



Fulton Road/Harrison Avenue/25th Street Intersection Improvement Project

Summary of Comments and Responses

The following comments were received as part of the public involvement activities for the proposed Fulton Road/Harrison Avenue/25th Street Intersection Improvement Project, which involves reconstructing the existing Fulton Road/Harrison Avenue/25th Street intersection into a roundabout in the City of Canton, Stark County, Ohio. An open house public meeting was held on April 9, 2026, from 5:00 PM to 7:00 PM at the Canton Garden Center to display the recommended preferred alternative and collect public input. Materials provided at the open house public meeting included a project fact sheet, National Environmental Policy Act (NEPA) brochure, roundabouts fact sheet, When ODOT Needs Your Property brochure, and a comment form. Additionally, the proposed design exhibit, project rendering, and a video simulation were on display for public review. Project information, including exhibits and handouts from the meeting, was also made available on the dedicated project website hosted by American Structurepoint: (<https://www.structurepointpublic.com/fulton25harrison>).

The City of Canton received comments in-person at the public meeting, by mail, email, phone, and through the project website. A total of 56 comments were received. Key concerns raised included:

- Pedestrian safety when crossing through the intersection
- Maintenance of traffic flow during special events and train crossings
- Preserving access to local businesses and minimizing disruptions during construction
- Ensuring motorists can safely navigate the proposed roundabout configuration
- Consideration of additional pedestrian improvements along nearby roadways and the existing bridge crossing

These topics are addressed in the responses below. Responses to all comments will be provided to all individuals who provided their contact information and will also be available on the dedicated project website. Additional public involvement, including project notifications, will take place as the design plans are developed.

Nature of Comment	Comment	Response
Project Development	Why are improvements proposed at this intersection and why is a roundabout preferred over a traditional intersection?	Previous studies have identified both safety and operational concerns at the Fulton Road/Harrison Avenue/25th Street intersection. A 2023 technical memorandum prepared by Gannett Fleming found that the intersection experienced 63 crashes between 2018 and 2022, exceeding the statewide average for similar roadway types. The analysis indicated that many crashes were associated with congestion and lane utilization issues. A subsequent traffic analysis completed by American Structurepoint in 2025 evaluated operations along the Fulton Road corridor and found that the close spacing of signalized intersections, particularly between the I-77 northbound ramp terminal and the Harrison Avenue/25th Street intersection, creates recurring traffic flow disruptions. These disruptions contribute to congestion, delays, and reduced operational efficiency, especially during peak travel periods. A roundabout was identified as the preferred alternative to improve traffic operations, mitigate crashes, and improve pedestrian access across Fulton Road.
Project Development	Why is the City asking for comments if the project design has already been decided?	Public comments are being requested because the project development process includes opportunities for public review and input before final decisions are made. While a preferred alternative may have been identified based on engineering analyses, safety considerations, environmental studies, and stakeholder coordination, public feedback remains an important part of the process. Comments received are reviewed and considered by the project team and may help refine project details, identify community concerns, and inform final design decisions where feasible.
Project Development	Where can we review the traffic studies, safety analyses, or other data used to support the selection of the roundabout design?	American Structurepoint prepared a traffic analysis memo and an alternatives development memo to evaluate the parameters and validate the selection of the preferred alternative. The analysis conducted evaluated multiple roundabout configurations at the intersection of Fulton Road/Harrison Avenue/25th Street/Stadium Park parking lot drive to determine the most effective design for operational efficiency and minimal impact. Please contact the City of Canton Engineering Department to request copies of these previous studies.
Project Development	Can we request a City Council meeting about the proposed project?	It is not likely that City Council will meet specifically to discuss this proposed project. The City of Canton Engineering Office has held two public meetings and published all pertinent information on a dedicated website hosted by American Structurepoint for this project. Staff from the City, ODOT, and the design consultant American Structurepoint were present to answer any questions about the proposed project at that time.
Project Development	Why have I not yet been contacted regarding the proposed total acquisition of my property at 1644 25th Street NW?	The City has sent project notifications to affected property owners and nearby residents regarding the proposed improvements and potential property impacts. In addition, City representatives have met with several property owners in the project area to discuss the project and answer questions. We would like to meet with you to discuss the project, review how it may affect your property, and address any questions or concerns you may have. Please contact the City of Canton Engineering Department to arrange a meeting at your convenience.
Project Design	Can the project be shifted south so that JHD Auto & Jet Ski repair shop does not have to relocate?	A roundabout shifted more to the south at the north end was investigated during development of several alternatives. But shifting the roundabout layout to the north provided smoother truck navigation, reduced potential for path overlaps at the southbound two-lane entry, and most importantly pulled the Harrison Avenue entry yield line from the northern railroad crossing.

