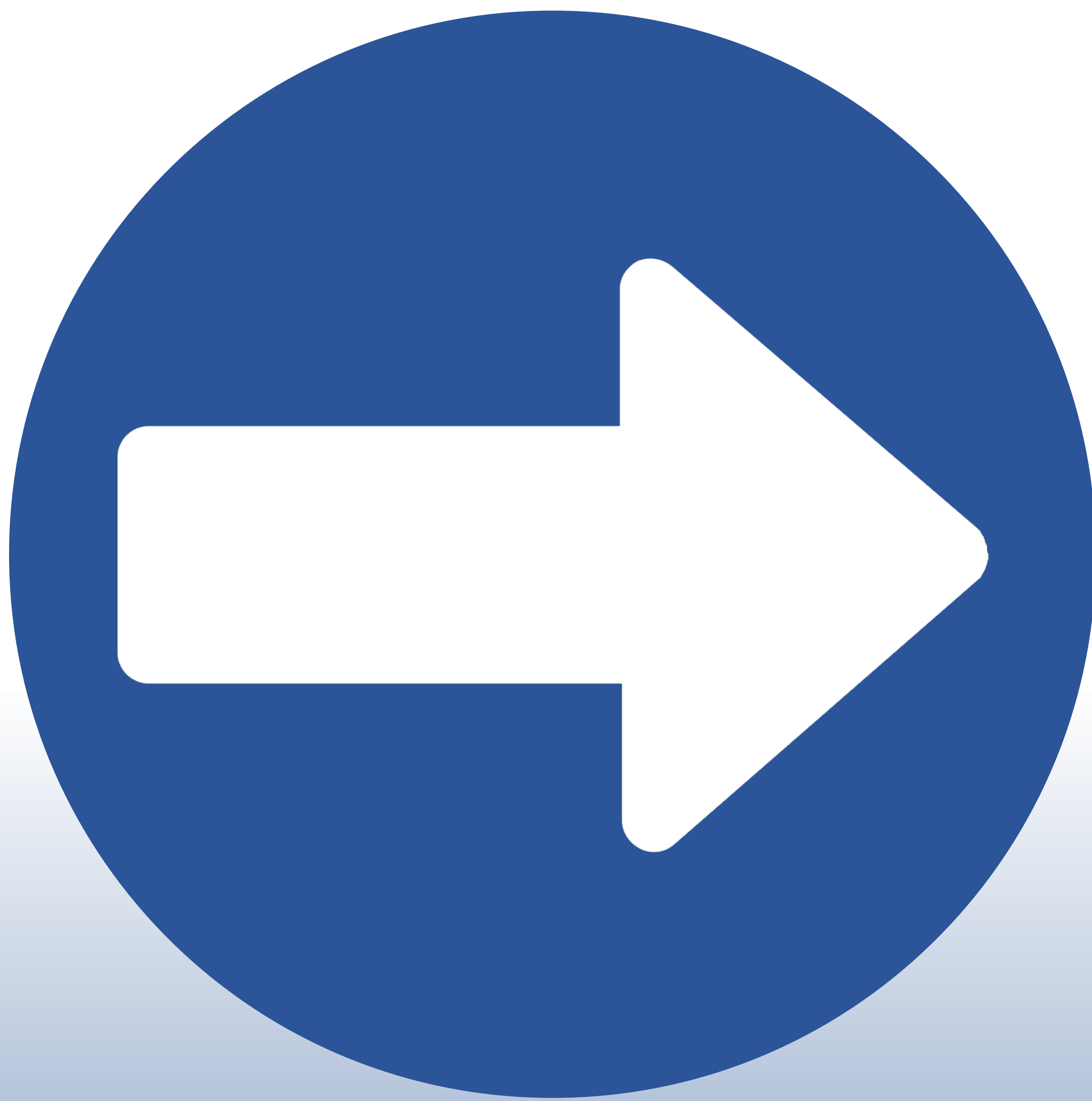


Ravenna
Rootstown **JEDD**

State Route 44 Corridor Study

Community Workshop



Located in the gymnasium

Ravenna
Rootstown

JEDD

Welcome

TO THE

Community Workshop!

Tonight's community workshop is your opportunity to provide feedback to the project team about the proposed improvements to State Route 44.

There are several stations where you can provide your comments, each with various topics. The Township staff and project team are available for additional questions and discussion.

Thank you!



