



The AMATS Quarterly

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Area roadway, intersection crashes drop; fatalities down by 9 percent

Traffic crashes on area roads and intersections declined between 2006 and 2008, according to a new analysis compiled by AMATS.

The analysis found that crashes overall declined by 4 percent compared to the previous three-year period. Crashes that resulted in injuries also dropped 4 percent.

The agency identified and ranked road locations and intersections by a composite score based on number of crashes, crash rate and severity.

Perhaps the most welcome piece of data gleaned from this analysis is that crash fatalities declined by 9 percent, to 168 from 184.

AMATS Transportation Engineer Dave Pulay says that the agency suspects that a combination of factors led to these declines.

See [GAS PRICES](#), Page 2

NARC director to speak at Annual Meeting

Fred Abousleman, the executive director of the National Association of Regional Councils (NARC), will be the keynote speaker during the AMATS Annual Meeting on Oct. 16.

Abousleman will discuss approaches to transportation planning at the federal level and what the Greater Akron area should expect in upcoming federal transportation legislation.



ABOUSLEMAN

Along with a keynote speaker, the 2009 meeting

See [PANEL](#), Page 3

Gas prices, slowing economy, and new projects push crash totals down

Continued from Page 1

“A decrease in driving due to the spike in gas prices and the economic slowdown, along with recently completed highway projects, most likely led to these rate decreases,” Pulay continues, “These totals represent a continuation of a trend that we saw in our previous analysis.”

Pulay notes that many of the area’s newer projects improved traffic flow and safety. AMATS and the Ohio Department of Transportation have been targeting high-crash locations for safety improvement projects in recent years. Crash rates and totals are among the criteria that the agency and department consider when weighing which projects should receive funding.

He adds that more improvements are on the horizon.

“Many projects are being planned and developed that should continue this trend of declining crash totals. The best example that I can think of is the upgrade of state Route 8 in northern Summit County, which will replace four high-crash intersections with interchanges,” Pulay observes.

The 2006-2008 analysis identifies 134 high-crash locations and 340 high-crash intersections in the area. The analysis finds that:

- State Routes 44, 91, and 18 are home to the three worst crash locations.
- Akron has 56 high-crash locations and 159 high-crash intersections – the most of any community.
- East Martin Luther King Jr. Boulevard and North Howard/Main streets in Akron is the worst ranked intersection.
- Many of the locations that ranked poorly in the crash analysis have also been identified by the agency as having high levels of traffic congestion.

For more information, please call AMATS at **330-375-2436**. The analysis is available on the agency web site at www.ci.akron.oh.us/AMATS/.

Top 5 Highest Ranked High-Crash Locations

1. Manchester Road - From Carnegie Avenue to Waterloo Road.
2. Copley Road - From St. Micheals Avenue to South Hawkins Avenue.
3. West Exchange Street - From Rhodes Avenue to Dart Avenue.
4. Vernon Odom Boulevard - From Romig Road to South Hawkins Avenue.
5. South and North Main Street - From Bowery Street to Martin Luther King Jr. Boulevard.

Top 5 Highest Ranked High-Crash Intersections

1. East Martin Luther King Jr. Boulevard and North Howard/Main streets.
2. East Tallmadge Avenue and Brittain Road.
3. South Arlington Street and East Waterloo Road.
4. North Main Street and East Tallmadge Avenue.
5. South Broadway Street and East Thornton Street.

Panel to discuss Northeast Ohio transportation challenges

Continued from Page 1

will include a three-member panel discussion regarding urban, suburban and rural transportation challenges in Northeast Ohio. The discussion panelists are Medina County Commissioner Stephen D. Hambley, North Canton Mayor David J. Held and Youngstown Mayor Jay Williams.

“We have assembled three distinguished guests each with a unique regional perspective to participate as panelists. The topics to be addressed are timely as our nation grapples with the challenging issues of energy independence, environmental concerns, and a sluggish economy,” says Jason Segedy, AMATS director.

The discussion will serve as a prelude to Abousleman’s address. As the executive director of NARC, he leads a professional staff representing the interests of metropolitan planning organizations and regional councils across the country. NARC is responsible for advocacy, policy and training for its members. He is a champion of Northeast Ohio and NARC will have its annual conference in Cleveland next year.

