Akron Metropolitan Area Transportation Study
Policy Committee
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio

Thursday, December 19, 2019
1:30 p.m.

Agenda

1. **Call to Order**
   - A. Determination of a Quorum — Oral
   - B. Audience Participation*

2. **Minutes**
   - A. September 26, 2019 Meeting – **Motion Required** — Attachment 2A

3. **Staff Reports**
   - A. Financial Progress Report – **Motion Required** — Attachment 3A
   - B. Technical Progress Report — Oral
   - C. AMATS Federal Funds Report — Attachment 3C

4. **Old Business**

5. **New Business**
   - A. 2019 Active Transportation Plan. – **Motion Requested** — Attachment 5A
   - B. Connecting Communities FY 2020. — Oral

6. **Resolutions**
   - A. **Resolution 2019-15** – Approving Projects to be Funded under the Congestion Mitigation Air Quality (CMAQ) Program. – **Motion Required** — Attachment 6A

     Resolution 2019-16 – Approving Projects to be Funded under the Surface Transportation Block Grant (STBG) Program. – **Motion Required**

     Resolution 2019-17 – Approving Projects to be Funded under the Resurfacing Program. – **Motion Required**

     Resolution 2019-18 – Approving Projects to be Funded under the Transportation Alternatives Set Aside (TASA) Program. – **Motion Required**

   - B. **Resolution 2019-19** – Approving Changes to AMATS Committee Bylaws. – **Motion Requested** — Attachment 6B

   - C. **Resolution 2019-20**– Approving Amendment #23 to the Transportation Improvement Program FY 2018-2021 to add three new projects. – **Motion Required** — Attachment 6C

- MORE -

D. **Resolution 2019-21** – Approving Amendment #24 to the Transportation Improvement Program FY 2018-2021 - To Add ODOT-Awarded Funds in FY 2020 for METRO RTA and PARTA. – **Motion Required** — Attachment 6D

E. **Resolution 2019-22** – 2016-2018 Traffic Crash Report and New Safety Performance Measures. – **Motion Requested** — Attachment 6E

F. **Resolution 2019-23** – Approving Amendment #25 to the Transportation Improvement Program FY 2018-2021 to add additional funding to an existing project. – **Motion Required** — Attachment 6F

7. **Other Business**
   A. Report of 2020 Nominating Committee. – **Motion Requested** — Oral

8. **Adjournment**

Next Regular Meeting:
Thursday, January 23, 2020 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio

* Any individual or representative of a group may take three (3) minutes to address the Policy Committee on any topic on the agenda. Anyone desiring more time than provided herein shall notify the Director by the Friday preceding the committee meeting so that they may be placed on the agenda for a maximum of five (5) minutes.

All mailout material is available on the AMATS Web Site at www.amatsplanning.org

Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio

Thursday, December 12, 2019
1:30 p.m.

Agenda

1. **Call to Order**
   A. Determination of a Quorum — Oral

2. **Minutes**
   A. September 19, 2019 Meeting – **Motion Required** — Attachment 2A

3. **Staff Reports**
   A. Financial Progress Report – **Motion Required** — Attachment 3A
   B. Technical Progress Report — Oral
   C. AMATS Federal Funds Report — Attachment 3C

4. **Old Business**

5. **New Business**
   A. 2019 Active Transportation Plan. – **Motion Requested** — Attachment 5A

   B. Connecting Communities FY 2020. — Oral

6. **Resolutions**
   A. **Resolution 2019-15** – Approving Projects to be Funded under the Congestion Mitigation Air Quality (CMAQ) Program. – **Motion Required** — Attachment 6A

      Resolution 2019-16 – Approving Projects to be Funded under the Surface Transportation Block Grant (STBG) Program. – **Motion Required**

      Resolution 2019-17 – Approving Projects to be Funded under the Resurfacing Program. – **Motion Required**

      Resolution 2019-18 – Approving Projects to be Funded under the Transportation Alternatives Set Aside (TASA) Program. – **Motion Required**