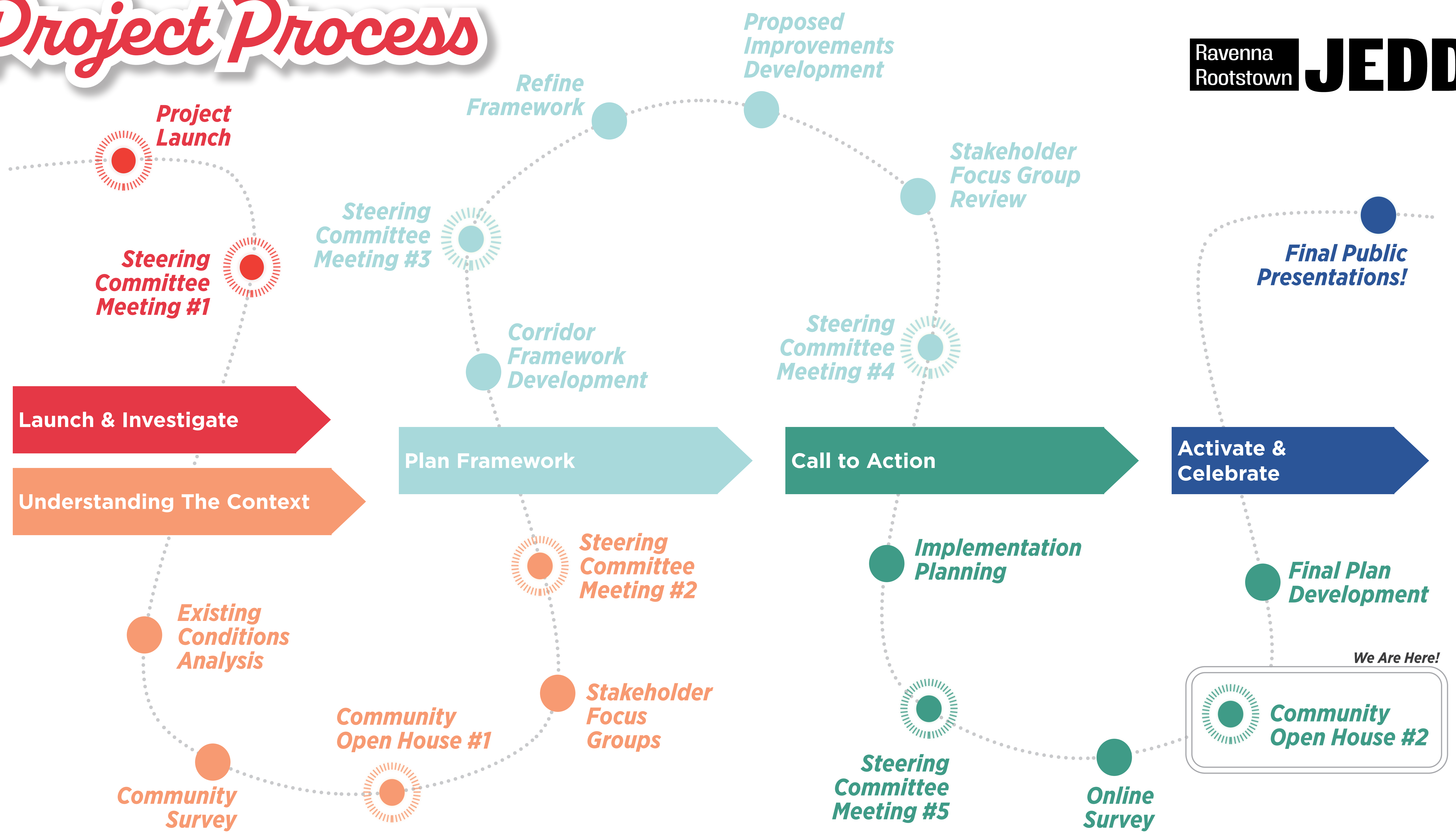
Project Overview

In early 2024, Rootstown and Ravenna established a Joint Economic Development District (JEDD) which includes State Route 44 from I-76 to Tallmadge Road. As its first project, the JEDD is conducting a corridor study of State Route 44. This study and its outcomes aim to enhance **safety**, strengthen **community character**, direct **economic growth**, and improve **quality of life** for residents.

What is a JEDD?

A Joint Economic Development District (JEDD) is a **special district** that's created by an agreement between municipalities and townships. The JEDD's purpose is to create opportunities for **economic growth** and **fund improvements** to the district. The JEDD is funded through existing taxes within the district, typically without directly increasing residential tax burdens.

Project Process



Thank you to our Steering Committee Representatives!



What We Heard

560
Responses

Below is a snapshot of the data we have received from the community survey.

1 of 2 respondents say State Route 44 somewhat reflects the community character, but there are opportunities for improvement

RESPONDENTS SAID...

The most important thing is to improve traffic flow for morning and afternoon commutes, especially on school days.

This area just needs to be safer for our kids who cross the street for the businesses on the opposite side from the schools. The traffic is too fast.

I would like to see thoughtful, gradual economic growth in Rootstown along SR-44 and in additional areas.

My family and I love the small town feel and tight-knit community of Rootstown.

I strongly support development as long as it is intimate and not big box stores. It would be amazing to have somewhere for residents to walk around.

Something needs to be done for Dunkin, Romeo's and Subway you can not make a left out of there.

Although progress is important. Maintaining our small town feel has to be a major priority in any development of this project along with all projects in our community.

