

Loudonville ODOT TAP Application Summary

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- a. **Sponsoring Local Government's name: Village of Loudonville**
- b. **Local Government Contact: Garret DeWitt**
- c. **Local Government Mailing Address: 230 N. Water St. Loudonville, OH 44842**
- d. **City, State, Zip: Loudonville, OH 44842**
- e. **Contact's email address: g.dewitt@loudonville-oh.us**
- f. **Contact's phone: 419-994-3214**
- g. **Agency responsible for Long-term maintenance (if different from above): n/a**
- h. **Select ODOT District: District 3**
- i. **Municipality population: 2,766**

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- a. **Project Name: Loudonville Downtown Streetscape**
- b. **Municipality population: 2,766**
- c. **County in which the project is located: Ashland**
- d. **Total Project Cost: 3,843,720**
- e. **State Congressional District: 4**
- f. **Why did the municipality prioritize this project over any other the Municipality may be considering?** This project was prioritized through a comprehensive stakeholder and community engagement process over the course of a full year (see attachment "Loudonville Downtown Plan Final"). Of all proposed community projects, the Streetscape project was deemed by the community and steering committee to be the highest priority project for a variety of reasons, including the high degree of economic development impact the project will have on the Loudonville community. Loudonville has a downtown core which is home to a diverse array of residences, retail shops, restaurants, a school, a library, and a medical facility. Upgrading the pedestrian facilities in the downtown core to be more connected and safer for pedestrians will create an environment that will attract visitors and residents of Loudonville into the space to spend more time communing with one another and spending money in the space, which will increasingly contribute to the economic vitality of Loudonville as it is solidified as both a great place to visit and to live. Additionally, a massive investment is being made in the Loudonville-Mohican area in the form of the Mohican Greenway (<https://mohicangreenway.com/>), which is a pedestrian/bike trail currently under construction utilizing TAP funds from ODOT. This trail will connect from the Loudonville downtown core and existing bike path all the way to the existing Ohio to Erie Trail along the Mohican River, solidifying Loudonville as a premier tourist destination in Ohio. With the commencement of the Mohican Greenway and the anticipated resurfacing of the Loudonville downtown core by ODOT in 2027, the time is right to prioritize this project.
- g. **Indicate the category:** Bicycle and Pedestrian
- h. **Project Description:** In 2022, the Village of Loudonville initiated the process of creating a plan for the downtown, centered around West Main Street. The plan was formed through the collaboration of Village staff, task force members, stakeholders, businesses, and community members. Loudonville is in the heart of the Mohican Valley, which is quickly becoming one of Ohio's most popular recreational tourism destinations. One of the effects of the COVID-19 pandemic was the increased emphasis on nature and outdoor activities, boosting tourism to the region. Through a series of public engagement events and activities, four priority projects were identified and designed together to form a complete vision for the future of Loudonville. The project was formed based on community and task force feedback and developed through a collaborative process. The task force and community members prioritized Main Street improvements as the most important project out of all the identified. The West Main Street limits begin at Wood Street and culminate at Spring Street, approximately .27 miles of corridor, that connects Central Park through the heart of the downtown business core to Riverside Park located on the western edge of Downtown. West Main Street is the primary thoroughfare for the downtown but lacks amenities for pedestrians to walk down safely and comfortably the corridor to visit the businesses and shops. There is an opportunity to introduce pedestrian signals, improved crosswalks, seating, lighting, landscaping, and other amenities to improve the experience for the user. Vehicles tend to go at higher than posted speeds along Main Street, posing a safety concern. The proposed work would balance, improve mobility for pedestrians and vehicles along the corridor, and create a safer experience. The work would also tie into the Mohican Greenway, a multi-purpose trail connecting users throughout the Mohican Valley, to the

downtown via Riverside Park and Spring Street (see Loudonville Trail Concepts). The proposed improvements would positively affect the downtown business owners, residents, and visitors to the downtown.