Registration for the 2009 AMATS Annual Meeting will begin at **9:30 a.m.** at the **Sheraton Suites** located at **1989 Front Street** in **Cuyahoga Falls**. The registration fee for this event is \$20 and includes lunch. For more information, please call AMATS at **330-375-2436** or visit the agency web site at www.ci.akron.oh.us/AMATS/ to download a brochure about the meeting.



HAMBLEY



HELD



WILLIAMS

New Zoning Inventory reveals regional development patterns

With the completion of a regional Zoning Inventory, AMATS has taken another significant step in its Connecting Communities Initiative, the agency’s effort to improve the integration of land use and transportation planning. The inventory compiles area zoning codes and provides insight into existing and future growth patterns.

Transportation Planner Krista Linderud says that the inventory gives an overall picture of how the region is zoned.

“It aids the agency in projecting transportation demand and shows how, if unchanged, the region could develop in the future. We would like to see zoning that complements mixed-use neighborhoods and provides multiple transportation choices,” Linderud says.

She explains that the vast majority of the region’s current zoning encourages sprawl and induces auto

dependence. “From a zoning perspective there is little ability to implement mixed-use development,” Linderud says.

The inventory was compiled by gathering the zoning codes and maps for all communities in the AMATS area. The agency worked closely with local communities to verify the inventory (See **AGENCY**, Page 5).

Linderud explains that zoning has a significant impact on how land is developed, not only in a single community, but regionally too.

“Since the 1950s, there was a general increase in the size of residential and commercial lots and a movement away from central cities,” she continues, “This movement has led to lower density development that has negatively

See **ZONING**, Page 4

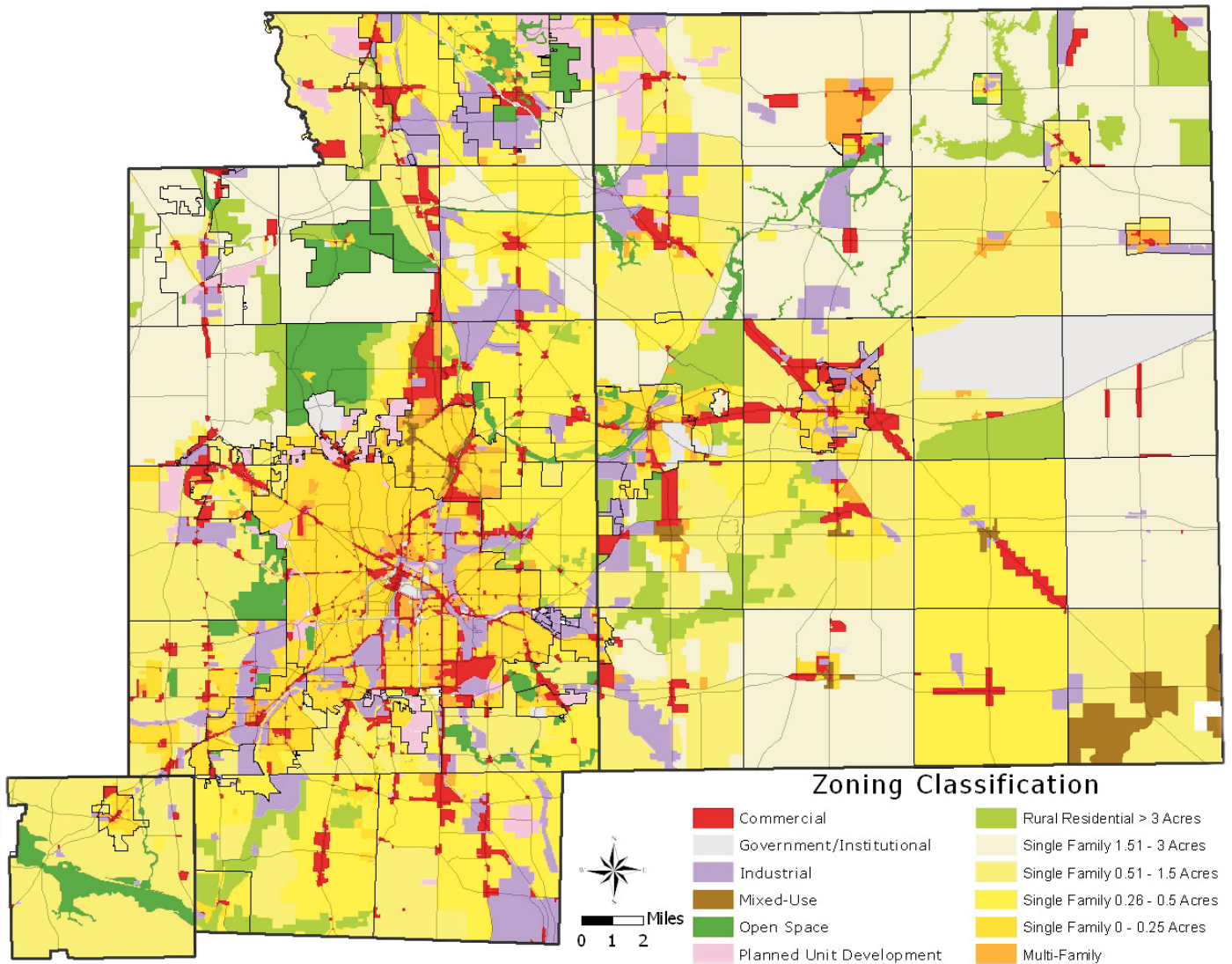
Zoning carries regional impacts beyond community borders