   B. **Resolution 2019-19** – Approving Changes to AMATS Committee Bylaws. **(POLICY COMMITTEE ONLY)** — Attachment 6B

   C. **Resolution 2019-20**– Approving Amendment #23 to the Transportation Improvement Program FY 2018-2021 to add three new projects. – **Motion Required** — Attachment 6C

   D. **Resolution 2019-21** – Approving Amendment #24 to the Transportation Improvement Program FY 2018-2021 - To Add ODOT-Awarded Funds in FY 2020 for METRO RTA and PARTA. – **Motion Required** — Attachment 6D

- MORE -

E. **Resolution 2019-22** – 2016-2018 Traffic Crash Report and New Safety Performance Measures. – **Motion Requested** — Attachment 6E

F. **Resolution 2019-23** – Approving Amendment #25 to the Transportation Improvement Program FY 2018-2021 to add additional funding to an existing project. – **Motion Required** — Attachment 6F

7. **Other Business**
   A. Report of 2020 Nominating Committee. **– Motion Requested** — Oral

8. **Adjournment**

Next Regular Meeting:
Thursday, January 16, 2020 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio

All mailout material is available on the AMATS Web Site at www.amatsplanning.org

Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Meeting Room 1
Akron-Summit County Public Library – Akron Main Public Library
60 South High Street, Akron, Ohio

Thursday, December 12, 2019
6:30 p.m.

Agenda

1. **Welcome**

2. **Introductions**

3. **Discussion Items**
   A. Draft *2019 Active Transportation Plan*.

   B. Traffic Crashes and Safety Performance Measures – 2016-2018.

   C. Connecting Communities FY 2020.

4. **Open Discussion**

5. **Adjournment 7:45 P.M.**
   Next Regular Meeting:
   Thursday, January 16, 2020 - 6:30 p.m.
   Location – To Be Announced

All mailout material is available on the AMATS Web Site at www.amatsplanning.org

Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, September 26, 2019 – 1:30 p.m.

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/meetings/.

I. Call to Order

A. **Chairwoman Beshara** called the meeting to order in Ballroom A of the Hilton Garden Inn. The attending members constituted a quorum.

B. **Audience Participation**

None.

II. Minutes – Motion Required

A. **Approval of Minutes**

Members were asked to approve the minutes of the June 27, 2019 meeting.

Motion
Lou Bertrand *made a motion to approve the minutes and it was seconded by* ***Michael Marozzi****. The motion was approved by a voice vote.*

III. Staff Reports

A. **Financial Progress Report**

Curtis Baker presented Attachment 3A.

Motion
William B. Judge *made a motion to approve the Financial Progress Report and it was seconded by* ***Gerard Neugebauer****. The motion was approved by a voice vote.*

B. **Technical Progress Report**

Mr. Baker said that the U.S. Senate Committee on Environment and Public Works (EPW) unanimously approved a bipartisan five-year $287 billion bill known as America's Transportation Infrastructure Act of 2019 to succeed the current Fixing America's Surface Transportation (FAST) Act. **Mr. Baker** said that the bill will be sent to the Senate's Finance and Banking and Commerce committees for consideration. **Mr. Baker** said that the bill represents a roughly

17 percent increase in funding over the FAST Act and would begin in 2021 if enacted. **Mr. Baker** added that progress regarding infrastructure legislation may stall due to Congressional impeachment inquiries.

Mr. Baker reminded the attendees that the 2019 AMATS Annual Meeting is scheduled for Friday, Oct. 11. ODOT Director Dr. Jack Marchbanks and Akron-Canton Airport CEO and President Renato Camacho are the day's featured speakers.

Mr. Baker said that he was preparing needed revisions to the bylaws of AMATS' committees to reflect changes in membership composition.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C and tables concerning STBG, CMAQ and TASA Funding Program and Balances dated September 9, 2019.