		Additionally, the City desires to repair and maintain their existing 36” storm sewer that extends under the railroad tracks and under the JDH Auto & Jet Ski repair shop. Although the storm sewer could potentially be relocated and the sidewalk adjusted slightly to reduce impacts on the property, these modifications would not substantially restore the property’s usable area or eliminate the underlying safety concerns because of limited access conditions after right-of-way acquisition. Therefore, this parcel is recommended for total acquisition primarily because of these above-described factors.
Project Design	Does the project include extending sidewalks north on Harrison Avenue and widening the sidewalk on the Fulton Road bridge over the West Branch Nimishillen Creek?	The current project scope does not extend sidewalks north along Harrison Avenue and does not include extensive improvements to the existing bridge crossing over the West Branch Nimishillen Creek. Some concrete patching of the concrete walk on both sides will be included with this project. It is likely that this bridge will be upgraded by a separately funded project at a later date.
Project Design	Has the project considered optimizing the traffic signals rather than installing a roundabout?	The study area experiences moderate delays and queuing, particularly in the vicinity of the northbound I-77 ramp terminal. Southbound Harrison Avenue experiences queuing during peak traffic hours. Additionally, the close spacing of signalized intersections along Fulton Road - between the I-77 northbound ramp terminal, Park Drive, and Harrison Avenue/25th Street intersection - results in frequent traffic flow interruptions. Capacity analyses were conducted at the study intersections under both existing conditions and proposed roundabout alternatives with design year 2050 traffic volumes. As part of the analyses, signal timings were optimized using traffic simulation software. The roundabout option is the preferred alternative because it addresses the capacity issues and also addresses the geometric deficiencies and pedestrian safety issues at the existing intersection of Fulton Road/Harrison Avenue/25th Street.
Project Design	This design increases the amount of time it takes to make a left-hand turn off Harrison and onto 25th Street.	Although the physical travel distance will increase through the peanut roundabout to make a left-hand turn off Harrison Avenue onto 25th Street, capacity analyses indicate that the average time it takes to complete this maneuver is expected to be less than a signalized intersection. Drivers will not need to wait at a red light.
Project Design	How will access be changed to the plaza north of the intersection with Italo’s Pizza, Futon Drugs, and Ben Wollenberg Chocolates & Nuts?	Access to the plaza will be maintained along 25th Street through one of the existing entry points. Access to the plaza will be modified along Harrison Avenue by providing an access point to the circulatory roadway in the peanut roundabout between 25th Street and Harrison Avenue. Due to the splitter island location, access directly onto Harrison Avenue was not feasible.
Project Design	Is there a plan to develop the green space surrounding the proposed project?	Currently, there is no plan to develop the green space as part of the project design.
Project Design	Are bicycle paths included as part of the project design?	Dedicated bicycle paths along the project corridor are not included as part of the project design. Roundabouts are designed to accommodate bicyclists, who may either ride through the roundabout as a vehicle within the travel lane or dismount and use pedestrian crossings and proposed 10 foot wide sidewalk along the west side of Fulton Road.
Project Design	Has the City considered driveway access solutions for nearby homeowners who may experience increased difficulty to enter/exit their residence with a continuous flow of traffic? How will the project address concerns regarding driver confusion and unintended access to private driveways adjacent to the roundabout?	The City has evaluated access conditions for adjacent properties throughout the design process. While roundabouts can alter traffic patterns and may require drivers to adjust how they enter and exit nearby driveways, access to all properties will be maintained. To minimize driver confusion and prevent vehicles from entering private drives adjacent to the roundabout, the roundabout will include clear pavement markings, directional signage, and curbs that guide motorists through the intersection and clearly define private driveway locations.

