA

1. Introductions
2. OMEGA Overview
3. Long-Range Transportation Plan Overview
4. Comments
5. Regional Transportation Improvement Plan Overview
6. Project Highlights
7. Comments



ATTENDANCE LIST

RURAL CONSULTATION MEETING – District 5

October 15, 2024

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS
Core Rytel	APA-ARCHITECTS	740-704-7805	cyaneap@architects.com
Corinna Kerns	OMEGA		
Evan Scurti	OMEGA	740-512-3093	escurti@omegadistrict.org
DAVE WILSON	GOVERNOR'S CO. COMMISSIONERS	(740) 432-9200	dwilson@governorcounty.org
Don Mason	Mayor of Zanesville		
Jack Marlin	Guernsey County Commissioner		
Bennett Boyer	Dist. 5	740-323-5111	Bennett.Boyer@Dist.0110.Gov
Heather Gilbert	DOT DIST. 5	740-323-5113	Heather.Gilbert@dot.ohio.gov
Fred Wahlert	Guernsey County Engineer		
Susan Derwacker	Environmental Design Group	740-877-5873	sderwacker@envdesigngroup.com
Kennedy Moll	OMEGA		
Dr. Vicki King - Maple	OMEGA		
Erin Wright	OMEGA		



ATTENDANCE LIST

RURAL CONSULTATION MEETING – District 5

October 15, 2024

[illegible]



ATTENDANCE LIST

RURAL CONSULTATION MEETING – District 11
October 17, 2024

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS
BART Busby	Village of Boweston	330-432-4597	bowestonvillage83@gmail.com
Rick Allison	Village of Killbuck	330-763-3610	rok.mayor@gmail.com
Paul Beamer	Village of Boweston	330-284-1140	beamer29@gmail.com
Ben Tuck	OMEGA		
Scott Warner	ODOT - D11	330-308-7878	scott.warner@dot.ohio.gov
Cody Notz	ODOT - D11	330-308-6936	cody.notz@dot.ohio.gov
David Hoffman	ODOT - D11	330-308-3908	David.Hoffman@dot.ohio.gov
Ray Tricoli	ODOT - D11	330-308-6905	Raymond.Tricoli@dot.ohio.gov
Paul Jeffers	Environmental Design Group	614-588-4742	pij@envdesigngroup.com
Tom Kovacs	AARON CO TRF	330-487-5611	tkovacs@canalcountyo.ohio.gov
Nicholas Hemmrich	Harrison Co. CIC	740-491-7424	
Vicki Maple	OMEGA	740-624-6045	VMaple@omegadist11.org
Ron McCabe	N.P.	330-260-0771	rmccab@ncap.org
Joel Day	New Philadelphia	330-344-4491	jday@newphil.org



ATTENDANCE LIST

RURAL CONSULTATION MEETING – District 11

October 17, 2024

[illegible]



ATTENDANCE LIST
RURAL CONSULTATION
FULL OMEGA REGION (Guernsey Co.)
October 23, 2024

NAME	ADDRESS	PHONE NO.	E-MAIL ADDRESS	
Kennedy Mdlle	326 Highland Ave, CMB	740-439-4471	knebb@omegadistrict.org	
Evon Scurti	326 Highland Ave, CMB	740-439-4471	escurti@omegadistrict.org	
Max Crown	760 Chestnut Losketcher	740-502-0250	max.crown@cityoflosketcher.com	
Maer A. Lewis	80 Pearl Street Cincinnati	330-605-8435	maer@mayorlewis.com	
Prescott Carey		740-258-7378	prescott.carey@gmail.com Rep. Pulli	
Nick Cunningham	814 Wading Ave Candridge OH	740-432-3601	cunb-engdept@cantbridgeoh.org	
Safa Saleh	326 Highland Ave, CMB	740-439-4471	ssaleh@omegadistrict.org	

News Article: <https://www.whiznews.com/omega-and-local-leaders-map-out-upcoming-and-ongoing-projects/>

OMEGA and Local Leaders Map Out Upcoming and Ongoing Projects

October 15, 2024 by Shylin Costello



ZANESVILLE, OH – OMEGA made a pit stop in Zanesville on October 15th, giving local leaders a chance to map out future transportation projects.

The Ohio Mid-Eastern Governments Association held a Rural Consultation meeting to discuss upcoming and ongoing Ohio Department of Transportation projects. The meeting focused on the Regional Transportation Improvement Plan (RTIP) and OMEGA's Long-Range Transportation and Community Development Plan (LRTP). The event provided an opportunity for ODOT District 5 communities to offer input on RTIP's projects scheduled for the years 2026 through 2029. The LRTP will act as a blueprint for the region's future.

"We are going to be approaching 2026 on July 1st. That would be the short-range plan. The long-range plan, also known as the Long-Range Transportation and Development Plan, is a look at the next 25 years instead. This is basically our wish list of what we would like to see done in the region in the next 25 years. It's a big extensive list, it's got a lot of things that probably won't happen, but it's our hope for the future," OMEGA Transportation and Community Development Planner Josh Sliker said.

Attendees discussed several key projects planned for Interstate 70, Interstate 77, and US Route 22, along with plans to reconstruct aging bridges across the region.

"These are going to be pavement projects. Resurfacing of the pavement. We're also going to be discussing several bridges that are going to be reconstructed over the next couple years. We have a boat load of bridges in our region. Over 700 bridges. A vast majority of those are 70 plus years old," Sliker said.

For further details or more information, visit the OMEGA website.

[Home – OMEGA \(omegadistrict.org\)](#)

Categories: [Local News](#), [Top Stories](#)

Tags: [Josh Sliker](#), [ODOT District 5](#), [OMEGA](#), [Rural Consultation Meeting](#)

TAC MEETINGS

The following items are included for both the November 2024 and March 2025 TAC meetings:

- *Email Reminder Circulation*
- *Agenda*
- *Minutes*
- *Attendance*

Ben Turin

From: Ohio Mid-Eastern Governments Association <kwebb@omegadistrict.org>
Sent: Friday, November 8, 2024 4:21 PM
To: Ben Turin
Subject: IMPORTANT: OMEGA Transportation Advisory Committee (TAC) Meeting to be held on November 14th



IMPORTANT: OMEGA Transportation Advisory Committee (TAC) Meeting to be held on November 14th

The Ohio Mid-Eastern Governments Association (OMEGA) will host its Transportation Advisory Committee (TAC) meeting on Thursday, November 14th from 10:00AM to 12:00PM at the ODOT District 11 Main Conference Room, located at 2201 Reiser Avenue SE, New Philadelphia, 44663.

Participation in the OMEGA TAC process presents community leaders with the valuable opportunity to advocate for and represent the constituents that they serve while gaining vital knowledge of upcoming funding opportunities and collaborating with transportation professionals from across the region. Please consider representing your community and ensure that your constituents' voices are heard.

The TAC meeting agenda can be found and reviewed [here](#). Of particular importance is the review of the [Regional Transportation Planning Organization \(RTPO\) Capital Project List](#).

We ask that you please RSVP for this meeting by clicking [here](#). Please direct any TAC questions you may have to Josh Sliker, OMEGA Transportation & Community Development Planner, at jsliker@omegadistrict.org

OMEGA's mission is to provide a pathway to enhance community and economic growth in our region. OMEGA serves 10 counties in Eastern Ohio: Belmont; Carroll; Columbiana; Coshocton; Guernsey; Harrison; Holmes; Jefferson; Muskingum; and Tuscarawas.