- i. Please attach a project estimate: See Loudonville Streetscape Cost Estimate
- 3. Page 3
 - a. How many intersections are eliminated by the facility? 0
 - b. How many driveways are eliminated by this facility? 0
 - c. Is there an alternative route to the facility? no
 - d. Does project complete missing link on statewide, local, or n/a? n/a
 - e. Off-road or on-road facility? Off-road
 - f. Roadway speed? 25 mph
 - g. Destinations that are easily accessible from proposed facility: Residences, Schools, Employers, Stores, Restaurants, Parks, Libraries, Medical Facilities
 - h. Indicate if the project is part of an existing or proposed transportation or community development plan: It is part of a proposed plan of priority projects (see "Loudonville Trail Concepts" & "Loudonville Downtown Plan Final")
- 4. Safety
 - a. **Please list any and all safety benefits the project will bring to the community:** This project aims to provide an enhanced downtown streetscape to improve pedestrian safety and mobility and support the economic growth of downtown and Loudonville. Improved pedestrian safety and mobility. West Main Street is currently organized around motorized transportation and has limited pedestrian-friendly amenities. The right of way is approximately 80 feet wide, with one 21-foot-wide traffic lane in both directions. The existing sidewalk is approximately 12 feet wide, with an 8-foot on-street parking on both sides. Only one signalized intersection (Main and Water Street) has no pedestrian crossing signal and faded crosswalks. Street lighting is oriented to the vehicle and traffic lanes, with minimal sidewalk furnishes such as benches and trash receptacles. In the community survey, many respondents supported cohesive and aesthetically pleasing street lighting and furnishings along the corridor. Respondents also expressed a desire for pedestrian signals at key intersections, as well as street trees and vegetation. The proposed improvements would ensure efficient traffic movements with two 15-foot-wide travel lanes and maintain the on-street parking. An enlarged pedestrian zone would include enhanced landscaping for buffering, pedestrian-scaled lighting, and organized street furnishings, improving the pedestrian experience and encouraging walking. Other improvements would include pedestrian signals and enhanced crosswalks for safety. The work would also tie into the Mohican Greenway, a multi-purpose trail connecting users throughout the Mohican Valley, to the downtown via Riverside Park and Spring Street.
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 - a. Will right of way be needed to complete this project? Yes
 - b. **Please list all public involvement efforts:** The Loudonville Downtown Revitalization steering committee conducted initial surveys in October of 2022 with over 350 responses. A pop-up event and subsequent survey was then carried out in March of 2023 with 943 responses. Finally, a community open house took place on June 27th of 2023 where all Loudonville downtown priority projects with cost estimates were presented to the community and further public input was sought. There were over 100 community members in attendance. All results of all surveys and public input were posted online and compiled into a comprehensive plan (attachment "Loudonville Downtown Plan Final").
 - c. How would you develop this project if you only received partial funding? If we only received partial funding, we would have to prioritize the highest-impact portions of the Streetscape project itself and incrementally improve the Streetscape over time.
 - d. Identify Census Tract: 39005971100
- 6. Page 7:
 - a. Design Costs: 384,400
 - b. Right-of-way costs: \$0
 - c. Construction Costs
 - i. TAP Request: \$2,552,460
 - ii. Local Contribution: \$532,560
 - iii. Total Costs: \$3,203,020
 - d. Construction Engineering
 - i. TAP Request: \$256,300

- ii. Local Contribution: \$0
 - iii. Total Costs: \$256,300
- e. Total Project Costs: \$3,843,720
- f. Additional Attachments
- g. Detailed map of project location (West Main Streetscape Map)
- h. Digital Photographs (Site Context Photos)
- i. Detailed cost estimate certified by professional engineer or architect.
- j. Certified copy of ordinance/resolution
- k. Any other attachments you would like the committee to see – (Tourism Impact to the Mohican Valley, Mohican Greenway, Loudonville Downtown Plan – Final, Loudonville Trail Concepts)