CURRENT TOP 5 ISSUES ON THE CORRIDOR:

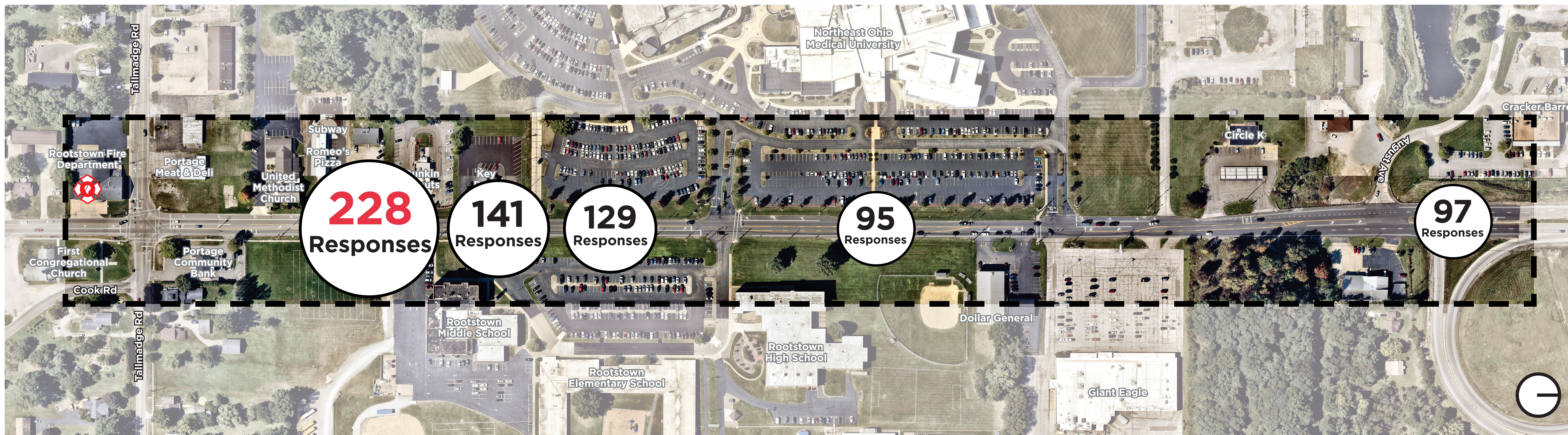
- 1 DIFFICULTY ENTERING OR EXITING PROPERTIES**
- 2 HIGH CONGESTION AND LONG DELAYS AT INTERSECTIONS**
- 3 UNSAFE PEDESTRIAN CROSSINGS**
- 4 UNSAFE TO WALK OR BIKE DUE TO LACK OF SIDEWALKS**
- 5 PEOPLE DRIVE TOO FAST**

What We Heard...Traffic & Safety

Ravenna
Rootstown

JEDD

“Are there any specific locations along this route that you feel need particular attention?”



“Middle school students want to cross to Dunkin. Needs a light and a crosswalk maybe?”

“Lack of sidewalks”

“Motorists drive dangerously just to get around traffic turning”

“Hard to exit left from school, bank, and Dunkin”

“Kids often run across the street”

“High congestion of traffic in this area. The light by the high school takes a long time to turn green when leaving”

“Broken up sidewalks”

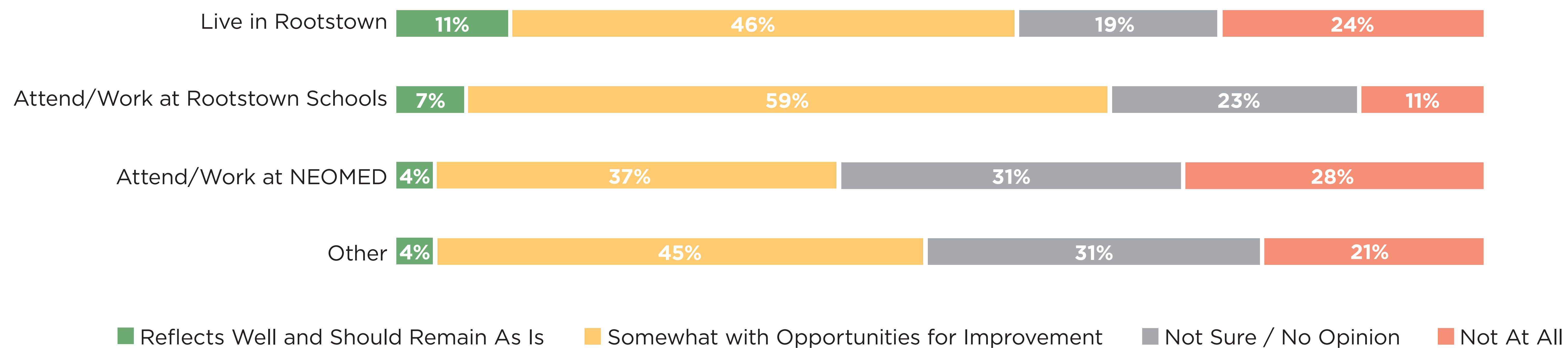
“Too congested and unsafe area to have people walking”

What We Heard...Community Character & Development

Ravenna
Rootstown

JEDD

“How Well Does SR44 Reflect the Community’s Character?”