AGENDA
TRANSPORTATION ADVISORY COMMITTEE
November 14, 2024

1. Welcome and Introductions
2. Review and Approval of Meeting Minutes
3. Rural Consultation Update
4. LRTP & RTIP Status
5. OMEGA Goals & Objectives
 - SWOT Analysis
6. RTP Capital Allocation Project Final Selection
7. Applicants
 - TAP
 - AT Planning
8. Announcements
 - Upcoming Grants
 - OMEGA Services
9. Chair Nominations
10. Scheduling of Future Meetings
11. Next Meeting: **TBD, 2025**
12. Adjourn



Transportation Advisory Committee Meeting

November 14, 2024

ODOT District 11 Headquarters – New Philadelphia

The meeting was called to order at 10:05 a.m. A list of attendees is attached. Attendees were asked to introduce themselves.

Minutes from June 13, 2024, and September 19, 2024, meeting were provided. No corrections or amendments were made to the minutes. Mr. Doug Bachman made the motion to approve both sets of minutes and Mr. Troy Graft seconded the motion. Motion approved.

Mr. Ben Turin, from OMEGA, updated the committee on the rural consultation meetings held in October 2024 that served as public involvement for the Regional Transportation Improvement Program (RTIP) and the Long-Range Transportation Plan (LRTP). Mr. Turin also reminded the committee of the deadlines for drafting each document and announced that each of the eight counties will have their own meeting for the final round of public engagement between March 11 and April 11, 2025.

Mr. Graft asked if OMEGA is still accepting projects for the list in the LRTP as well as moving over projects from the previous plan, to which Mr. Turin responded in the affirmative.

LRTP SWOT Analysis

Mr. Turin then lead the committee through a discussion to review the Strengths-Weaknesses-Opportunities-Threats (SWOT) analysis from the previous LRTP to determine any changes that can be incorporated into the new plan draft.

Mr. Konst brought up changing language to reflect the lasting changes to workforce dynamics from the COVID-19 pandemic. The committee noted that the last plan was finalized as the pandemic was still ongoing.

Mr. Homrighausen brought up the strengths and opportunities of having people from metropolitan centers coming to the region and staying due to remote and hybrid work and choosing to stay because they enjoy living and building businesses here. Another topic that covers all areas is Artificial Intelligence (AI) and the ways it will continue to revolutionize the world and the workplace. Finally, he mentioned the reshoring of businesses into the United States and how the region needs to continue preparing for that.

Ms. Swigert brought up the increased funding for brownfield remediation and redevelopment and the need to ensure industrial sites have well-paved roads to access them. She also brought up an opportunity to expand public transport service hours to accommodate employees on different shifts in case they have car troubles or lack of regular access to a vehicle. She also mentioned the need for tourism transit and how those kinds of services are ineligible for Federal and state transit funding.

The committee asked about the status of the regional call center listed in the old SWOT analysis and OMEGA staff said they would investigate and provide an update.

Mr. Homrighausen brought up the need for four-lane highway capacity expansions in select areas of the region to attract businesses considering locating in the region as well as to accommodate increased truck traffic through the region. Ms. Swigert concurred and mentioned the Columbus to Pittsburgh Corridor in particular.

Mr. Konst brought up similar needs along State Route 43 in Carroll County and the lack of alternate routes. Ms. Swigert and Mr. Turin mentioned resiliency through system redundancy in agreement with Mr. Konst. Mr. Homrighausen mentioned a similar lack of redundancy with the Tusky Valley bus crash and detour.

Mr. Graft brought up the need for four-lanes along US-30 and the need for a coordinated lobbying effort to move the levers at state and Federal levels to implement this project.

Mr. Bachman and Mr. Homrighausen brought up the lack of coordination with locals on construction detours. Ms. Swigert wondered if ODOT construction zones would be integrated with Google Maps and similar apps to incorporate detours into the quickest routes and suggested including coordination between transportation and technology in the SWOT analysis.

Mr. Turin brought up the point of whether Quality of Life and Recreation should be broken out as a separate goal in the LRTP. Ms. Swigert brought up rail as a form of alternative passenger transportation in our region as part of this goal. She also asked whether purchasing new transit and service vehicles was still an issue – others on the committee responded that it still takes six months to two years to receive new vehicles.

Mr. Ricker asked about recreation departments and park directors in each county being involved with the LRTP to which OMEGA staff replied that park directors are technically members of this committee but may not be aware. Ms. Swigert mentioned that regional recreation coordination began a little bit through the Appalachian Community Grant Program. Mr. Homrighausen brought up the idea of taking what each county has developed for parks and trails, linking the information together, and assembling the information for counties who do not have it. Mr. Turin replied that only two counties in the RTPO region are missing countywide conceptual trail plans: Muskingum and Guernsey. He also stated that the committee is empowered to form working groups to tackle things like regional trail coordination.

RTPO Capital Allocation

Mr. Turin presented the 12 capital allocation applications once more along with OMEGA staff recommendations of funding awards.

Mr. Graft asked about the status of finding other funding for the Columbiana County Road 430 project. Mr. Turin had an email from the Ohio Department of Development that they could not make a formal public commitment of funding in time for the TAC meeting, but they are working through the approval process and apologize for the delay.

After a lengthy discussion, the committee decided to accept the OMEGA staff recommendations for the planning projects and to fully fund the top-scoring implementation applications as their recommendation to the OMEGA Board. If any projects did not need to full amount and if the County Road 430 project came off the list, then the next project(s) on the list would receive funding. Their reasoning was that the top scoring projects would come off the list by being fully funded instead of coming back for more money in future rounds. This should also encourage applicants to put together strong, competitive applications. The committee indicated that OMEGA staff should use this methodology for future rounds and any unfunded projects would have to reapply the next year and would *not* automatically be moved up for funding in future rounds.

Ms. Swigert made the motion; Mr. Homrighausen seconded. Motion approved.

Announcements

Mr. Turin presented the list of transportation applications currently in progress for the Transportation Alternatives Program (TAP) and the ODOT Active Transportation planning assistance. Mr. Turin also announced upcoming transportation funding deadlines in the new year as well as his promotion to RTPO Program Manager that would be taking effect on November 18th, 2024.

TAC Chairperson

Mr. Turin turned facilitation to Mr. Konst for electing the next chair of the TAC. He noted that Mr. Chris Young, Holmes County Engineer had put in his name for nomination even though he was unable to attend the meeting. Mr. Konst then opened the floor for additional nominations. No additional nominations were put forth.

Mr. Bachman made the motion to nominate Mr. Chris Young as the next chair, Mr. Graft seconded.

Mr. Homrighausen made a motion to close nominations, Ms. Swigert seconded. Motion approved.

The committee voted to accept Mr. Chris Young as the next chairperson unanimously.

2025 TAC Meetings

Mr. Turin stated that historically TAC meetings were the third Thursday of the last month of the quarter, except for the fourth quarter when the meeting is in November instead because of the holidays. He mentioned the issues of TAC meetings falling in the same week as OMEGA executive board and membership meetings which caused timing issues with creating resolutions for the OMEGA board from the TAC. Mr. Turin also brought up the idea of rotating the TAC meeting through the eight RTPO counties like the OMEGA board meetings do.

The committee decided to keep the meetings in Tuscarawas County as a central location and to meet on Tuesdays at least two weeks prior to an OMEGA executive board or membership meeting.

Ms. Swigert requested that calendar invites be sent out to TAC members in addition to OMEGA email circulations. Mr. Ricker suggested inviting tourism directors from each county as guests to future TAC meetings to hear their input since recreation is a priority for the region.

The meeting adjourned at 12:00 pm with Mr. Homrighausen making the motion and Mr. Graft seconding.

The next meeting is scheduled for Tuesday, March 11, 2025, at the ODOT District 11 office.



