

Form Name: TAP Application - 2026
Submission Time: November 30, 2025 1:44 pm
Browser: Chrome 142.0.0.0 / Windows
IP Address: 174.105.168.174
Unique ID: 1408121266
Location: 40.3869, -82.4901

Applicant Information

Sponsoring Local Government's Name Village of Gambier

Local Government's Contact Person Courtney DeCosky

Local Government's Mailing Address 115 Meadow Lane

City, State Zip Code Gambier

Contact's Email Address villageadministrator@villageofgambier.org

Contact's Phone Number 7404272671

Please Select ODOT District in which Project will be Built District 5

Municipality Population (Most Current Figures) 2213

Census Tract Number(s) 39083007301

Project Information

Project Name Village of Gambier Multimodal Improvements

Total Project Cost (Estimate) 1,122,759.79

State Congressional District 12th

County (or Counties) in which the Project is Located Knox

Why did the Municipality prioritize this project over any other the Municipality may be considering?

Pedestrian activity in the proposed project area is significant, with approximately 1,800 Kenyon College students, 250 elementary school children, and numerous Gambier residents walking and bicycling these corridors daily. Over the past two years, there have been two pedestrian-related crashes, including one that resulted in a serious injury. These incidents highlight the need for safer infrastructure. The proposed multimodal improvements will substantially enhance safety for pedestrians of all ages by reducing vehicle speeds and increasing network connectivity. In addition to preventing future injuries, the project will strengthen the vitality and overall quality of life in our community by creating a safer, more accessible environment for residents, students, and visitors.

Indicate the SINGLE category for which the application is being submitted

Bicycle and Pedestrian

Project Description

The Village of Gambier is proposing a Transportation Alternatives Program (TAP) project to implement critical pedestrian safety, accessibility, and network connectivity improvements across three high-use corridors: Wiggin Street, the Chase/Gaskin Avenue corridor, and the South Acland/Duff Street corridor. These corridors serve schools, community destinations, student housing, and key pedestrian generators, making them central to the Village's nonmotorized transportation network. The proposed improvements address documented safety concerns, eliminate barriers to ADA-compliant travel, and close gaps in the existing sidewalk and crossing network.

Wiggin Street Corridor:

Improvements along Wiggin Street are designed to calm traffic and enhance pedestrian visibility at key crossings. The project includes installing curb bump-outs with raised crosswalks, constructing additional sidewalk and curb sections, and adding a rubber speed hump at the east end of the corridor. These elements will shorten crossing distances, slow vehicle speeds, and create safer, more predictable pedestrian movement between residential areas, campus facilities, and local services.

Chase and Gaskin Avenue Corridor:

This corridor will receive comprehensive accessibility and crossing upgrades. Planned improvements include ADA-compliant curb ramps, enhanced and high-visibility crosswalk signage, and installation of a Rectangular Rapid-Flashing Beacon (RRFB) at the northern end of the corridor, an area where rising vehicle speeds coincide with frequent pedestrian activity. Together, these improvements will elevate driver awareness, support safer crossing opportunities, and provide accessible routes for all users.

South Acland and Duff Street Corridor

Improvements in this corridor focus on strengthening safe and accessible pedestrian connections between student housing, recreational facilities, and the broader village network. Planned upgrades include high-visibility signage, improved crosswalk treatments, a new sidewalk segment to close a key network gap, and ADA-compliant accessibility improvements throughout the corridor.

For Bicycle/Pedestrian (Trails and Shared Use Paths) and Safe Routes for Non-Drivers (Sidewalks) Projects:

| | |
|--|---|
| How many intersections are eliminated by this facility? | 0 |
| How many driveways are eliminated by this facility? | 0 |
| Is there an alternative route to the facility? | No |
| Project - Check One | Not Applicable |
| Please Check One | Combination of On Road/Off Road |
| Roadway speed Trial or Sidewalk parallels | 25 MPH 35 MPH |
| Destinations that are easily accessible from, not simply near, proposed facility (check all that apply) | Residences Schools Employers Stores Restaurants Parks Libraries |

Indicate if the project is a part of an existing or proposed transportation or community development plan. Improving multimodal access and pedestrian safety in Gambier was identified as a high priority in the 2020 Gambier Strategic Plan, and a traffic study was completed in the area.