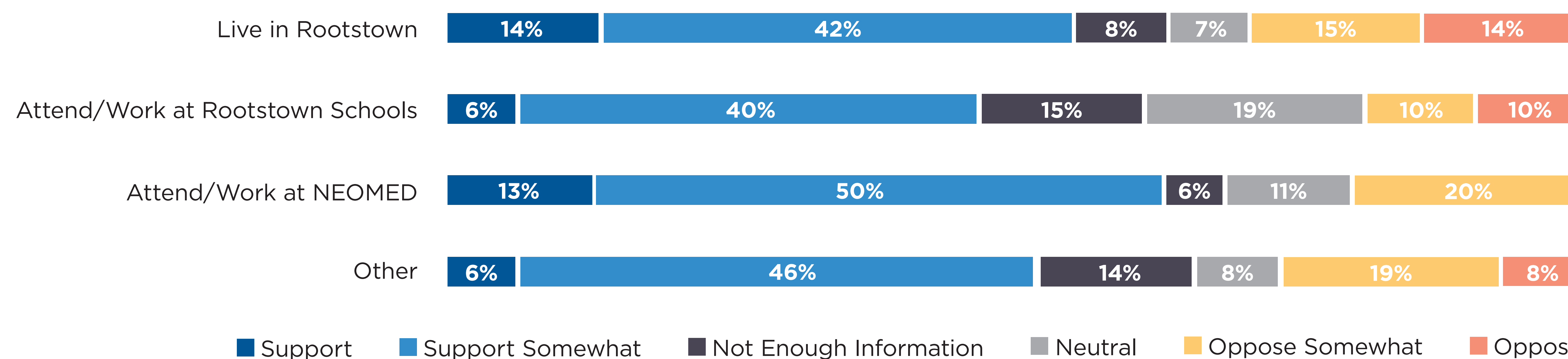
“I am not sure what the community’s character is, but its definitely not a welcoming feel driving through”

“What is the community character?”

“The busy road does not reflect the rural community and it will not because traffic is not going to stop”

“It reflects the growing pains that the citizens of Rootstown do not want”

“What is your attitude Towards New Development?”



“I think that impacts to improve the safety of the roadway should be given priority”

“Improve what is there now”

“Development as in houses, no. But development of the area as in business, yes””




Corridor Framework

Transition Zone
Accommodate larger-scale site developments while minimizing impacts on the community and

Institutional Zone
Create a connected streetscape that links the campus to the community and celebrates Rootstown's cultural and educational assets.

Township Center Zone
Foster a vibrant, pedestrian-oriented main street that strengthens Rootstown's business community through its small-town character.

Community Character Zones

-  Transition
-  Institutional
-  Township Center

Community Needs and Desires...

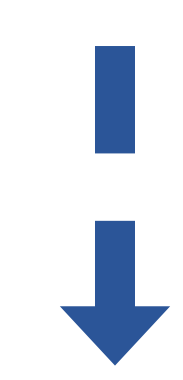
**Improve Pedestrian and Non-Motorized Connectivity and Safety**

+


**Feature and Enhance Rootstown's Sense of Place**

+

**Guide Economic Growth In Line With Community Desires**



...Drive Transportation


**Address Traffic Issues and Plan for Future Demands on the Corridor**

**DEVELOPABLE LAND NEAR I-76 CAN SPARK NEW ECONOMIC ACTIVITY AND SUPPORT EMERGING NEEDS**

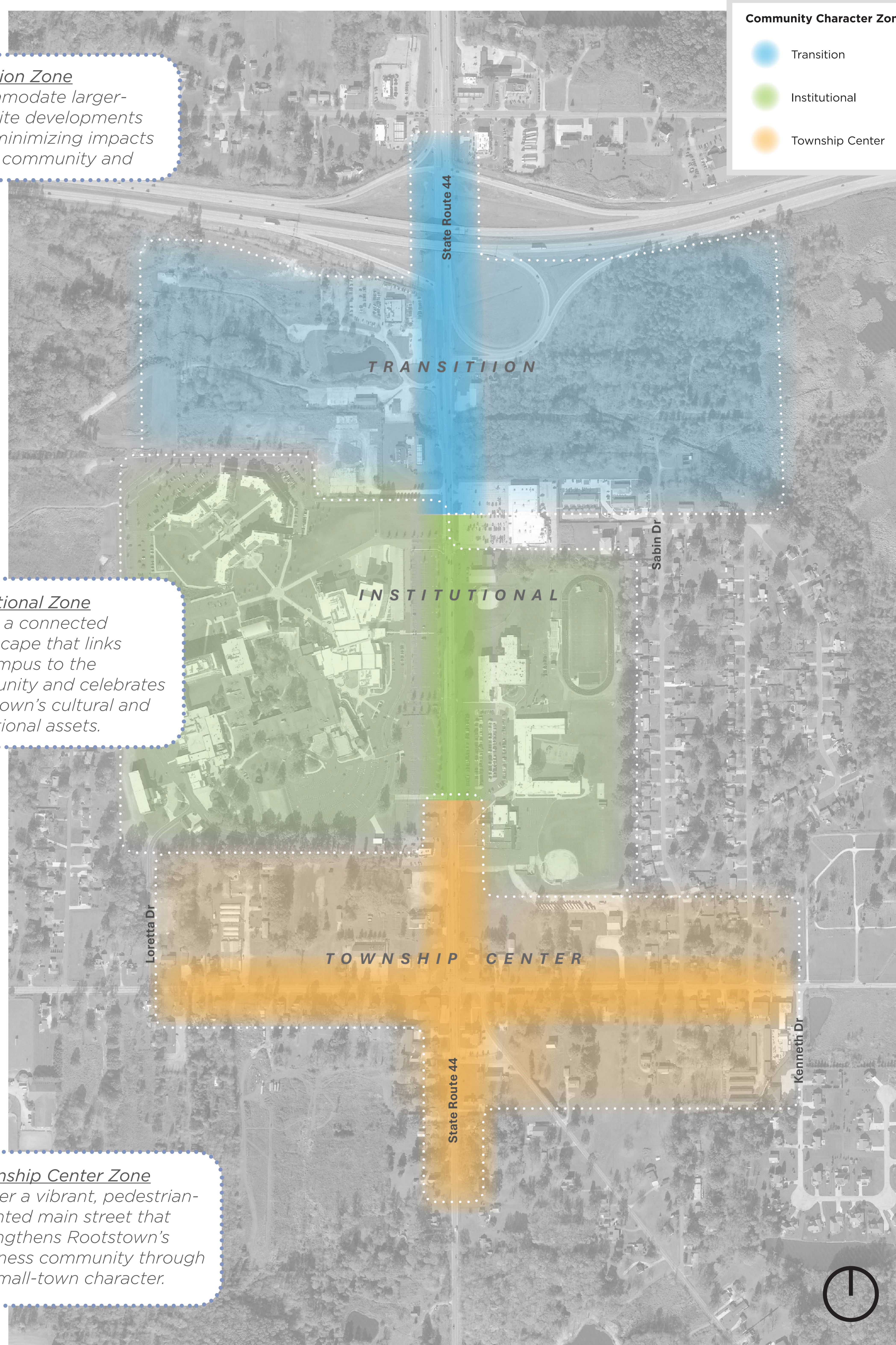
**TRANSITION ZONE WILL ACCOMMODATE LARGER DEVELOPMENTS INCOMPATIBLE WITH THE TOWN CENTER**