ATTENDANCE LIST
TRANSPORTATION ADVISORY COMMITTEE MEETING
NOVEMBER 14, 2024

NAME	AFFILIATION	E-MAIL ADDRESS
Tom Houst	Carroll Co	
Josh Kempf	Coshocton Engineering	
Tiffany Subert	Coshocton Port Authority	
Corinna Kears	OMEGA	
Ben Turner	OMEGA	
Doris Bachman	Tuscarawas Co Engineer	
Troy Graft	Columbiana Co Engineer	
Tou McMiller	CAMPBELL CO	
Jason Bider	Kimble Co	
Mark Homolunich	Harrison Co LLC	

Ben Turin

From: Ohio Mid-Eastern Governments Association <kblakley@omegadistrict.org>
Sent: Monday, March 3, 2025 11:39 AM
To: Ben Turin
Subject: IMPORTANT: OMEGA Transportation Advisory Committee (TAC) Meeting to be held on March 11th & RTPo Engagement Meeting Invites



IMPORTANT: OMEGA Transportation Advisory Committee (TAC) Meeting to be held on March 11th & RTPo Engagement Meeting Invites

The Ohio Mid-Eastern Governments Association (OMEGA) will host its Transportation Advisory Committee (TAC) meeting on Tuesday, March 11th from 10:00AM to 12:00PM at the ODOT **District 11 HT Training Room**, located at 2201 Reiser Avenue SE, New Philadelphia, 44663.

Also, be on the lookout for calendar invites for the RTPo Public Engagement. OMEGA is hosting a meeting in each of the eight counties in the RTPo region between March 11 and April 11. More details to come soon!

Participation in the OMEGA TAC process presents community leaders with the valuable opportunity to advocate for and represent the constituents that they serve while gaining vital knowledge of upcoming funding opportunities and collaborating with transportation professionals from across the region. Please consider representing your community and ensure that your constituents' voices are heard.

The TAC meeting agenda, minutes, and draft documents can be found below.

- [Agenda](#)
- [November Meeting Minutes](#)
- [TAC Admin Document](#)
- [RTIP Draft](#)
- [Long Range Plan Recommendations](#)
- [RTPo Work Plan \(SFY 2026\)](#)

Please direct any TAC questions you may have to Ben Turin, OMEGA RTPo Program Manager & Community Developer, at bturin@omegadistrict.org.



AGENDA
TRANSPORTATION ADVISORY COMMITTEE
March 11, 2025

1. Welcome and Introductions
2. Review and Approval of Meeting Minutes
3. Vice Chair Nominations
4. Vision & Mission of TAC
5. LRTP & RTIP Updates
 - County-by-County public meetings
6. Annual Work Program
7. Set remaining meeting dates
 - June
 - September
 - November
8. Other Business
 - Citizens Advisory Board
 - Recreation/Tourism/Trails Working Group
9. Announcements
 - Legislative updates
 - Upcoming Grants
 - OMEGA Services
10. Adjourn



Transportation Advisory Committee Meeting

March 11, 2025

ODOT District 11 Headquarters – New Philadelphia

Committee Chair Chris Young called the meeting to order at 10:03 a.m. A list of attendees is attached. Attendees were asked to introduce themselves.

Minutes from November 14, 2024, meeting were provided. No corrections or amendments were made to the minutes. Mr. Doug Bachman made the motion to approve both sets of minutes and Mr. Nick Homrighausen seconded the motion. Motion approved unanimously.

Vice Chair Elections

Mr. Young opened the floor for Vice Chair nominations and announced that Mr. Josh Kempf of the Coshocton County Engineer's Office consented to be nominated. No other nominations were offered. Mr. Mark Eicher made the motion accept Mr. Kempf's nomination and to close the floor for nominations with a second from Mr. Brian Wise. Motion approved unanimously. The Committee then unanimously elected Mr. Kempf as Vice Chair.

Vision & Mission of the TAC

Mr. Young introduced the idea of a Vision and Mission statement to clarify the role and responsibility of this committee. He then turned it over to Mr. Ben Turin from OMEGA to moderate the discussion of the topic. Mr. Homrighausen suggested the statement include the expansion and completion of infrastructure needs within the region. Mr. Turin provided the draft mission statement from the Long-Range Transportation Plan (LRTP) draft as an example. Mr. Turin then offered to develop a draft vision statement for the committee and bring it to the June meeting.

RTIP and LRTP Updates

Mr. Turin passed around a copy of the draft Regional Transportation Improvement Plan (RTIP) for the committee's review. Mr. Turin announced there would be a public engagement meeting in each of the eight RTPO counties between March 11 and April 11, 2025, per ODOT's schedule for completing the STIP. Mr. Dan Lorenz of ODOT asked where the RTIP project list came from. Mr. Turin replied that the new eSTIP system from ODOT gathers the project information from Ellis and compiles it for the MPOs and RTPOs to approve.

Mr. Turin reminded the Committee of the LRTP schedule and stated the final document would be brought before the Committee for adoption in June.

Mr. Bachman asked if county and local roads are included in the annual lists of dangerous intersections and if it is duplicative with the ODOT safety lists that are produced. Mr. Turin and Mr. Lorenz replied they were not sure but would look into it. Mr. Homrighausen noted that the first strategy under Goal 3 is especially important for counties with fewer or no staff to help with funding applications and the language could be strengthened to state that. He also expressed support for the second strategy – “elevate projects that create and retain jobs.” Mr. Turin reminded the committee that the TAC added this goal back into the plan in November. Mr. Bachman asked about how bicycle and pedestrian considerations are incorporated into roundabouts. Mr. Turin replied that it depends on the context of where the roundabout is located but that designs like raised curbs and medians, reflective bollards and signs, and high visibility crosswalks have been included in areas with higher pedestrian traffic. Mr. Homrighausen expressed a need to identify more funding sources for downtown and walkability projects. Mr. Turin noted that a comment that came in on the survey asked for e-scooters in downtown Dover and New Philadelphia.

RTPO Annual Work Program

Mr. Turin presented changes to the Annual Work Program for State Fiscal Year 2026. OMEGA received a 3% increase in funding and chose to shift much of the dollars into 625 – Services to accommodate the strong increase in grant writing and traffic counts over the past two years. Other changes include increasing the budget for 665 – Special Studies for the increased activity on US 30 and Columbus to Pittsburgh, reducing the budgets for the RTIP and LRTP since those will be completed by the end of SFY 2025, as well as looking into updating the Regional Safety Plan.

Mr. Kempf called for a motion to approve the SFY 2026 RTPO Annual Work Plan, pending comments from ODOT. Mr. Bachman made the motion; Mr. Homrighausen seconded. Motion approved unanimously.

2025 Meeting Dates

Mr. Turin presented the list of proposed meeting dates for the rest of 2025 based upon the guidelines developed at the November TAC meeting. The Committee came to consensus on the following dates: June 3, September 2, and November 18, 2025. Mr. Turin will send out calendar invites to the TAC membership. Mr. Lorenz confirmed that the meetings are from 10 am to 12 pm and agreed to place a hold on the main conference room for the June 3 meeting.

RTIP Adoption

With no discussion or comment on the 2026-2029 RTIP, Mr. Kempf called for a motion to approve the document pending changes from the public involvement process and ODOT. Mr. Bachman made the motion and Mr. Eicher seconded. Motion carried unanimously.

Other Business

Mr. Turin reminded the committee that technically OMEGA formed a Citizens Advisory Board when the RTPO began ten years ago. Mr. Turin suggested outreach to township officials that may want to participate and for any suggestions of potential members to be sent to him.