IV. Old Business

None.

V. New Business

A. Draft Project Scoring for STBG, Resurfacing and TASA Funding Applications.

Mr. Pulay presented Attachment 5A and tables summarizing 2019 project applications to the STBG, Resurfacing and TASA Funding Programs.

VI. Resolutions

A. Resolution 2019-12 – Approving Amendment #21 to the Transportation Improvement Program FY 2018-2021 to add two new projects and revise the funding to two existing projects.

Mr. Pulay presented Attachment 6A.

Motion
Lou Bertrand *made a motion to approve Resolution 2019-12 and it was seconded by* ***Michael Marozzi****. The motion was approved.*

B. Resolution 2019-13 – Approving Amendment #22 to the Transportation Improvement Program FY 2018-2021 to add two new projects in FY 2020 for METRO RTA and PARTA.

Jeff Gardner presented Attachment 6B.

Motion
Glenn M. Broska *made a motion to approve Resolution 2019-13 and it was seconded by* ***Gerard Neugebauer****. The motion was approved.*

C. Resolution 2019-14 – Approving the FY 2019 Year End Completion Report.

Heather Davis Reidl presented Attachment 6C.

Motion
Gerard Neugebauer *made a motion to approve Resolution 2019-14 and it was seconded by* ***Bill Goncy****. The motion was approved.*

VII. Other Business

A. Formation of 2020 Nominating Committee.

Mr. Baker asked for two volunteers to serve with Chairwoman Beshara on the 2020 Nominating Committee, which will present nominees to serve as chair and vice chair of the Policy Committee during 2020. **Mayors Goncy** and **Judge** agreed to serve with Chairwoman Beshara.

B. 2020 AMATS Meeting Calendar

Mr. Baker presented Attachment 7B.

Motion
Lou Bertrand *made a motion to approve the 2020 AMATS Meeting Calendar and it was seconded by* ***Glenn M. Broska****. The motion was approved.*

VIII. Adjournment

There being no other business, the meeting was adjourned.

The next regularly scheduled Policy Committee meeting will be at **1:30 p.m**. on **Thursday, December 19**, **2019** in **Hilton Garden Inn, Ballroom A** located at **1307 E. Market St.** in **Akron.**