**BOOSTING MOBILITY IN THE INSTITUTIONAL ZONE IS KEY TO CREATING AN ACCESSIBLE AND VIBRANT CAMPUS FOR ALL STUDENTS**

**CORRIDOR IMPROVEMENTS WILL SLOW TRAFFIC AND CREATE A HUMAN-SCALED ENVIRONMENT**

**TOWNSHIP CENTER ZONE WILL FOCUS ON SENSE OF PLACE & ROOTSTOWN IDENTITY**

**PROPOSED IMPROVEMENTS PROMOTE HISTORIC AND CULTURAL IDENTITY IN THE TOWNSHIP CENTER**

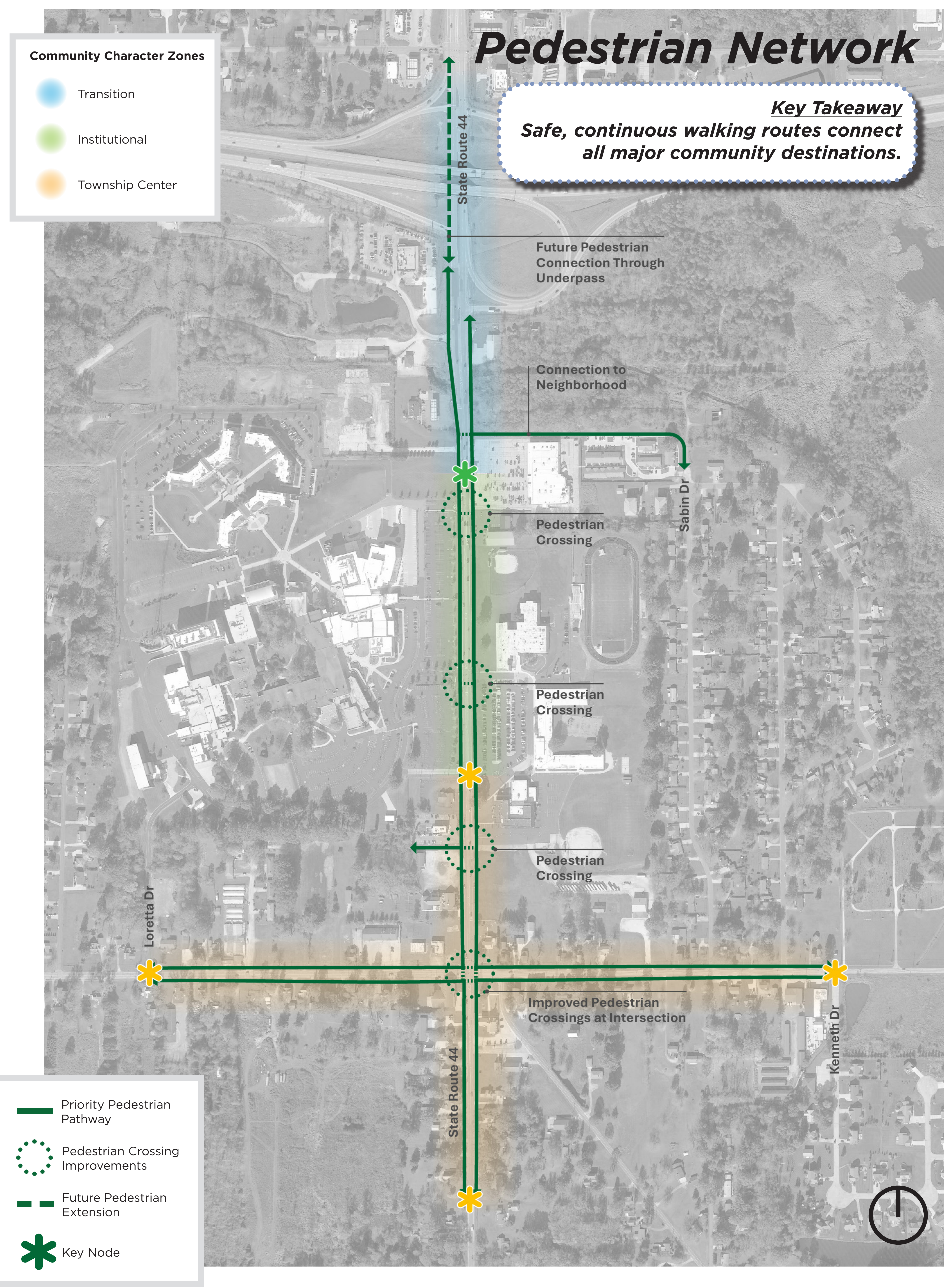


Pedestrian Network

Key Takeaway

Safe, continuous walking routes connect all major community destinations.