Mr. Turin then began a discussion on recreation, tourism, and quality of life and introduced guest Ms. Tiffany Gerber, Executive Director for the Holmes County Convention and Visitors Bureau. Ms. Gerber expressed support for a number of items in the long-range transportation plan such as trail development, e-bikes, and buggy lanes. She said that safety, traffic congestion, and trail crossings were the three items of greatest concern and suggested OMEGA get involved with the Amish Safety Council meetings. Mr. Jason Ricker suggested connecting with the Tuscarawas County Convention and Visitors Bureau (Dee Grossman). Ms. Gerber informed the Committee that there is a ten-county group of tourism bureaus working on a regional marketing plan that covers the entire OMEGA footprint. Mr. Homrighausen suggested updating the master trail plans across the region to which Mr. Turin replied he was in the processes of doing so with assistance from Ms. Corinna Kerns and the OMEGA GIS intern, Mr. Caden Miller.

Mr. Lorenz reminded the Committee that the ODOT Transportation Alternatives program is now funding the project design phase with a 20% local match requirement. He urged communities to put forth the money for project planning and design to see a better chance of their projects getting completed

Announcements

Mr. Turin announced there would be a presentation from researchers at Ohio University at the beginning of the June TAC meeting. OU requested that all 10 counties be invited, including their county commissioners and that OMEGA staff will be working on outreach for people to attend.

Mr. Turin updated the committee on the status of the RTPO Capital Allocation program. The Ohio House had removed it from their version of the transportation budget bill but lobbying of the Ohio Senate was currently underway to reinstate funding for the program. Mr. Turin also stated that the program will be a focus of the June meeting, should it still exist.

Mr. Turin provided a summary of key changes from the first memo from the new Secretary of Transportation to keep the committee aware of shifting federal priorities.

Finally, Mr. Turin provided a summary of recently submitted transportation grant applications, upcoming grant deadlines, and a reminder of OMEGA's transportation services.

The meeting adjourned at 12:00 pm with Mr. Eicher making the motion and Mr. Homrighausen seconding.

The next meeting is scheduled for Tuesday, June 3, 2025, at the First Federal Community Bank in Dover, OH.



ATTENDANCE LIST

TRANSPORTATION ADVISORY COMMITTEE MEETING

MARCH 11, 2025

[illegible]



ATTENDANCE LIST

TRANSPORTATION ADVISORY COMMITTEE MEETING

MARCH 11, 2025

[illegible]

LRTP SURVEY

- *Announcement flyer*
- *Email circulation*
- *Survey questions*
- *Survey responses*

Ben Turin

From: Ohio Mid-Eastern Governments Association <kwebb@omegadistrict.org>
Sent: Tuesday, January 21, 2025 8:05 AM
To: Ben Turin
Subject: OMEGA Regional Transportation Planning Organization (RTPO) Long-Range Transportation Plan Survey



**OMEGA Regional Transportation Planning Organization (RTPO)
Long-Range Transportation Plan Survey**

The Ohio Mid-Eastern Governments Association (OMEGA) is developing the required five-year update to the Long-Range Transportation Plan (LRTP) as part of its Regional Transportation Planning Organization (RTPO) program administration.

As part of this effort, OMEGA is conducting a survey regarding transportation across the eight RTPO counties (Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties). This survey will allow the OMEGA RTPO region to provide input about the transportation system to guide planning and investments for the next 25 years.

Please follow [this link](#) to complete the survey and let OMEGA know how you utilize the transportation system; what is working well, and what could be improved. The survey takes less than 10 minutes to complete, and the link will be live until February 16th. Please feel free to forward the link to others in your community or share it on your website and/or social media pages. Printed copies of the survey and a [flyer with QR code link](#) can be found at local libraries across the RTPO region.

For additional information, please contact RTPO Program Manager Ben Turin at bturin@omegadistrict.org or at 412-417-7328.

OMEGA's mission is to provide a pathway to enhance community and economic growth in our region. OMEGA serves 10 counties in Eastern Ohio: Belmont; Carroll; Columbiana; Coshocton; Guernsey; Harrison; Holmes; Jefferson; Muskingum; and Tuscarawas.

Connecting Communities to Resources



CALL FOR RESPONDENTS!

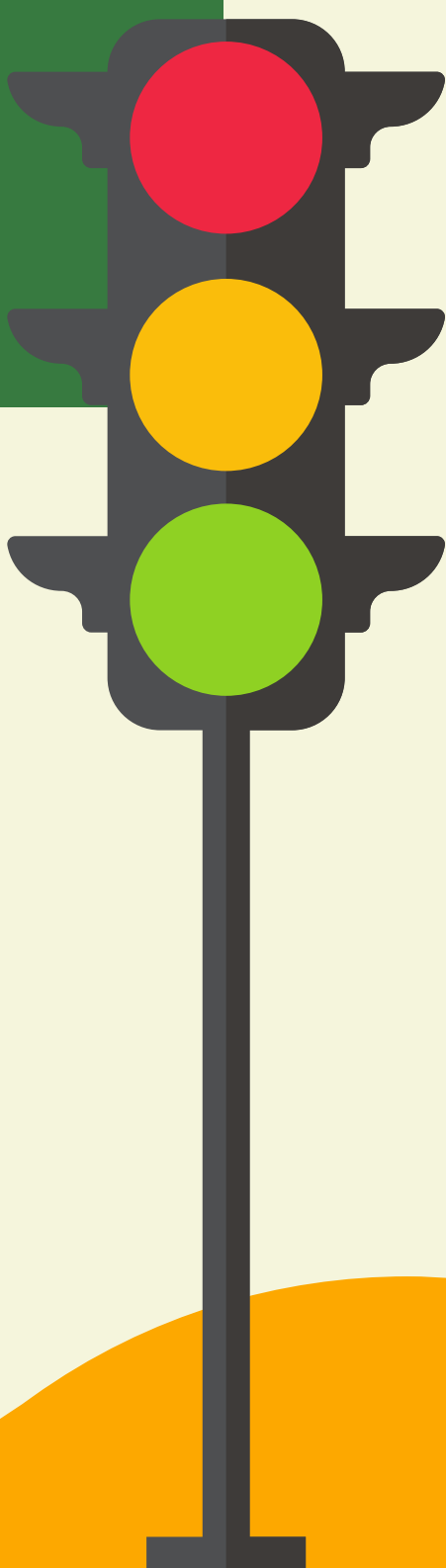
Long Range Transportation Plan (LRTP) Survey

The Ohio Mid-Eastern Governments Association (OMEGA) is a local development district (LDD)/council of governments (COG) serving 10 member counties and 12 member cities across the Mid-Eastern Ohio region. OMEGA operates with the mission of connecting communities to resources.

OMEGA is conducting a survey about transportation in our region. Please follow the link below or complete a paper copy of the survey to let us know how you use your local rural transportation system, what is working well, and what are areas for improvement.

Please put paper copies in the envelope below. If you have questions or concerns, please contact Ben Turin, OMEGA's RTPO Program Manager, at (740) 439-4471 ex. 212 or bturin@omegadistrict.org.