AMATS POLICY COMMITTEE
2019 ATTENDANCE

M Denotes Member Present **A Denotes Alternate Present**	**Jan 24**	**Mar 21**	**May 16**	**June 27**	**Sept 26**	**Dec 19**
AKRON - Mayor Dan Horrigan (Hardy) (DiFiore)	A	A	A	A	A	
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)	A					
BARBERTON - Mayor William B. Judge (Stefan) (Vinay)			M	M	M	
BOSTON HEIGHTS - Mayor Bill Goncy (Polyak)		M		M	M	
CLINTON - Mayor Al Knack						
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)	A*	A		A	A	
DOYLESTOWN - Mayor Terry Lindeman (Kerr)	A	A	A		A	
FAIRLAWN - Mayor William Roth (Spagnuolo) (Staten)	A					
GARRETTSVILLE - Mayor Rick Patrick (Klamer)						
GREEN - Mayor Gerard Neugebauer (Wax Carr)	A		M			
HIRAM - Mayor Lou Bertrand (J. McGee)		M	M		M	
HUDSON - Jane Howington (Comeriato) (Hannan) (Sheridan)	A			A	A	
KENT – City Mgr. David Ruller (Baker) (Bowling)	A	A	A	A	A	
LAKEMORE – Mayor Rick Justice (Fast)						
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)						
MANTUA - Mayor Linda Clark (Iafelice) (Trew)		M	M	M		
METRO – Dawn Distler (Shea)	M	M	M	M	M	
MOGADORE - Mayor Michael Rick						
MUNROE FALLS - Mayor James W. Armstrong (Bowery)						
NEW FRANKLIN - Mayor Paul Adamson (Kepler) (Kochheiser)	M	M	M	M		
NORTHFIELD – Mayor Jesse Nehez (Magistrelli)						
NORTON - Mayor Mike Zita						
ODOT - John Picuri (Noirot) (Rebillot)	A	A	A	A	A	
PARTA – Rick Bissler (Amrhein) (Hairston) (Manning) (Trautman)	M	A	M	M	A	
PENINSULA - Mayor Douglas Mayer						
PORTAGE COUNTY COMM. - Kathleen Clyde (Hairston)			A	M		
PORTAGE COUNTY COMM. – Vicki Kline (Long)						
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)		A		M	M	
PORTAGE COUNTY ENGINEER - Michael Marozzi (Kusner)	M	M		A	M	
RAVENNA - Mayor Frank Seman (Finney)	A				A	
REMINDERVILLE - Mayor Sam Alonso (Krock)						
RICHFIELD - Mayor Bobbie Beshara (Darwish) (Papp)		M	M	M	M	
RITTMAN – City Mgr. Derek Feuerstein (Robertson) (Heater)				M	M	
SILVER LAKE - Mayor Bernie Hovey (Housley)						
STOW - Mayor John Pribonic (Kurtz) (McCleary)	A	M	A	A	A	
STREETSBORO - Mayor Glenn M. Broska (Cieszkowski)		A	M		M	
SUGAR BUSH KNOLLS - Mayor John Guidubaldi						
SUMMIT COUNTY ENGINEER-Al Brubaker (Fulton) (Paradise)	A	A	A	A	A	
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Genet)				A		
SUMMIT COUNTY COMM. & ECON. DEV. - Connie Krauss			M			
SUMMIT COUNTY COMM. & ECON. DEV. -						
TALLMADGE - Mayor David Kline (Kidder)	A	M	A	M		
TWINSBURG - Mayor Ted Yates (Mohr) (Finch)	A	A	A	A		
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)		M	M			
WINDHAM - Mayor Deborah Blewitt						

AMATS POLICY COMMITTEE
2019 ATTENDANCE

OBSERVERS AND STAFF MEMBERS PRESENT

NAME	REPRESENTING
Mr. Ben Morgan	Prime AE
Ms. Lauren Phillis	ODOT District 4
Mr. Clayton Popik	PARTA
Mr. Eric Smith	Prime AE
Mr. Curtis Baker	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeffrey Gardner	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. Dave Pulay	AMATS

Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, September 19, 2019 – 1:30 p.m.

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/meetings/.

I. Call to Order

A. **Chairman Joe Stefan** called the meeting to order in Ballroom A of the Hilton Garden Inn. The attending members constituted a quorum.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the June 20, 2019 meeting.

Motion
Harry Stark *made a motion to approve the minutes and it was seconded by* ***James Kusner****. The motion was approved by a voice vote.*

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion
Wayne Wiethe *made a motion to approve the Financial Progress Report and it was seconded by* ***John Kovacich****. The motion was approved by a voice vote.*

B. Technical Progress Report

Mr. Baker said that the U.S. Senate Committee on Environment and Public Works (EPW) unanimously approved a bipartisan five-year $287 billion bill known as America's Transportation Infrastructure Act of 2019 to succeed the current Fixing America's Surface Transportation (FAST) Act. **Mr. Baker** said that the bill will be sent to the Senate's Finance and Banking and Commerce committees for consideration. **Mr. Baker** said that the bill represents a roughly 17 percent increase in funding over the FAST Act and would begin in 2021 if enacted.

Mr. Baker invited the attendees to stay for AECOM's DriveOhio Workshop scheduled immediately following the TAC meeting.

Mr. Baker reminded the attendees that the 2019 AMATS Annual Meeting is scheduled for Friday, Oct. 11. ODOT Director Dr. Jack Marchbanks and Akron-Canton Airport CEO and President Renato Camacho are the day's featured speakers.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C and tables concerning STBG, CMAQ and TASA Funding Program and Balances dated September 9, 2019.