Project Design	Does the project design include converting 24th Street into a dead-end?	The current project design does not include converting 24th Street into a dead-end or cul-de-sac.
Project Design	Will the bridge over West Branch Nimishillen Creek be removed and widened as part of this project?	The current project scope does not include extensive improvements to the existing bridge crossing over the West Branch Nimishillen Creek. Some concrete patching of the concrete walk on both sides will be included with this project. It is likely that this bridge will be upgraded by a separately funded project at a later date.
Project Design	Will the proposed roundabout cause drivers to divert to nearby local streets in an effort to avoid the intersection?	The potential for traffic to use alternate routes has been considered as part of the project evaluation. Drivers currently use nearby roadways to avoid delays and congestion associated with the existing intersection, particularly during peak traffic periods. As a result, some level of route diversion already occurs under existing conditions.
Project Design	How will large vehicles, such as Sunbelt Rentals equipment, navigate the proposed roundabout?	AutoTurn vehicle turning simulation software was used to evaluate a WB-62 design vehicle turning within the roundabout and accessing driveways. The interior truck apron will be constructed to allow large vehicles like semi-trucks to safely track over the central island without striking curbs or other fixed objects. At the Sunbelt Rental equipment driveway, truck turning movements were evaluated using a WB-62 design vehicle.
Project Design	Has the project considered adding a left-turn lane from 25th Street onto Fulton Road?	There is an existing left turn lane from westbound 25th Street to southbound Fulton Road. At the proposed peanut roundabout, drivers making this movement will proceed counterclockwise around the roundabout. Capacity analysis indicates that a single lane roundabout entry from 25th Street is adequate.
Train Crossing	How will a train crossing operate within a roundabout?	Currently, there is an at-grade railway crossing on Fulton Road with active warning devices adjacent to the existing signalized intersection of Fulton Road/Harrison Avenue/25th Street. The at-grade crossings will be modified and upgraded with new active warning devices to accommodate the proposed roundabout configuration, but it will continue to operate the same as existing conditions when completed.
Train Crossing	How often and at what times do trains currently run through the intersection?	According to Wheeling & Lake Erie Railway (operator of this rail line), there is one active train per week after midnight that services a business a few miles south of this project. This train travels approximately 15-25 MPH through the project limits.
Train Crossing	How will the project accommodate school buses and other vehicles that are required to stop before crossing railroad tracks?	The existing at-grade crossings will be modified and upgraded with new active warning devices to accommodate the proposed roundabout configuration, but it will continue to operate the same as existing conditions when completed.
Train Crossing	Has the project modeled less typical scenarios such as a train crossing occurring at the same time as event traffic or a school release?	The proposed project was evaluated under a special event scenario, assuming all 391 vehicles parked at the Stadium Park parking lot exited during the peak evening hour following an event at Hall of Fame Stadium. Event traffic was distributed through the study area based on existing traffic counts, observed travel patterns, and local knowledge, then added to the 2050 evening peak-hour design traffic volumes. Under this scenario, the lowest overall level of service at the studied intersections was level-of-service (LOS) B.
Train Crossing	How will pedestrians use the roundabout during a train crossing?	Similar to motorists, pedestrians must wait until the train passes to continue travelling on Fulton Road. Pedestrian safety at the railroad crossing on each side of the roundabout will be upgraded with state-fencing and new ADA-compliant curb ramps to improve channelization and awareness.
Traffic	Was a traffic study completed for Fulton Road to determine the amount of time it takes to travel from Broad Avenue to Harrison Avenue and 25th Street?	A travel time and delay study has not been performed along Fulton Road between Broad Avenue and 25th Street. It is outside of the scope for this project.
Traffic	During train crossings, will there be queue spillback and backups within the roundabout while movements are blocked through the intersection?	The existing at-grade railway crossing will be modified and upgraded with new active warning devices to accommodate the proposed roundabout configuration, but it will continue to operate the same as existing conditions when completed. Some movements will be blocked when crossing gates are closed. Normal operations will resume when the gates reopen and queues clear. Queues are not expected to extend to