TAKE THE 5 TO 10 MINUTE SURVEY BELOW:





Long-Range Transportation Plan Survey

1. In which County do you live?

Carroll
Columbiana
Coshocton
Guernsey

Harrison
Holmes
Muskingum
Tuscarawas

Other: _____

2. In which County do you work?

Carroll
Columbiana
Coshocton
Guernsey

Harrison
Holmes
Muskingum
Tuscarawas

Other: _____

3. What is your age group?

Under 19
20-34
35-49
50-64
65 and older

4. Do you work for a State or Local Government Organization?

Yes

No

Unsure

5. How do you typically get to your primary destination? (work, school, shopping, etc.)

Drive Alone
Carpool/Vanpool
Public Transportation
Ridesharing (Uber/Lyft/etc.)
Bike
Walk
Other: _____



6. How long does your commute to this destination take? (in minutes)

Less than 10

11-30

31-60

More than 60

7. How many miles does your normal commute to this destination take?

Less than 5

6-10

11-30

31-60

More than 60

8. What improvements would make your commuting experience better? (Check all that apply)

<input type="checkbox"/>	Smoother pavement	<input type="checkbox"/>	Additional signaling at intersections
<input type="checkbox"/>	Visibility of pavement markings	<input type="checkbox"/>	Additional signage
<input type="checkbox"/>	Increased shoulder width	<input type="checkbox"/>	Addition of turn-only lanes
<input type="checkbox"/>	Additional street lighting at intersections/interchanges	<input type="checkbox"/>	Replace traditional intersections with roundabouts
<input type="checkbox"/>	Other: _____		

9. Have you used public transit (eg., bus, driving assistance, etc.) within our region within the past year?

Yes

No

Unsure

10. In your opinion, how much does economic growth & development impact our region's transportation system?

Major impact

Minor impact

No impact



11. How would you rate the following priorities as related to transportation?

	Extremely Important	Somewhat Important	Neutral	Somewhat Unimportant	Extremely Unimportant
Maintaining Roads/Bridges					
Relieving Traffic Congestion					
Increasing/Improving Passenger Rail Service					
Increasing/Improving Freight Rail Service					
Increasing/Improving Roadway Safety					
Increasing/Improving Connections Between Multiple Transportation Modes					
Increasing/Improving Bicycle/Pedestrian Facilities					
Increasing/Improving Public Transit					
Increasing/Improving Facilities for Amish Road-Users					
Reducing Distracted Driving Behavior					

12. Of the topics listed, what single issue is most important to you? (choose one)

- Maintaining Roads/Bridges
- Relieving Traffic Congestion
- Increasing/Improving Passenger Rail Service
- Increasing/Improving Freight Rail Service
- Increasing/Improving Roadway Safety
- Increasing/Improving Connections Between Multiple Transportation Modes
- Increasing/Improving Bicycle/Pedestrian Facilities
- Increasing/Improving Public Transit
- Increasing/Improving Facilities for Amish Road-Users
- Reducing Distracted Driving Behavior



13. Over the past 3 years, how would you say the following driving behaviors have changed?

	Greatly Increased	Increased	Stayed the Same	Decreased	Greatly Decreased	Don't Know
Distracted Driving						
Impaired Driving						
Dangerous or Unsafe Driving						

14. In your opinion, Ohio's transportation system (e.g., highways, bridges, rail network, canal ways, etc.)
is currently acceptable
needs minor improvements
needs major improvements

15. If the transportation system needs improvement, in what area is it most needed?

--

16. In your opinion, what is the most important transportation concern facing the OMEGA Region today? (short answer)

--

Responses Overview Closed

Responses

151



Average Time

04:57



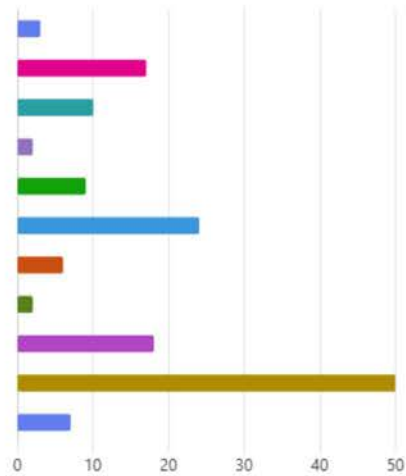
Duration

151 Days



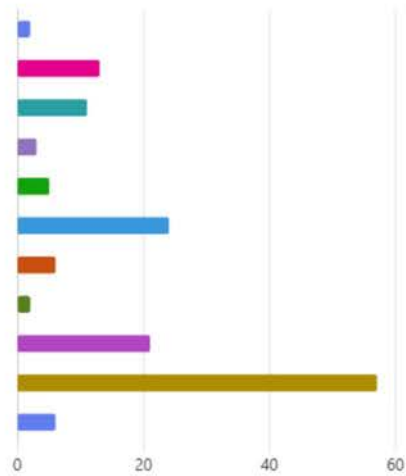
1. In which County do you live?

Belmont	3
Carroll	17
Columbiana	10
Coshocton	2
Guernsey	9
Harrison	24
Holmes	6
Jefferson	2
Muskingum	18
Tuscarawas	50
Other	7



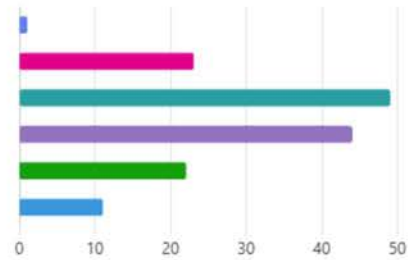
2. In which County do you work?

Belmont	2
Carroll	13
Columbiana	11
Coshocton	3
Guernsey	5
Harrison	24
Holmes	6
Jefferson	2
Muskingum	21
Tuscarawas	57
Other	6



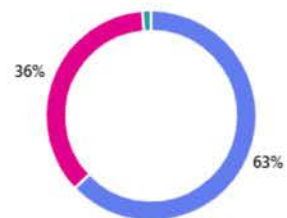
3. Which age group do you belong to?

19 and under	1
20-34	23
35-49	49
50-64	44
65 and above	22
Other	11



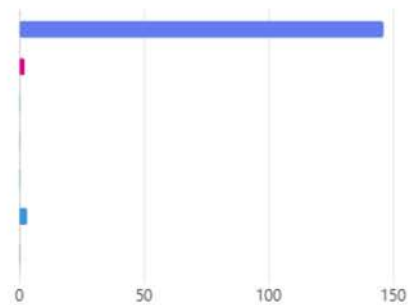
4. Do you work for a State or Local Government Organization?

Yes	95
No	54
Unsure	2



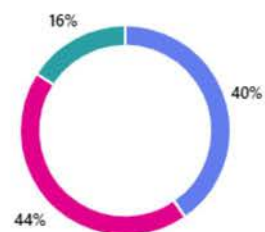
5. How do you typically get to your primary destination? (work, school, shopping, etc.)

Drive Alone	146
Carpool/Vanpool	2
Public Transportation	0
Ridesharing (Uber/Lyft/etc.)	0
Bike	0
Walk	3
Other	0



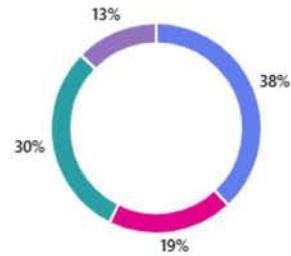
6. How long does your commute to this destination take? (in minutes)

Less than 10	61
11-30	66
31-60	24
More than 60	0



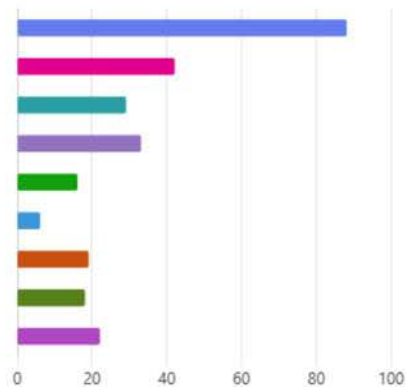
7. How many miles does your normal commute to this destination take?