Does the proposed project need any type of Railroad coordination? No

If Railroad coordination is needed, has it begun? (Please enter N/A if no Railroad coordination is needed) N/A

Community Improvement Projects:

Provide number of esimated users and advise how this number was idendified. The traffic study documented a total of 1,638 pedestrian crossings at two Wiggin Street intersections between 7:00 a.m. and 7:00 p.m., representing the highest crossing volumes observed in the study area.

Provide a description of the site/view shed. Is the site/view shed of a National, State or Regional significance? The project area is on Wiggin Street between College Drive and just east of Quarry Chapel Road, Duff Street between Wiggin Street and Meadow Lane, S. Acland Street between Wiggin Street and Duff Street, Gaskin Avenue between Wiggin Street and Milnor Lane, and Chase Avenue between Milnor Lane and Kokosing Drive.

Environmental Mitigation Projects:

Please provide detailed account of the current /potential environmental issues. There are minimum or no environmental issues identified.

Recreational Trail Projects (These projects would allow Motorized users on the project)

Please provide a detailed description of the recreational purpose of the proposed trail. This is not a recreational trail project but a multimodal improvement.

Please describe any direct transportation benefit in addition to the recreational benefits. In addition to the recreational value of improved walking routes, the project delivers substantial direct transportation benefits for the Village of Gambier. Across all three corridors, the improvements create a safer, more connected, and accessible environment for pedestrians of all ages and abilities. By addressing speed management, installing ADA-compliant infrastructure, enhancing visibility at crossings, and eliminating sidewalk gaps, the project strengthens the reliability and safety of the Village's nonmotorized transportation system.

Indicate if the project is part of an existing or proposed transportation or community development plan. A comprehensive traffic study was conducted in 2019 by Carpenter Marty, and a follow-up analysis was completed in 2021, due to ongoing safety concerns raised by Village staff, elected officials, residents, and Kenyon College regarding pedestrian safety. The follow-up study verified the heavy pedestrian activity within the project area and reinforced the need for targeted improvements. Additionally, the 2020 Gambier Strategic Plan identified promoting pedestrian safety and expanding multimodal transportation options as priority community goals.

Has this project been previously submitted to the Ohio Department of Natural Resources for funding? No.

Safety

Please describe any and all Safety benefits this project will bring to the community

Safety benefits for the community will include:

Reduced Vehicle Speeds

Traffic-calming elements, including curb bump-outs, raised crosswalks, and an additional rubber speed hump, are strategically placed to slow vehicles, decrease stopping distances, and improve driver compliance at crossings. Lower speeds significantly reduce the likelihood and severity of pedestrian-vehicle collisions.

Safer, More Visible Crossings

Enhanced signage, high-visibility pavement markings, and upgraded crosswalk treatments increase driver awareness of crossing activity, particularly in locations with consistently heavy foot traffic. The installation of a Rectangular Rapid-Flashing Beacon (RRFB) at the high-risk northern end of the Chase/Gaskin corridor further improves yielding rates and provides predictable, well-controlled crossing opportunities.

ADA-Compliant and Accessible Infrastructure

New curb ramps and sidewalk connections ensure that individuals with disabilities, seniors, children, and others with mobility limitations can travel safely and independently. Eliminating barriers and ensuring continuous, accessible routes reduces unsafe behaviors such as walking in travel lanes or crossing at unmarked locations.

Reduced Exposure and Conflict Points

Curb bump-outs shorten pedestrian crossing distances and improve sightlines between drivers and pedestrians. Completing missing sidewalk segments gives pedestrians a dedicated, protected path, decreasing the likelihood of conflicts with vehicles, especially in areas connecting student housing and recreational facilities.

Improved Multimodal Network Safety

By creating a more connected and predictable pedestrian network, the project encourages walking for everyday trips, which reduces short-distance vehicle traffic. Fewer vehicle-pedestrian conflict points, paired with improved traffic behavior, creates a safer overall transportation environment.

Miscellaneous:

Will Right of Way be needed to complete this project (MUST be on existing publicly-owned property).

The majority of the project is within the Village right of way; however, a small portion of project improvements are located on property that is not currently publicly owned. The Village of Gambier will secure all required public access easements or right-of-way dedications prior to construction, ensuring permanent public access and compliance with TAP eligibility requirements.

Please list all public involvement efforts.

2019 Traffic Study (Carpenter Marty): Community-identified pedestrian safety concerns and crossing conditions informed the initial analysis of traffic patterns and pedestrian volumes.