		adjacent signalized intersections during crossings outside of peak hours under the current train schedule.																								
Traffic	How will the proposed roundabout decrease traffic times for northbound Fulton Road and westbound 25th Street if the traffic lanes are reduced from two lanes to one lane?	Our team evaluated both the existing signalized intersection and the proposed roundabout under 2050 design-year traffic volumes. Although the proposed roundabout reduces the northbound Fulton Road and westbound 25th Street approaches from two lanes to one lane, the analysis indicates substantial operational improvements for both approaches. For the northbound Fulton Road approach, the level of service (LOS) is projected to improve from LOS D under the existing signalized intersection to LOS A with the proposed roundabout. Similarly, the westbound 25th Street approach is projected to improve from LOS D to LOS A during peak-hour conditions. In addition, the proposed roundabout is expected to reduce queue lengths. On the northbound Fulton Road approach, queues are projected to decrease from 386 feet to 147 feet. On the westbound 25th Street approach, queues are projected to decrease from 177 feet to 63 feet.																								
Traffic	Will traffic flow within the roundabout be stopped when there is a red light at the intersection of Fulton Road and Park Drive?	The project has modeled this scenario using afternoon peak traffic flow for the year 2050. While the modeled traffic queue comes close to the northwest tip of the roundabout at peak times, it is not expected to impact roundabout operation on a regular basis. As the project continues through the design process, provisions will be made to address that issue should it become a future problem.																								
Traffic	Will the proposed roundabout increase traffic delays during Hall of Fame events?	The proposed roundabout is not expected to increase traffic delays during Hall of Fame events. Based on a special event traffic analysis completed during preliminary studies, the roundabout is anticipated to improve traffic flow and reduce the delays currently experienced during event-related peak traffic conditions.																								
Traffic	What is the Average Daily Traffic for this intersection?	Below are the current (2030) and design year (2050) Average Daily Traffic (ADT) for this project: <table border="1"> <thead> <tr> <th>Roadway</th><th>2030 ADT</th><th>2050 ADT</th></tr> </thead> <tbody> <tr> <td>Fulton Road</td><td>8240</td><td>8640</td></tr> <tr> <td>Stadium Park Drive</td><td>2450</td><td>2570</td></tr> <tr> <td>Park Drive</td><td>3740</td><td>4610</td></tr> <tr> <td>Harrison Avenue</td><td>4610</td><td>4840</td></tr> <tr> <td>25th Street</td><td>3850</td><td>4040</td></tr> <tr> <td>24th Street</td><td>450</td><td>470</td></tr> <tr> <td>23rd Street</td><td>1510</td><td>1590</td></tr> </tbody> </table>	Roadway	2030 ADT	2050 ADT	Fulton Road	8240	8640	Stadium Park Drive	2450	2570	Park Drive	3740	4610	Harrison Avenue	4610	4840	25th Street	3850	4040	24th Street	450	470	23rd Street	1510	1590
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Safety	How many crashes do roundabout cause?	Roundabouts generally reduce the number and severity of crashes compared to traditional signalized or stop-controlled intersections.																								
Safety	How will this peanut-shaped roundabout increase safety if drivers, especially out-of-town drivers, are not familiar with how to navigate one?	Unfamiliarity is a common concern, but research has generally found that roundabouts remain safer even in areas where many drivers are encountering them for the first time. The safety benefits come primarily from the geometry of the intersection rather than driver familiarity. Roundabouts require vehicles to slow down when entering and circulating, reducing the likelihood and severity of crashes. They also eliminate high-speed crossing and left-turn conflicts, which are responsible for many of the most severe crashes at conventional intersections.																								
Safety	What type of pedestrian safety measures are included within the roundabout design to ensure drivers yield to pedestrians crossing the intersection?	The proposed roundabout will improve safety and reduce conflict points by reducing vehicle speeds to 15 to 20 MPH and add a two-stage pedestrian crossing with splitter island refuge islands on all legs. Other specific roundabout enhancements include setback crosswalks, high visibility signage and markings, new ADA-compliant curb ramps, and pedestrian actuated flashing beacons for Fulton Road crossings (RRFB's). Pedestrian crossing distances will be reduced at the Fulton Road/23rd Street intersection due to reduction in lanes (4 to 3) and addition of curb extensions.																								