Less than 5	57
6-10	29
11-30	45
31-60	19
More than 60	0



8. What improvements would make your commuting experience better? (Check all that apply)

Smoother Pavement	88
Visibility of pavement markings	42
Increased shoulder width	29
Additional street lighting at intersections/interchanges	33
Additional signaling at intersections	16
Additional signage	6
Replace traditional intersections with roundabouts	19
Addition of turn-only lanes	18
Other	22



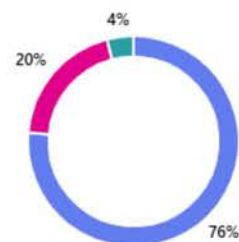
9. Have you used public transit (eg., bus, driving assistance, etc.) within our region within the past year?

Yes	4
No	144
Unsure	2



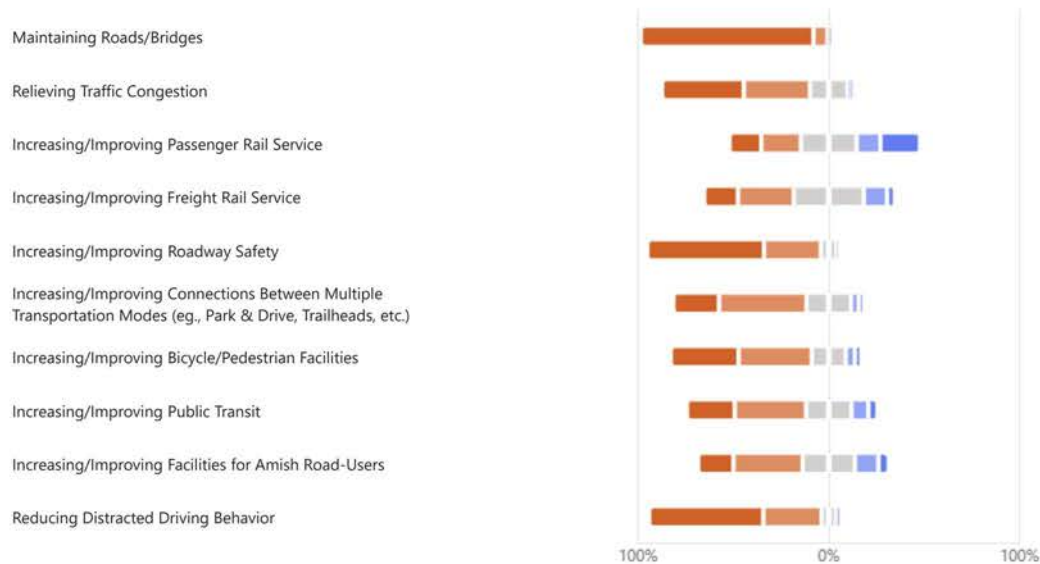
10. In your opinion, how much does economic growth & development impact our region's transportation system?

Major impact	113
Minor impact	29
No impact	6



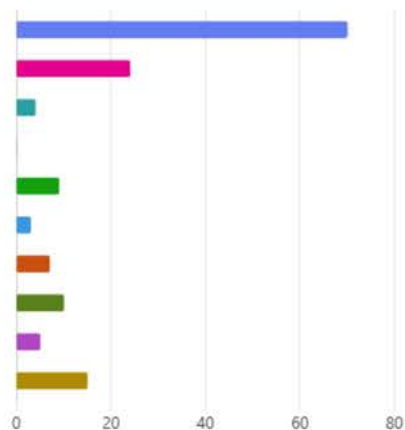
11. How would you rate the following priorities as related to transportation?

Extremely Important Somewhat important Neutral Somewhat unimportant Extremely unimportant



12. Of the topics listed, what single issue is most important to you? (choose one)

Maintaining Roads/Bridges	70
Relieving Traffic Congestion	24
Increasing/Improving Passenger Rail Service	4
Increasing/Improving Freight Rail Service	0
Increasing/Improving Roadway Safety	9
Increasing/Improving Connections Between Multiple Transportation Modes (Park & Drive,...	3
Increasing/Improving Bicycle/Pedestrian Facilities	7
Increasing/Improving Public Transit	10
Increasing/Improving Facilities for Amish Road-Users	5
Reducing Distracted Driving Behavior	15



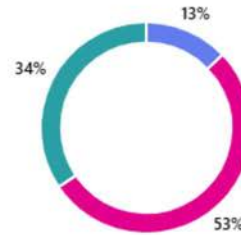
13. Over the past 3 years, how would you say the following driving behaviors have changed?

Greatly Increased Increased Stayed the Same Decreased Greatly Decreased Don't know



14. In your opinion, Ohio's transportation system (eg., highways, bridges, rail network, canal ways, etc.)...

● is currently acceptable	19
● needs minor improvements	78
● needs major improvements	51



15. If the transportation system needs improvement, in what area is it most needed?

114

Responses

Latest Responses

"Pay-per-use scooters are a big "YES we need them!" And possible bus transit as w..."
"highways & bridges"

...

30 respondents (26%) answered Road for this question.

Word cloud for "Road" question. Key terms include: Road, highways, bridge infrastructure, public transportation, traffic flow, rural areas, maintenance and road, traffic congestion, improvements, need, major roads, Bridge Improvement, new roads, Road and Bridge, Repair roads, county roads, Better roads, routes, increased.

16. In your opinion, what is the most important transportation concern facing the OMEGA Region today? (short answer)

122

Responses

Latest Responses

"It would be beneficial to provide rail passenger service to small towns so that peo..."
"The inaccessibility of various businesses whose distances could be shortened by t..."

...

20 respondents (16%) answered Road for this question.

Update

Word cloud for "Road" question. Key terms include: Road, Traffic, needs, Road and Bridge, OMEGA Region, County, truck traffic, people, infrastructure, improvements, State, bike, highways, Traffic congestion, Traffic flow, Better road, public transportation, route, roadways, areas.

SPRING ENGAGEMENT

- *Email circulation*
- *Slides*
- *Attendance lists*
- *News coverage*

From: Ohio Mid-Eastern Governments Association <kblakley@omegadistrict.org>
Sent: Friday, March 7, 2025 8:06 AM
To: Ben Turin
Subject: OMEGA Holds Regional Transportation Public Meetings



OMEGA Holds Regional Transportation Public Meetings

The Ohio Mid-Eastern Governments Association (OMEGA) will be hosting a series of public meetings regarding the regional transportation system on the following dates and locations:

- **Friday, March 14, 2025** - from 3:30 pm to 5:30 pm at the Carroll County District Public Library, 70 Second Street NE, Carrollton, OH 44615. [Register Here!](#)
- **Tuesday, March 18, 2025** - from 8:00 am to 9:30 am at the Tuscarawas County Economic Development Corporation Office, 339 Oxford Street, Dover, OH 44622. [Register Here!](#)
- **Thursday, March 20, 2025** - from 4:30 pm to 6:30 pm at the Lepper Library, 303 Lincoln Way, Lisbon, OH 44432. [Register Here!](#)
- **Saturday, March 22, 2025** - during the Holmes County Township Breakfast at Harvest Ridge from 8:00 am to 11:00 am, 8880 SR-39, Millersburg, OH, 44654. [Register Here!](#)
- **Tuesday, March 25, 2025** - from 3:00 pm to 5:00 pm at The Coshocton County Community Room, 637 Chestnut Street, Coshocton, OH 43812. [Register Here!](#)
- **Thursday, March 27, 2025** - from 3:30 pm to 5:30 pm at the Guernsey County Library – Crossroads Branch, 63500 Byesville Road, Cambridge, OH 43725. [Register Here!](#)
- **Tuesday, April 1, 2025** - from 4:00 pm to 6:00 pm at the Puskarich Public Library, 200 E Market St, Cadiz, OH 43907. [Register Here!](#)
- **Thursday, April 3, 2025** - from 2:00 pm to 4:00 pm at the Muskingum County Conference & Welcome Center, 205 N 5th Street, Zanesville, OH 43701. [Register Here!](#)

The primary focus of each meeting will be to discuss the draft Regional Transportation Improvement Plan for 2026-2029 and the Long-Range Transportation

Plan (2025-2050) update with a focus on projects in the county where each meeting is being held. These plans include transportation projects in Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties and will be available at the

following: <https://omegadistrict.org/programs/transportation/rtip/> and <https://omegadistrict.org/programs/transportation/plan2020/>.