IV. Old Business

None.

V. New Business

A. Draft Project Scoring for STBG, Resurfacing and TASA Funding Applications.

Mr. Pulay presented Attachment 5A and tables summarizing 2019 project applications to the STBG, Resurfacing and TASA Funding Programs.

Mr. Baker added that the Staff will be presenting the projects for final approval during the upcoming December committee meetings. **Mr. Baker** suggested that the members relay concerns regarding project applications to the Staff prior to the Oct. 22 TAC TIP Subcommittee meeting.

VI. Resolutions

A. Resolution 2019-12 – Approving Amendment #21 to the Transportation Improvement Program FY 2018-2021 to add two new projects and revise the funding to two existing projects.

Mr. Pulay presented Attachment 6A.

Motion
James Kusner *made a motion to approve Resolution 2019-12 and it was seconded by* ***Wayne Wiethe****. The motion was approved.*

B. Resolution 2019-13 – Approving Amendment #22 to the Transportation Improvement Program FY 2018-2021 to add two new projects in FY 2020 for METRO RTA and PARTA.

Jeff Gardner presented Attachment 6B.

Motion
John Kovacich *made a motion to approve Resolution 2019-13 and it was seconded by* ***Jim Bowling****. The motion was approved.*

C. Resolution 2019-14 – Approving the FY 2019 Year End Completion Report.

Heather Davis Reidl presented Attachment 6C.

Motion
Jim Bowling *made a motion to approve Resolution 2019-14 and it was seconded by* ***Wayne Wiethe****. The motion was approved.*

VII. Other Business

A. Formation of 2020 Nominating Committee.

Chairman Stefan asked for two volunteers to serve with him on the 2020 Nominating Committee, which will present nominees to serve as chair and vice chair of the TAC during 2020. **Robert Finney** and **Wayne Wiethe** agreed to serve with Chairman Stefan.

B. 2020 AMATS Meeting Calendar

Mr. Baker presented Attachment 7B.

Motion
John Kovacich *made a motion to approve the 2020 AMATS Meeting Calendar and it was seconded by* ***Amy Mohr****. The motion was approved.*

C. **Steve Rebillot** announced that he would be retiring from ODOT District 4 next year. **Mr. Rebillot** introduced **Lauren Phillis** as his replacement.

VIII. Adjournment

Motion
John Kovacich *made a motion to adjourn and it was seconded by* ***James Kusner****. The motion was approved.*

The next regularly scheduled TAC meeting will be at **1:30 p.m**. on **Thursday, December 12, 2019** in the **Hilton Garden Inn, Ballroom A** located at **1307 E. Market St.** in **Akron.**