Safety	How will pedestrians safely navigate the roundabout given that vehicles are not required to come to a complete stop before entering or exiting the intersection?	Although motorists are not required to stop unless yielding to other traffic or pedestrians, vehicles travel through roundabouts at significantly lower speeds than at traditional signalized intersections. These reduced speeds can provide drivers with more time to see and react to pedestrians. Currently, there are limited options for pedestrians to safely cross the intersection. Sidewalks are not continuous along Fulton Road, with gaps on both sides of the roadway and sidewalks ending near the railroad crossing. There are also no marked crosswalks within the project area, requiring pedestrians to walk more than 500 feet to reach the nearest designated crossing. The visible footpaths near the railroad tracks suggest that people regularly walk through this area despite the lack of pedestrian facilities, demonstrating a need for safer and more connected pedestrian accommodations.
Project Funding	How is this project being funded and how much will it cost? Are taxes paying for part of this project?	The City received \$7.5M through Congestion Mitigation and Air Quality (CMAQ) funds provided by the Stark County Area Transportation Study (SCATS). The City will apply for additional federal and state funding to cover the required local match. The project will not raise taxes.
Project Funding	Can the funds for this project be allocated somewhere else, such as repaving roadways within the City?	No, the federal funding for this project cannot be allocated to another Canton project since it is designated for the safety improvements at the Fulton Road/Harrison Avenue/25th Street intersection
Construction	How will noise be mitigated during construction for apartments and houses located near the intersection?	Special plan notes will be added to the final plans to address activities and land use adjacent to this project that may be affected by construction noise. The contractor shall not operate power-operated construction-type devices between the hours of 7 PM to 7 AM
Construction	Will construction slow the number of visitors to the Hall of Fame?	The project is being designed and phased to maintain access and limit disruptions to the Pro Football Hall of Fame and surrounding destinations throughout construction. While temporary traffic delays and changes in traffic patterns may occur during certain construction activities, access to the Hall of Fame will remain available. The project team will work closely with local stakeholders to minimize disruptions and maintain safe and efficient travel for residents, visitors, and event attendees to the greatest extent practicable.
Construction	How will maintenance of traffic be maintained for local residents during construction?	As part of the preliminary design process, three maintenance of traffic options are being evaluated: 1. Full closure of Fulton Road, 25th Street, and Harrison Avenue. This option has the shortest construction duration and lowest costs. 2. Full closure of Harrison Avenue and 25th Street while maintaining northbound traffic on Fulton Road. 3. Full closure of Harrison Avenue and 25th Street while maintaining two-way traffic on Fulton Road throughout construction. Precise maintenance of traffic plans will be developed as design progresses. However, the intent is to construct the project as quickly as possible while minimizing disruption throughout construction.
Construction	I prefer maintenance of traffic option 1 with full closure of the intersection during construction.	Thank you for your comment.
Project Support	I am looking forward to a clear and safe path to access Stadium Park from Fulton Road as a pedestrian.	Thank you for your comment.