Local officials and members of the public will have an opportunity to receive information and share their thoughts regarding transportation projects under development and implementation in the OMEGA region. Representatives from the Ohio Department of Transportation (ODOT) will all be in attendance to answer project-related questions. OMEGA will be seeking public input and comments on the four-year regional transportation plan and the twenty-five year Long-Range Transportation Plan.

Please contact Ben Turin, RTPO Program Manager, OMEGA at bturin@omegadistrict.org or (740) 439-4471, ext. 212 for more information.

OMEGA's mission is to provide a pathway to enhance community and economic growth in our region. OMEGA serves 10 counties in Eastern Ohio: Belmont; Carroll; Columbiana; Coshocton; Guernsey; Harrison; Holmes; Jefferson; Muskingum; and Tuscarawas.

Connecting Communities to Resources

Ohio Mid-Eastern Governments Association | 326 Highland Avenue Suite B | Cambridge, OH 43725 US

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Long Range Plan

Document

- Existing state of the region

Forecast

- Demographics and transportation needs

Strategize

- Projects and strategies for 2025-2050



LRTP Strategies & Recommendations

LRTP Goals

Preservation

Safety

Development

Resiliency

Quality of Life

Draft 2026-2029 STIP Public Involvement Open House

Carroll County March 14, 2025 • 3:30 - 5:30 p.m.

Name	Representing	Address	Phone	Email
1. Valerie Gardner	Sherradsville	POB 31 Sherradsville	44675 740-269-5025	villagraftsherrad@hottmail
2. Karen Love	Leesville	POB 204 Leesville	44639 740-269-2043	leesvillevillage@gmail
3. David Hoffman	ODOT		330-308-3908	david.hoffman@dot.ohio.gov
4. DAN LORENTZ	ODOT DI		(330) 308-7875	Dan.lorenz@dot.ohio.gov
5. Amy Herkless	Dellroy	PO Box 174 Dellroy	44620 330-735-3228	villageofdelroymayor@gmail.com
6. Carl Langen	Augusta Twp	3005 Aurora Dr NE Coalt	330-328-1621	Augusta Twp@gmail
7. Sonya Tribonich	Carroll County Transit	2805 Commerce Dr Carrollton	330-627-1900	sherradvillecarrollcountytransit@ohio.us
8. Eric Stehshulte	MUCD	2030 Reiser Ave SE	330-343-6647	eric@omucd.org
9. Dylan Sayre	MUCD	2050 Reiser Ave SE	330-343-6647	dsayre@omucd.org
10. Mica Matherly	Leesville	PO Box 114 Leesville	44639 330-920-7828	matherlymica@gmail.com
11. Maura McDevitt	Leesville	80 South Commerce	330-605-6905	
12. Brad Tice	OMEGA			
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Please print clearly • Contact information is optional.

Draft 2026-2029 STIP Public Involvement Open House

Tuscarawas County March 18, 2025 • 8:00 - 9:00 a.m.

Name	Representing	Address	Phone	Email
1. Doug Bachman	Tuscarawas County		(330) 339-6613	bachmand@co.tuscarawas.oh.us
2. Jason Pickett	Kimbler		330-204-2726	jpicket@hntb.com
3. Bob G. Day	City of New Philadelphia		330.364.4491	gday@newphilch.com
4. Ron McAnien	City of New Phila		330 364 4444	rmcni@newphilch.com
5. Scott Warner	ODOT D11		330-308-7838	scott.warner@dot.ohio.gov
6. DAN LORENZ	ODOT D11		(330) 308-7875	Dan.lorenz@dot.ohio.gov
7. FRED VOGEL	ODOT-J&C		(414) 312 9639	fred.vogel@dot.ohio.gov
8. MARLENE THOMPSON	TCFAC		330.691.5355	mthomp@tcfac.com
9. Ben Trew	OMEGA			
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Please print clearly • Contact information is optional.

Draft 2026-2029 STIP Public Involvement Open House

Columbiana County March 20, 2025 • 4:30 - 6:30 p.m.

Name	Representing	Address	Phone	Email
1. Tom Buten	Col. Co. Park Dist	130 Maple St, Lisbon,	330-301-0536	buten5@gmail.com
2. Scott Warner	OOT DA		330-308-2838	scott.warner@dot.ohio.gov
3. Paul Herman	OOT DA		330-308-3969	paul.herman@dot.ohio.gov
4. Steve Baird	East Palestine	85 N. Market St, Palestine	330-501-2040	S.Baird@EastPalestine-oh.gov
5. Troy Gaff	Col. County Eng	235 S. Market St, Lisbon	330-424-1740	tgaff@ccceng.org
6. Hailey Taylor	Village of Eastonia	308 E. Main St, Eastonia	734-575-1608	hailey.taylor@eastonia.org
7. Jesse Wilison	City of Columbus	98 W. Front St, Columbus	330-719-9502	jess.wilison@columbusohio.gov
8. B. Vernon	City of Liverpool	126 W. 6th St, E.H.O	330-376-6584	BVernon@cityofliverpool.com
9. Joe Caputo	Salon	231 S. Broadway, Salem	330-332-4241	searredirectory@cityofsalon.org
10. Bobby Smith	East Liverpool	126 W. 6th St, E.H.O	330-708-4884	mayor1@eastliverpool.com
11. Ben Turen	OMEGA			
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Please print clearly • Contact information is optional.

Draft 2026-2029 STIP Public Involvement Open House

Coshocton County March 25, 2025 • 3:00 - 5:00 p.m.

Name	Representing	Address	Phone	Email
1. Ben Tamm	OMEGA			
2. Jeff Barbera (retired)	Orangetown Twp			
3. Jesse Tibbs	West Liberty			
4. Tiffany Sargent	Coshocton Port Authority			
5. Mary Beck	Coshocton County Commissioners			
6. Tisha Barbera	Genesee			
7. Max Goun	City of Coshocton			
8. Fred Wachtel	Coshocton Co. Eng			
9. Ben Boyer	DOIT OS			
10. Mark Mills	City of Coshocton			
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Please print clearly • Contact information is optional.

Draft 2026-2029 STIP Public Involvement Open House

Guernsey County March 27, 2025 • 3:30 - 5:30 p.m.

Name	Representing	Address	Phone	Email
1. Ben Teter	OMEGA			
2. Paul Sitarney	GLB			
3. Yllhousie	oor ds			
4. Nick Cunningham	CDC			
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Please print clearly • Contact information is optional.

Draft 2026-2029 STIP Public Involvement Open House

Harrison County April 1, 2025 • 4:00 - 6:00 p.m.