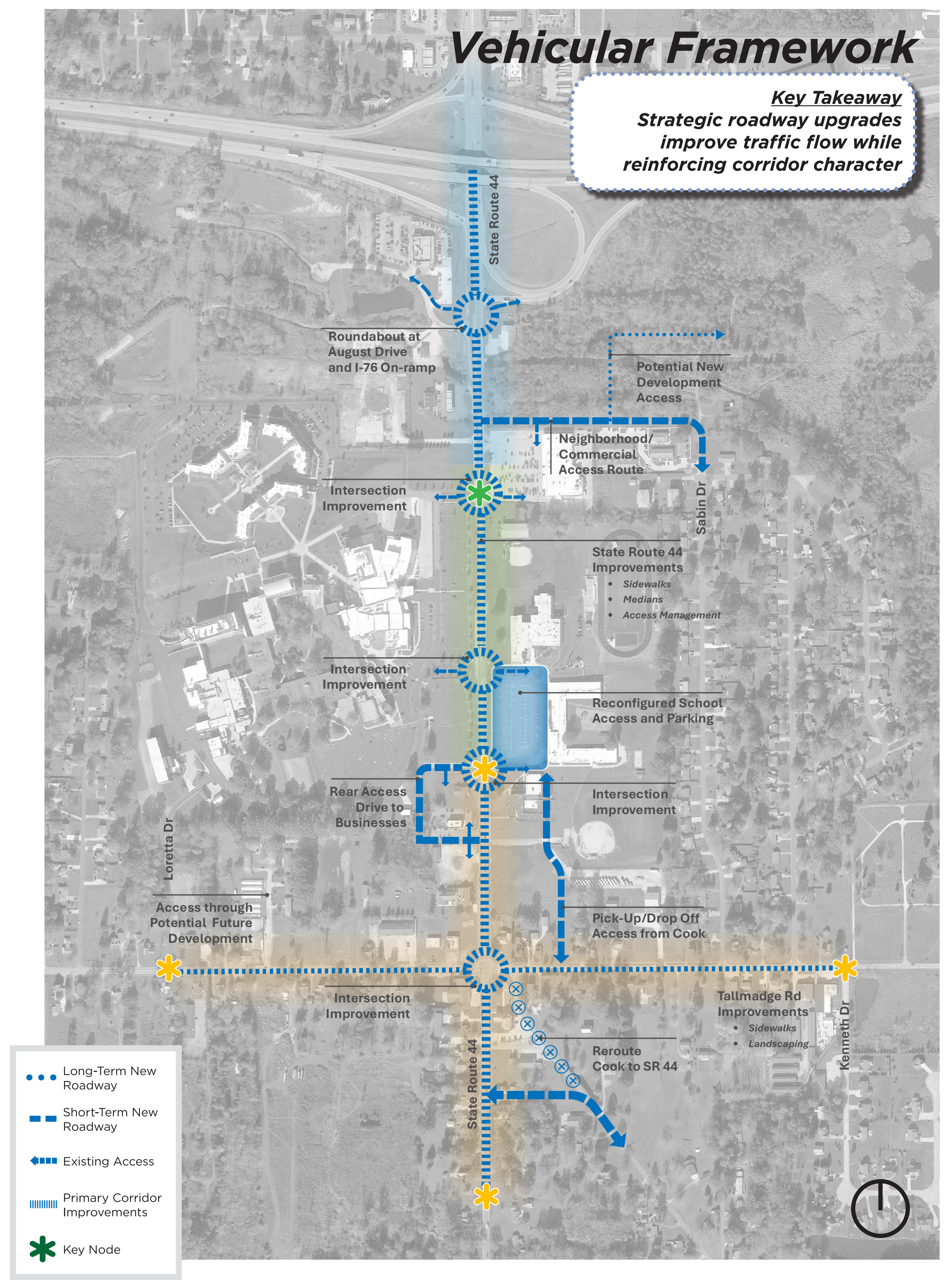
- Community Character Zones
- Transition
 - Institutional
 - Township Center



Vehicular Framework

Key Takeaway

Strategic roadway upgrades improve traffic flow while reinforcing corridor character



South Roundabout

Ravenna
Rootstown **JEDD**



While roundabouts are not new, they may be new to some users. The information below is here to help bring clarity to proposed improvements on State Route 44.