2021 Traffic Study Follow-Up: Conducted in response to continued concerns from Village staff, elected officials, residents, and Kenyon College; confirmed heavy pedestrian activity and reinforced the need for improvements.

Gambier Strategic Plan (2020): Extensive public outreach through stakeholder meetings, workshops, surveys, and community discussions with residents, businesses, students, and institutional partners. Pedestrian safety and multimodal improvements emerged as top priorities and were incorporated into adopted community goals.

Public Discussions Following Pedestrian Incidents: Heightened community engagement through Village Council meetings and direct resident input following two pedestrian-involved crashes that underscored safety needs.

CORPO Planning & Engineering Award (2024): \$99,200 awarded for preliminary engineering and design, reflecting regional support and public prioritization of the project.

Design & Stakeholder Coordination (2024-Present): Selection of Strand Associates to develop a comprehensive multimodal plan with ongoing coordination between Village leadership, local stakeholders, and community partners to refine project concepts.

How would you develop this project if you only received partial funding.

If partial funding is awarded, the Village of Gambier will prioritize implementation of improvements along the Wiggin Street corridor between College Drive and South Acland Street, the segment with the highest pedestrian volumes. Traffic study findings identified two intersections within this area as experiencing the largest concentration of pedestrian crossings, underscoring the critical importance of targeted safety investments in this location. Initial funding would be directed toward installation of curb bump-outs with raised crosswalks, and sidewalk and curb improvements. These improvements provide the greatest immediate safety benefit by reducing vehicle speeds, shortening crossing distances, improving pedestrian visibility, and enhancing overall accessibility.

Improvements for the remaining corridor, Chase and Gaskin Avenues and South Acland and Duff Street, would remain shovel-ready and would be advanced as additional funding becomes available through future TAP cycles, local capital improvement programming, or complementary grant opportunities.

By prioritizing the highest-risk corridor first, the Village ensures that any level of awarded funding results in meaningful, measurable safety outcomes while maintaining a phased approach toward completion of the full pedestrian network improvement plan.

Project Cost Information:

Design Costs: Please only add Federal Funding in this section. If no Federal dollar in Design, please put \$0.00 in the boxes below.

| | |
|-------------------------------------|--------|
| Fiscal Year | 2026 |
| Design Cost Federal | 99200 |
| Design Cost Local | 24800 |
| Total Cost (Federal + Local) | 124000 |

Right of Way Costs: Only input funding if the project is a Rails to Trails project that is eligible for TAP funding in the Right of Way Phase.

| | |
|---|------|
| Total Federal (Rail Trail Projects Only) | 0.00 |
| Total Local | 0.00 |

Total - Federal +Local 0.00

Construction Costs:

Fiscal Year 2029

TAP Request 1066621.80

Local Contribution 56137.99

Total Costs 1122759.79

Construction Engineering:

TAP Request 0.00

Local Contribution 0.00

Total Costs 0.00

Total Project Costs:

TOTAL Local Contribution 80937.99

TOTAL TAP Funds Requested 1066621.80

TOTAL PROJECT COSTS 1246759.79

TOTAL Other Contribution Sources 99200.00

Checklist/Attachments

Additional Attachments (Please do not include attachments twice)

- Detailed Map of project location (8 1/2" x 11")
- Digital Photographs
- Detailed estimate of construction cost certified by professional engineer or architect
- Certified copy of Ordinance/Resolution
- Anything other attachments you would like the Committee to see

Signature



Attachment Estimate <https://www.formstack.com/admin/download/file/18835089812>

Attachment Employment Data <https://www.formstack.com/admin/download/file/18835089818>

Attachment Detailed Map <https://www.formstack.com/admin/download/file/18835089824>

Attachment Ordinance/Resolution <https://www.formstack.com/admin/download/file/18835089825>

Additional Attachments <https://www.formstack.com/admin/download/file/18835089826>

Additional Attachments <https://www.formstack.com/admin/download/file/18835089827>

Additional Attachments <https://www.formstack.com/admin/download/file/18835089828>

Additional Attachments <https://www.formstack.com/admin/download/file/18835089829>

Additional Attachments <https://www.formstack.com/admin/download/file/18835089830>

Conflict of Interest I have reviewed and will comply with the Ethics and Conflict of Interest laws including 23 CFR § 1.33, 23 CFR 636.116.and Ohio Revised Code sections 102.03, 2921.42 and 2921.43.