Name	Representing	Address	Phone	Email
1. Scott Warner	ODOT D11	2201 Reiser Ave. SE, Mount Vernon, OH 44443	330-308-7835	scott.warner@dot.ohio.gov
2. DAN LORENZ	ODOT D11	"	"	dlorenz@dot.ohio.gov
3. Cornelia Wagner	Harrison News-Herald		616 329 5379	agrace@alonovus.com
4. DAVID WHEELER	HAV CO CIR		330-691-5576	dmwhe@hvcfr.com
5. Dustin Corder	The Columbusian	100 W Market Ave	330-573-5800	dorderc@harrisoncountyohio.gov
6. Paula Beamer	Village of Bowerton	P.O. Box 33 Bowerton OH 44695	330 284 1160	Pbeamer79@gmail.com
7. Jeremiah Warner	Village of Bowerton	P.O. Box 485 Bowerton OH	716 249 0592	warnerjb@gmail.com
8. Brandon Lindsey	Village of Cadiz	128 Court St Cadiz OH 45907	740 491-1074	vlindsey@cadizco
9. R. Kevin Jones	Village of Cadiz	128 Court St. Cadiz OH 45907	740-491-1247	rkjones@cadizco
10. Joe Petro	Village of New Athens	161 S. Main New Athens	740 238 1253	petrojo670@gmail.com
11. Neal Dauson	Goetzburg Township	48319 Avondale Rd Hopedale	740-381-5103	
12. Ben Turu	OMEGA			
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Please print clearly • Contact information is optional.



SIGN-IN SHEET

Draft 2026-2029 STIP Public Involvement Open House

Muskingum County April 3, 2025 • 2:00 - 4:00 p.m.

	Name	Representing	Address	Phone	Email
1.	Dalton Flinn	Village of New Concord	2 West main street	740 607 9577	dflinn@newconcord-oh.gov
2.	Jennifer Lyke	"	"	740-408 1386	jlyke@"
3.	Steve Bours	COZ	401 Market St.	740-6617-4734	stephen.bours@coz.org
4.	Alexis Buchanan	"	"	740-1017-1999	alexis.buchanan@coz.org
5.	Eric Reed	Muskingum County	401 Main Street, Zanesville	740-455-7127	ereed@muskingumcounty.org
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Please print clearly • Contact information is optional.



Ohio
Department of
Transportation



SIGN-IN SHEET

Draft 2026-2029 STIP Public Involvement Open House

Muskingum County April 3, 2025 • 2:00 - 4:00 p.m.

Name	Representing	Address	Phone	Email
1. <u>Ben Tyler</u>	<u>OMEGA</u>			
2. <u>BEN BOYEN</u>	<u>ODOT DS</u>			
3. <u>Mark Feicher</u>	<u>MCEO</u>			
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Please print clearly • Contact information is optional.

03/22/25 Holmes County Highway Department Twp Meeting					
	Name	Department	Email	Phone number	
1	Bill Hu F F m Au	Holmesville Council	W H F F m Au exco.Hh.com	919-606-1954	
2	Roseanne Miller	Glenmont Council	rm22191@gmail.com	330-763-0914	
3	Lee Ann Dial	Glenmont Council	ld1118176dial@du.edu	330-600-0880	
4	Jason Bretz	Glenmont Council	Jayman534@yahoo.com	330-763-1380	
5	Chad Cline	Killbuck Twp	CmCline@ontario.mn.com	330-231-7841	
6	Delbert Schlach	Berlin Twp	DN.Schlachad@frontier	330-931-1910	
7	Reren Gutter	Holmes Swed	KGutter@co.holmes.mn.us	330-600-3107	
8	Gary L Morris	Knox Twp		330 377 5448	
9	Bob Shoemaker	Millersburg Council		330 473-7715	
10	Ross Gable	OSP	rgable@dps.ohio.gov	330 264 0575	
12	TOM YOUNG	Village of Jaraville	TomYoung@EMS.NL.COM	330-473-0935	
13	Troy Berger	Sil Water	tberger@co.holmes.oh.us	330-600-3102	
14	Mart Hinson	State Dept	mart.hinson@dichous.gov	614 322 9399	
15	Sarah Bunchholder	Holmes Health Dept	sbunchholder@holmeshealth.org	(330) 674-5035	
16	Larry Ogi	Knox Twp		330-377-4461	
17	Jovan Barber	Clark Twp	Jovanbarber@gmail.com	330-231-6911	
18	Martin Miller	Nashville Council	mil108781@gmail.com	330-763-0422	

03/22/25 Holmes County Highway Department Twp Meeting					
	Name	Department	Email	Phone number	
1	Vince Ciccomitti	Washington Twp	Vince.Ciccomitti@gmail.com	419-651-0559	
2	Robert Lutz	Glenmont	jdlin87@hotmail.com	330-763-1035	
3	Jason Troyer	HC EMA	jtroyer@co.holmes.oh.us	330-590-0819	
4	Kim Kandel	Salt Creek Twp	saltcreek0550@gmail.com	330 7634982	
5	Dale Sprang	Ripley	dalsprang@yahoo.com	330-621-4142	
6	Jason Schuch	Ripley	jasonschuch@hughes.net	330-466-3531	
7	Dave Yoder	Clark	Dave.Yoder@excavation.com	330-231-0075	
8	Chuck Sweeney	ODOT	Charles.Sweeney@dot.ohio.gov	330-260-2017	
9	Mike Kandel	Salt Creek Twp	mickandel@aol.com	330-347-0292	
10	Paul Hernen	ODOT	paul.hernen@dot.ohio.gov	330-308-3969	
12	Kathleen Skofmutter	Knox Twp	knoxtownshipholmesco@gmail.com	330-231-7071	
13	Kevin Miller	Ripley	Kremiller207@cloud.com	330 2315291	
14	Dan Evans	Harvest Ridge	Manager@harvestridgeoh.com	330-600-4725	
15	Tiffany Gerber	Chamber	tiffany@holmescountyoh.com	674-3975	
16	Linda Campbell	Monroe	monroetwp44654@yahoo.com	330-231-0920	
17	Mark Maxwell	Mechanic	M6777359@gmail.com	330-201-8664	
18	Rick Allison	Village of Killbuck	VokMayor@gmail.com	330-763-3670	

19	Kyle Brooks	OTA		330-608-1854
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39	Susan Schrie	Commissioners	hc@co.holmes.oh.us	330-763-3217
40	Ty Jushie	ODOT	tyjushie@dot.ohio.gov	740-391-1080
41	DAVID HOFFMAN	ODOT	David.Hoffman@dot.ohio.gov	330-308-3908
42	Matt Muzic	Prosecutor	mmuzic@co.holmes.oh.us	440-669-4879
43	Dan Schlappach	Berlin Twp Trustee	dan@co.holmes.oh.us	330-231-8650
44	Tant Flickinger	Fiscal Officer	btholmesco@yahoo.com	330-231-0964
45	Ben Turku	ONEGA	btrineonega@btrine.org	
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58	Tim Hurling		Paint Temp		330-317-4142
59	Eric Strouse		Commissioner		330-768-1418
60	Kirk Judson		ODOT		Kirk Judson @ dot.OHio.gov 330-940-2467
61	Danny Ray Campbell		Sal Creek		330-231-5072
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Transportation Plans Underway as OMEGA and ODOT Conclude Final Meeting

April 4, 2025 [Aniyah Hart](#)



ZANESVILLE, OH—Transportation improvements could be on the way for Muskingum County and surrounding areas as OMEGA and ODOT gathered at the Welcome Center on Thursday.

The meeting, hosted by OMEGA and ODOT, focused on future transportation plans and funding opportunities for the region.

This was the eighth and final meeting in a series of discussions about transportation planning across the region. Community leaders and county representatives were encouraged to attend to learn about projects for years to come.

“OMEGA has several transportation plans that we have to upkeep for the region, and a required part of that process is doing public engagement. This is our engagement for Muskingum County. We’ve had meetings over the past month in the other eight counties that we serve for transportation planning and grant funding,” said Ben Turin, Regional Transportation Program Manager for OMEGA. “We’re here to talk about the projects ODOT has coming up over the next four years, as well as put together a wishlist for the county of transportation projects they want to see over the next 25 years.”

For those interested in getting involved, the public comment period is open until April 11. Residents can review draft documents and project lists by visiting OMEGAdistrict.org.