Continued from Page 3

impacted the walkability of communities as well as access to transit.”

She notes that there is also more pressure on communities to provide services to new developments, such as police and fire protection and sewer and water. AMATS wants to work with communities to make better land use decisions and improve coordination, she adds.

The Zoning Inventory map appears below. The map shows how land in the Greater Akron area is zoned by use and residential density. The complete inventory is available on the agency web site at www.ci.akron.oh.us/AMATS/.



Agency seizes the initiative with Connecting Communities

Several months ago, AMATS launched its Connecting Communities initiative in an effort to integrate land use and transportation planning. The initiative urges the agency's member communities to consider land use patterns and their impacts on the regional transportation system.

AMATS Transportation Planner Phyllis Jividen explains the initiative is the agency's first attempt to address the problem of urban sprawl and its consequences.

"Development creates a demand for new services and infrastructure that many communities and service providers must struggle to meet," Jividen observes.

The agency began the initiative in early May by inviting potential members to join a Working Group to guide development of the initiative.

The group, which had its first meeting in July, consists of representatives from urban, suburban and rural communities, the Portage and Summit county engineer's offices, METRO, the Portage Area Regional Transportation Authority, Metro Parks Serving Summit County and the Portage Park District.

Jividen says that AMATS hopes that the initiative will provide a "toolbox" of regional data and development practices that communities can implement locally.

The initiative is developing a series of inventories that the agency and, hopefully, communities will refer to throughout the planning process.

"We recently completed a Sidewalk Inventory and a Zoning Inventory (See **NEW, Page 3**). We have plans to develop bike trail, transit and parking inventories too. All of which will be available on our web site," Jividen says.

She adds that the aim of Connecting Communities is to foster a more cohesive approach to transportation planning. For example, when a city and a developer plan a new housing development, AMATS hopes that they will ask themselves such questions as, "Will the residents be able to walk to the store rather than drive?"

"People should have more transportation options than just getting in their car and turning the key. If they want to walk or bike, they should be able to do so safely and conveniently," Jividen says.

MAKING A CONNECTION: The Connecting Communities Working Group, shown below, met for the first time in July at The University of Akron's Martin Center.



Project Updates

The following table lists transportation projects that have been awarded between May 14, 2009 and September 2, 2009.