ARE ROUNDABOUTS REALLY SAFER?

Yes — much safer.

- Traditional intersections have **32 vehicle conflict points**; modern roundabouts have **8 vehicle conflict points**.
- U.S. before-after studies show **72–80% fewer injury crashes** and **35–47% fewer total crashes** after conversion from stop signs/signals; **fatal & incapacitating injuries drop by ~90%**.
- Crashes that do happen are typically low-speed and angled, rather than high-speed and at a right-angle

WHAT ABOUT BUSES AND TRUCKS?

Roundabouts are built to handle large vehicles.

- Conceptual designs have been reviewed with **Ohio DOT (ODOT)** and **Rootstown Local Schools** to meet school-bus and truck needs.
- Improvements will include a **mountable central apron** so longer vehicles can track rear wheels when needed, though in regular use, most large vehicles navigate without using the apron.

ARE THEY WORTH THE COST?

They pay for themselves over time.

- Roundabouts **eliminate signal hardware, power, and timing**. Traffic signals typically cost about \$5,000–\$10,000 per intersection per year for electricity and maintenance
- Longer service life: roundabouts **service life is typically ±25 years** vs. typical signal equipment at ±10 years
- **Fewer severe crashes and less delay** reduce societal and user costs

WILL ROUNDABOUTS IMPROVE TRAFFIC?

Yes — they keep traffic moving smoothly.

- Vehicles **rarely stop completely**, unlike signalized intersections. This will help reduce rear-end crashes.
- Studies report **13–89% reductions in vehicle delay** after conversions; a 2023 Michigan DOT study of 15 sites found **57–67% delay reductions**.
- Because idling is reduced, studies also find **fuel consumption down approximately 30%**.

WHAT ABOUT EMERGENCY VEHICLES?

They move through safely.

- Emergency vehicles proceed through the roundabout; drivers yield when safe.
- Circulating traffic can pull to the side inside the roundabout to create space.

WHAT ABOUT PEDESTRIANS & BICYCLES?

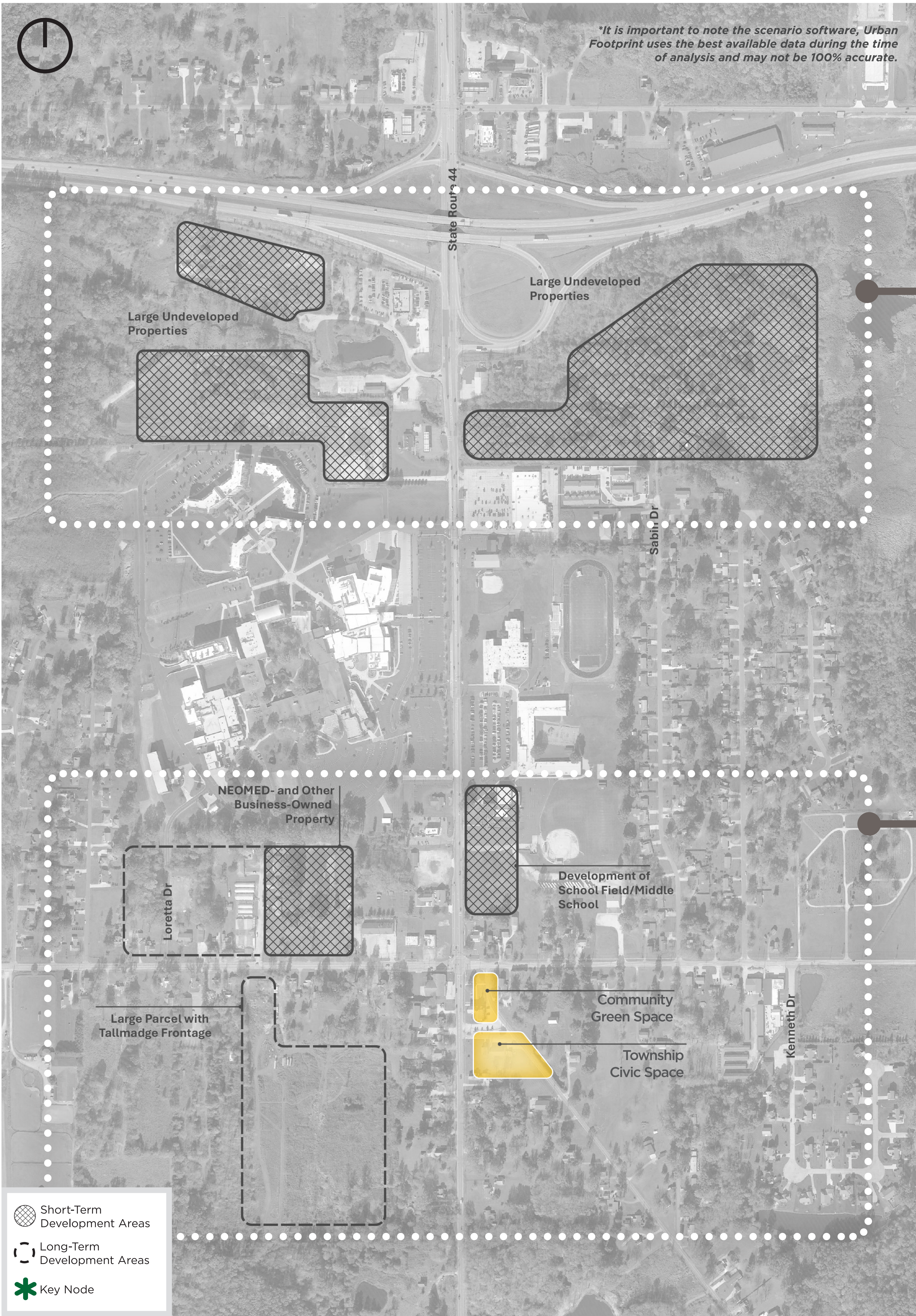
Roundabouts make crossings safer.