AMATS TECHNICAL ADVISORY COMMITTEE
2019 ATTENDANCE

M Denotes Member Present **A Denotes Alternate Present**	**Jan 17**	**Mar 14**	**May 9**	**June 20**	**Sept 19**	**Dec 12**
AKRON ENGINEERING BUREAU- Michael J. Teodecki (Jonke)	M	M	M		M	
AKRON PLANNING DEPT. – Mark Moore (Tomic)						
AKRON TRAFFIC ENGINEERING - Michael Lupica	M		M	M		
AURORA - Harry Stark (Czekaj)(Cooper)	A	A	A		M	
BARBERTON - Joseph Stefan (Vinay)			M	M	M	
CUYAHOGA FALLS - Fred Guerra (Paul)	M	M				
CUYAHOGA FALLS - Tony V. Demasi (Marko)	M	M	M	M		
DOYLESTOWN - Eng. Assoc. - Ronny Portz						
FAIRLAWN - Nicholas Spagnuolo (Staten)	A	A	M		A	
GREEN - Wayne Wiethe (Haring)	M		A	M	M	
GREEN - Paul Pickett (Schemansky)						
HUDSON - Kris McMaster (Kosco) (Sheridan)	M	M	M	A	M	
KENT - Jim Bowling	M		M		M	
KENT - Jon Giaquinto (Baker)						
LAKEMORE – Mayor Rick Justice (Fast)						
MACEDONIA - Joseph Gigliotti (Sheehy)						
METRO - Dawn Distler (Shea)	A	A	A	A*	A	
MOGADORE – Vacant						
MUNROE FALLS – Vacant						
NEFCO - Joe Hadley (Lautzenheiser)				M	A	
NEW FRANKLIN - Bryan Kepler	M	M	M		M	
NORTHFIELD - Richard S. Wasosky		M	M			
NORTON - David White						
ODOT - Gery Noirot (Rebillot) (Root)	A	A	A		A	
PARTA – Claudia Amrhein (Hairston) (Popik) (Trautman)	M	M	M	A	A	
PORTAGE COUNTY ENGINEER - James Kusner (Collins) (Marozzi)	M	A	M	M	M	
PORTAGE CO. REG. PLANNING COMM. - Todd Peetz (McGee)						
PORTAGE COUNTY SMALL VILLAGES – John Trew	M	M	M			
PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich (Greener)	M	M	M		M	
RAVENNA - Bob Finney (Jeffers)	A		M	M	M	
RICHFIELD - Chris Papp (Frantz) (Neumeyer)	M	M				
RITTMAN – Derek Feuerstein (Robertson)				M		
SILVER LAKE – John Tutak						
STOW – James McCleary (Donovan)	M	M	M	M		
STOW – Mike Jones (Sisson)	A	A		A	A	
STREETSBORO – John H. Cieszkowski, Jr. (Broska)	M	M	M	M	M	
SUMMIT CO. COMM. & ECON. DEV. - Stephen Knittel (Krauss)					M	
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Paradise)	A	A	A	A	A	
SUMMIT COUNTY SMALL VILLAGES - Mayor Rick Justice						
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)	A					
TALLMADGE - Andrea Kidder (Kline)		M	M			
TWINSBURG - Amy Mohr (Moczadlo)	M	M			M	
WINDHAM - Deborah Blewitt (Snyder)						

AMATS TECHNICAL ADVISORY COMMITTEE
2019 ATTENDANCE

M Denotes Member Present A Denotes Alternate Present	Jan 17	Mar 14	May 9	June 20	Sept 19	Dec 12
NON-VOTING MEMBERS						
AKRON CANTON AIRPORT - Renato Camacho						
AKRON REG. AIR QUALITY MGT. DISTRICT – Sam Rubens			M			
AMATS - Curtis Baker	M	M	M	M	M	
CUYAHOGA VALLEY NATIONAL PARK – Vacant						
ENVIRONMENTAL COMMUNITY REP. - Kurt Princic						
GREATER AKRON CHAMBER - Gregg Cramer (West)						
OHIO TURNPIKE COMMISSION – Anthony Yacobucci						
PORTAGE COUNTY PORT AUTHORITY – Vacant						
PORTAGE PARK DISTRICT - Christine Craycroft						
PRIVATE TRANSPORTATION PROVIDER (CYC) – Deb Stolfo (Posten)	A					
RAILROAD INDUSTRY REP. - William A. Callison (Davis)						
SUMMIT COUNTY PORT AUTHORITY – Vacant						
SUMMIT METRO PARKS – Mark Szeremet (Hauber) (King)		M	M	M		
TRUCKING INDUSTRY – Vacant						

OBSERVERS AND STAFF MEMBERS PRESENT

NAME	REPRESENTING
Ms. Judy Bennett	AECOM
Mr. Curtis Deibel	GPD Group
Mr. George Heater	Rittman
Mr. Larry D. Jenkins, Jr.	P.C. Engineer
Mr. Brian Keeler	AECOM/DriveOhio
Mr. Bradley Kosco	Hudson
Mr. George Maki	E.L. Robinson Eng.
Mr. Matt Mullen	METRO
Ms. Lauren Phillis	ODOT District 4
Mr. Anthony Pisanelli	IBI Group
Mr. Chad Root	ODOT District 4

STAFF MEMBERS PRESENT

Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Mr. Darryl Kleinhenz	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. Dave Pulay	AMATS

Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, September 19, 2019 – 6:30 p.m.

