

Form Name: Ped/Bike Special Solicitation Short Term Infrastructure Application
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Location: 37.7047, -122.1245

APPLICANT INFORMATION

Applicant Type	City/Village
Primary Contact	Shane Gunnoe
Title	Mayor
Agency/Organization	City of Dover
Email	shane.gunnoe@doverohio.com
Phone	3303436726
Address	110 East 3rd Street Dover, OH 44622
What MPO/RTPO Area?	OMEGA
ODOT District	11

PROJECT OVERVIEW

Project description	This project will cover four of the remaining 10 segments of the Ohio & Erie Towpath Trail within the Dover City Limits. Each segment will be either a widened sidewalk, buffered bike lanes, and off-road trail (in Canal Dover Park). The intersection improvements will include high visibility crosswalks, improved signage, and enhanced striping. The project begins in Canal Dover Park, travels southeast along Tuscarawas Avenue, turns east along W Shafer Avenue, and finally travels south along Union Avenue to the Dover/New Philadelphia border.
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Project Countermeasure Map	https://www.formstack.com/admin/download/file/17357279008
Photo of Existing Condition	https://www.formstack.com/admin/download/file/17357279011
Population of municipality / area impacted	13,112
Are K-12 students a major population impacted by the project?	Yes- project very much tied to student travel to school
Please list name of key school(s) and addresses.	Dover South School (Elementary) - 280 E Shafer Ave, Dover, OH 44622
Total Funding Requested	2,154,097.52

Total Project Cost	2,570,611.37
Phases that the funds are requested for (select all that apply):	Construction
Are you requesting ODOT task order consultant assistance with project design?	No
Certified Cost Estimate	https://www.formstack.com/admin/download/file/17357279021
Budget Breakdown	https://www.formstack.com/admin/download/file/17357279022
Is R/W required for this project - temporary or permanent?	No
Optional Miscellaneous Project Attachment	https://www.formstack.com/admin/download/file/17357279025

Questions

How is this particular project developing a more complete network for walking and/or biking to destinations?	Neighborhood and city streets in Dover and New Philadelphia are relatively bike-friendly, but roads connecting the two towns are not and have no measurable degree of protection for cyclists; it is of utmost importance to create a safe connection between the two towns. The need for safe connections between the cities cannot be overstated as the connecting roads are generally heavily traveled by cars and trucks. The proposed project will greatly enhance safe passage for cyclists, primarily connecting the Canal Dover Park, which is within two blocks of Dover's downtown, with bike-friendly areas of the City of New Philadelphia like the downtown and ultimately Waterworks Park. Approximately 2/3 of the project overlaps Dover's urban bike path, which links two parks, 4 schools, a historical museum, and the Tuscarawas County YMCA as well as covering approximately 1 mile of scenic riverfront and linking to an additional half mile within the Canal Dover Park. The completion of this project will greatly enhance safety by providing a separated bike and pedestrian facility between the two towns and it will also complete a vitally important missing segment in a highly used statewide trail, adding measurably to the eventual completion of the Ohio Erie Towpath.
How will the proposed project address specific safety issues and/or improve safety for people walking or biking?	This project will create dedicated facilities for walking and biking to separate people from traffic which is especially important on the thoroughfares which make up about 70% the project length. There were four bike and pedestrian crashes within the past five years along or near the proposed route including one crash with serious injuries. The project also includes proven safety countermeasures such as high visibility crosswalks.

Why else will this project advance statewide ped/bike goals?

Connectivity - this project will create connections to and from the riverfront park for residents and visitors of Dover where there is currently only a standard sidewalk network.

Network Utilization - this creates a clear and safe route for people to travel across Dover without driving and more easily reach downtown and the riverfront from their homes

Safety - as discussed above, this will be a separated facility which is the safest option for cyclists and pedestrians

Equity - the trail will pass through one of the lower-income areas of Dover, increasing access for households who are less likely to have a car and to reduce the number of vehicle trips they need to take

Livability - this segment of the Towpath Trail will encourage people to walk and bike more often which leads to better public health outcomes and human scale development in adjoining parcels

Why is funding from ODOT necessary for this project?

The City of Dover and Tuscarawas County do not have the necessary funds to complete this work on our own.

What GEOID(s) is project located in?

391570211001

Is project location in USDOT Disadvantaged Census Tract (USDOT)?

Yes

Why and how was this project prioritized?

This is one of the final segments of a fully separated 101-mile trail of statewide significance. The City of Dover has been doing its part to secure funding to complete the segments within its borders to achieve the vision of the towpath trail conceived over 30 years ago.

Option to attach plan or portion of a plan outlining this project

<https://www.formstack.com/admin/download/file/17357279063>

Please identify who will be the local lead on the project and how much of their time will be dedicated to project implementation.

Describe the strengths of your agency in implementing this project

Dover has a history of assembling funding packages for bicycle and pedestrian projects within our borders and in tandem with county and regional partners, like Tusc Parks, OMEGA, and the Ohio & Erie Canalway Coalition.

Why is this a good timing for your community to implement this project?

There is a lot of momentum and funding for recreation projects especially in Appalachia, before the BIL dollars run their course. Additionally, Tuscarawas County has built out its bicycle and pedestrian network over the past decade outside of the municipal corporations, so this will help bring people from those trails into Dover.

Describe any infrastructure projects your community has undertaken in the last 10 years to improve walking or biking.

In the last ten years the city of Dover has added a lighted path for its riverfront park and two access paths for a total of 6,800' of pathway, expending \$1,339,500.59 for right of way acquisition, engineering, related earth moving, electrical for lighting, etc. In the same timeframe the city has installed 5,734' of sidewalk, expending \$705,408.11; additional pedestrian infrastructure includes a 2,112' paved path in its 23rd Street park for a project cost of \$185,041.05. An urban bike route has been identified totaling 11.24 miles, and the northern portion, totaling 5.95 miles has been completed. In summary, Dover has expended \$2,229,9494.75 in adding 14,676' of new pedestrian hard infrastructure in the last decade, as well as gaining 31,416' of urban bike route (via signage, at a minimal cost) with a planned additional 28,195' to be added in the near future.

Project Example <https://www.formstack.com/admin/download/file/17357279068>

Has your community been previously funded for a SRTS or TAP infrastructure project since 2020? Yes, the project is currently being implemented

Final Checks

I confirm that the project can be in construction by June 30, 2026. Yes

I confirm that the community is prepared to fund project cost overages Yes

I confirm that all information provided in this application is accurate Yes

Signature

A handwritten signature in black ink, appearing to read "Ben Turin", is written over a horizontal line. The signature is fluid and cursive, with a large, stylized 'B' at the beginning.

Print Name of Submitter Ben Turin