- Set-back crosswalks and a **refuge island** allow for **crossing a single lane at a time with traffic from only one direction**.
- Typical circulating speeds **15–25 mph** improve comfort and safety.

Sources

- IIHS — Roundabouts (updated July 2025): safety, delay, emissions, and fuel findings
- Retting, Ulmer & Williams (2001), *Accident Analysis & Prevention*: U.S. before-after study showing ~90% reduction in fatal/incapacitating injuries and 76% fewer injury crashes
- NCHRP Report 572 (2007), *Roundabouts in the United States*: operational and safety impacts, multi-site delay findings
- NCHRP Report 672 (2010), *Roundabouts: An Informational Guide, 2nd Ed.*: design fundamentals, conflict points, pedestrian refuge
- FHWA — Roundabouts (Proven Safety Countermeasure) (2025): summary of safety/operational benefits
- MDOT (2023), *Evaluating the Performance and Safety Effectiveness of Roundabouts—An Update*: 57–67% delay reductions and user cost savings at 15 Michigan sites
- FHWA (2019; 2020), *Economic/TSMO analyses*: typical \$5,000–\$10,000 per signal per year electricity & maintenance costs

EconomicDevelopment Approach



Institutional - Office & Research

Design Principles

- Office, Institutional, & Research Uses
- Building Flexibility & Multi-Tenant Use
- Innovative & Collaborative Spaces
- Campus Identity & Connectivity
- High-Quality Architecture & Landscaping
- Campus Branding & Wayfinding

*Site Capacity

Tax Rev.	SF	Jobs
\$575,000	+650,000	+1,000



Town Center - Mixed Use

Design Principles

- Mixed-Use Programming
- Human-Scaled & Pedestrian-Oriented
- Active Ground Floor & Frontage
- Rear or Shared Parking
- Community Identity & Cohesion
- Architectural Variety
- Neighborhood Green Spaces & Civic Anchors
- Connected Sidewalks & Tree-Lined Streets

*Site Capacity

Tax Rev.	SF	Jobs
\$575,000	+477,000	+350
Residents	Housing Units	
+400	+200	

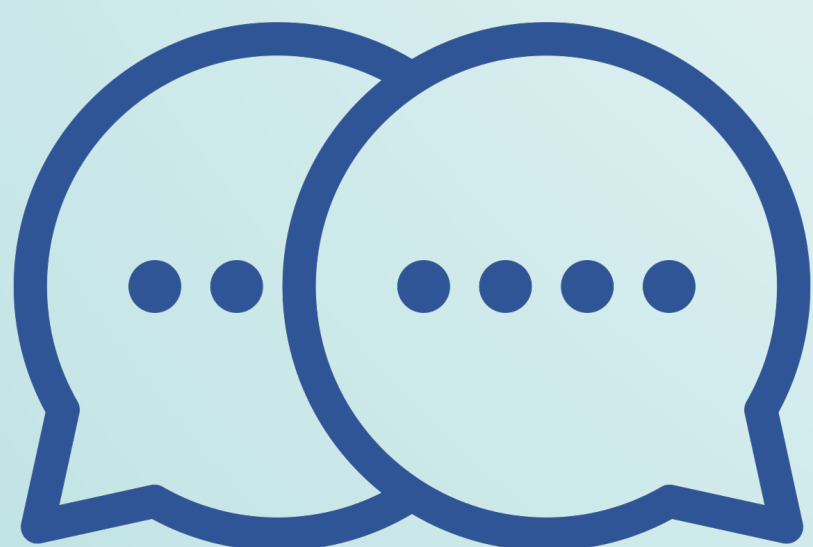
**Figures are based on buildable area and the application of typical development patterns to facilitate visioning. Further study is needed to integrate the vision with zoning ordinance allowances or required revisions.*

Share Your Feedback on the Plan!

Scan
Me!



Scan the QR Code to provide feedback on the proposed improvements to State Route 44 and how you think they will impact the corridor. This is your chance to share your thoughts and submit additional comments before the plan is finalized. Your input directly informs the recommendations and helps shape the future of your community!



Or visit
[ohmplanning.typeform.com/
SR44OpenHouse2](https://ohmplanning.typeform.com/SR44OpenHouse2)

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