PROJECT	ESTIMATED COMPLETION DATES	CONTRACTOR	AMOUNT
Crain Avenue - Replacement of the Crain Avenue bridge spanning the Cuyahoga River in Kent. Project includes construction of turn and bike lanes and signal improvements.	12/01/2011	Beaver Excavating Co. - Canton -	\$13,662,056
State Route 43 - Widening to four lanes and addition of turn lanes, from state Route 82 to Squires Road, in Aurora.	07/01/2011	Fabrizi Trucking & Paving Company, Inc. - Cleveland -	\$8,287,549
Atterbury Boulevard - Replacement of the Atterbury Boulevard bridge spanning Brandywine Creek in Hudson.	12/31/2010	Campbell Construction, Inc. - Wadsworth -	\$607,661
Mill Street - Replacement of the Mill Street bridge spanning the Conrail and CSX Corporation railroad lines in Akron. Project extends from Summit Street to College Street.	12/15/2010	Kenmore Construction Co., Inc. - Akron -	\$6,311,323
State Route 93 - Reconstruction and widening of state Route 93 (Manchester Road), from Waterloo Road to Wilbeth Road, in Akron.	06/23/2010	Karvo Paving Co. - Cuyahoga Falls -	\$2,654,325
Portage Hike and Bike Trail - Construction of a portion of the Portage Hike and Bike Trail, extending from Oakwood Street to Peck Street, in Ravenna.	10/12/2009	Perrin Asphalt Co., Inc. - Akron -	\$339,273
State Route 14 - Construction of turn lanes at the intersection of state Route 14 and Diagonal Road in Streetsboro.	10/26/2009	Barbicas Construction Company, Inc. - Akron -	\$676,999

Community Focus: Doylestown

Community Focus presents information about communities within the Greater Akron area.

Founded - In 1827 by William Doyle of Pennsylvania.

Population - 2,891 (2007 U.S. Census Bureau estimate) **Area** - 1,137 acres

Policy Committee Member - Mayor Terry L. Lindeman

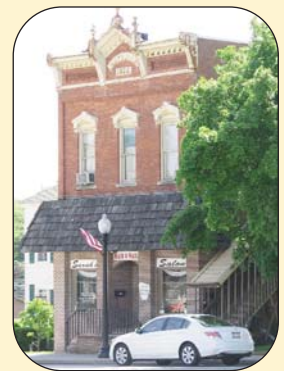
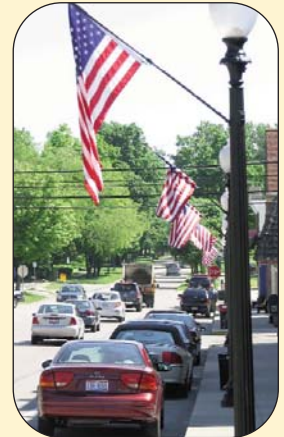
History - Early settlements in Doylestown centered on coal mining and aluminum production. Agriculture flourished in the area's rich soil and is still important to village commerce. The village is home to Doylestown Communications, Heritage Telephone, Brightnet and Ohio.net. Other firms located in the village include Team Dynamics, Mid-West Poly Pak, Inc. and ETC Computer Services.

Transportation Challenges - State Route 585 is the major route that runs through the northern portion of Doylestown. Northeast of the village, state Route 585 connects to state Route 21. State Route 21 provides access to Interstate 76 and state Routes 21 and 585 provide access to Interstate 77. State Route 21 and I-77 provide access to U.S. 30.

Doylestown Economic Development Associate Robert Haag says that there has been little progress on further expansion of state Route 585, primarily widening the route from Doylestown to state Route 57.

Haag says that village officials view state Route 585 and state Route 21 as key to future development. "We want to position ourselves as the bridge between Northeastern Ohio and Central Ohio," he adds.

Web site - www.doylestown.com



Dates to Remember

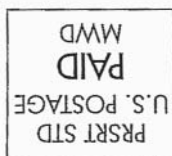
<u>Date</u>	<u>Time</u>	<u>Committee</u>	<u>Location</u>
December 10	1:30 p.m.	TAC	Stow Safety Building
December 10	7:00 p.m.	CIC	Silver Lake Village Hall
December 16	1:30 p.m.	Policy	Martin University Center The University of Akron

Persons with disabilities needing assistance are asked to contact Billy Soule, Assistant to the Mayor for Community Relations, 166 S. High Street, Room 503, Akron, Ohio 44308, (voice) 330-375-2189, (TDD) 330-375-2345, at least seven (7) days in advance.

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