Meeting Summary

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/podcasts/.

Attendees:

Emily Baarson	Bill Maki	Fred Wise
Denise Baba	Bill Sepe	
Ron Brubaker	Valerie Shea	

Staff:

Curtis Baker, Director
Jeff Gardner, Transportation Planner
Darryl Kleinhenz, Planner

I. Welcome

Curtis Baker welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees.

II. Introductions

The attendees introduced themselves.

III. Discussion Items

A. Draft Project Scoring for AMATS Funding Programs.

Mr. Baker presented Attachment 5A.

William Maki asked whether any of the projects listed were related to the upcoming Amazon facility on Romig Road in Akron. **Mr. Baker** said no and explained that the city of Akron is receiving Ohio Public Works Commission (OPWC) funds for the Romig Road improvement project.

Fred Wise noted that the city of Cuyahoga Falls introduced legislation regarding the Stow Silver Lake Cuyahoga Falls Bike Connector project listed in the 2019 Transportation Alternatives Set-Aside (TASA) Funding Program Project Summary table.

B. METRO – Discussion of Strategic Plan.

METRO Director of Planning and Strategic Development **Valerie Shea** presented an update regarding the Summit County-based transit authority's upcoming initiatives and strategic planning.

METRO Senior Planner **Emily Baarson** described development of the authority's upcoming *Strategic Plan*.

Ms. Shea explained METRO's DASH and Flex Ride services.

Ms. Shea described phone apps that METRO is developing and using to provide access to transit service.

There was discussion regarding METRO's current and potential services.

C. Summary of Norton-Cleveland Massillon Road Walk and Kenmore Bike-N-Sip Events.

Darryl Kleinhenz said that AMATS participated in: an Aug. 10 Hudson Trike-N-Bike event; a Sept. 6 Kenmore Bike-N-Sip event; a Sept. 14 Copley Township-Pigeon Creek Trail Walk-N-Talk event; and a Sept. 18 Safe Routes to School (SRTS) Walking Bus event. **Mr. Kleinhenz** described the agency's participation in these events.

Agency personnel will tour the area of an upcoming AMATS-sponsored project on Cleveland-Massillon Road in Norton on Sept. 27.

There was discussion regarding the coordination of the SRTS event.

D. Update by Trail Advocates of Summit County (TASC).

Bill Sepe of TASC briefed the attendees regarding the activities of TASC since the May Citizens Involvement Committee (CIC) meeting.

E. **Mr. Maki** shared an article regarding the potential impacts of climate change on roads and strategies to extend the life of roadway surfaces.

IV. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC will be **6:30 p.m.** on **Thursday**, **December 12, 2019** at the **Akron-Summit County Public Library - Main Library** located at **60 South High Street** in **Akron**.

FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
October 31, 2019

	Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	October Expenses
I.	**Short Range Planning**	**$446,000**	**$188,401**	**42%**	**$59,932**
	FY2019 Carryover	146,000	146,723		18,254
	FY2020	300,000	41,677		41,677
II.	**Transportation Improvement Program**	**$331,550**	**$69,683**	**21%**	**$11,934**
	FY2019 Carryover	69,050	68,407		10,658
	FY2020	262,500	1,276		1,276
III.	**Continuing Planning & Data Collection Transportation System Update**	**$243,800**	**$77,401**	**32%**	**$36,280**
	FY2019 Carryover	63,800	63,281		22,160
	FY2020	180,000	14,120		14,120
IV.	**Long Range Plan Activity**	**$404,000**	**$60,591**	**15%**	**$14,584**
	FY2019 Carryover	54,000	53,874		7,867
	FY2020	350,000	6,717		6,717
V.	**Service**	**$449,500**	**$140,309**	**31%**	**$36,984**
	FY2019 Carryover	124,500	124,304		20,979
	FY2020	325,000	16,005		16,005
VI.	**OhioRideshare and AQ Advocacy**	**$241,630**	**$1,849**	**1%**	**$0**
	FY2019 OhioRideshare Carryover	33,480	1,092		0
	FY2020 OhioRideshare	60,000	0		0
	FY2019 Air Quality Carryover	48,150	757		0
	FY2020 Air Quality	100,000	0		0
VII.	**Local**	**$25,000**	**$23,497**	**94%**	**$20,079**
	AMATS local Costs	25,000	23,497		20,079
VIII.	**AMATS Transportation Quarterly**	**$85,342**	**$20,625**	**24%**	**$4,965**
	FY2019 Carryover	15,750	15,660		0
	FY2020	69,592	4,965		4,965
IX.	**GRAND TOTAL AMATS BUDGET**	**$2,226,822**	**$582,355**	**26%**	**$184,757**

Attachment 3C

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: **Policy Committee**
Technical Advisory Committee
Citizens Involvement Committee

FROM: **AMATS Staff**

RE: **AMATS Federal Funds Report**

DATE: **December 19, 2019**

New Projects

The new CMAQ projects have been selected by the statewide CMAQ committee and the new STBG, Resurfacing and TASA projects have been scored and ranked by AMATS staff and reviewed by the TAC TIP Subcommittee. Thanks to all the communities who submitted applications during the recent round of funding. Unfortunately there was only enough funding available to pay for roughly one third of all the requests. The new projects are scheduled in FY 2024 and 2025 but may be moved up if it is ready and funds become available. Later in this meeting I will be presenting the new projects to you and requesting approval through resolutions.

Advancement of Resurfacing Projects

We have learned that due to some STBG balances that ODOT has allocated to FY 2020 we have a surplus of approximately $2.2 million. We are working on advancing a couple Barberton resurfacing projects and a couple New Franklin projects. The projects chosen were based on project readiness and Pavement Condition Ratings. Advancing projects has chain reaction so now other projects can possibly move into FY 2021 and FY 2022 where those projects where. However we will wait to see what the balances are before making any additional moves. The worst first is usually the strategy we try to use when selecting projects to advance.

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

STBG Funding Program and Balances

November 25, 2019

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2020	Quarter	FY 2021	FY 2022	FY 2023
	Sold							
88556	**Tallmadge Ave/Dayton St**	**Akron**	**(R)C**	**$2,484,000**	1			
	Pending							
103818	Portage Lakes Dr resurfacing	Summit Co Eng	C	$161,200				
107761	Aurora Citywide Signal Improvement	Aurora	R(C)	$60,000				
103293	Cleveland Massillon Rd	Fairlawn	R(C)	$200,000				
84397	Seiberling Way Ph 1	Akron	P(R)(C)	$24,668				
90415	SR 241 (Massillon Rd)	Green	(R)C	$3,520,000				
93822	SR 91 (Darrow Rd)	Hudson	(P)C	$2,800,000				
107261	S. Medina Line Rd-Ph 1 resurfacing	Norton	C	$381,700				
110168	SR 43/59 curb ramps	Kent	C	$150,000				
98486	US 224 paving/curb ramps	Akron	C	$51,680				
99725	Canton Rd resurfacing	Summit Co Eng	C	$800,000				
108133	E Waterloo Rd PH 1 resurfacing	Akron	C	$700,000				
108134	E Waterloo Rd PH 2 resurfacing	Akron	C	$401,343				
108132	South Hawkins Rd resurfacing	Akron	C			$700,000		
84397	Seiberling Way Ph 1	Akron	(P)(R)C			$4,118,390		
102701	E. Exchange St-complete street	Akron	R(C)			$240,000		
102904	W. Steels Corners Rd-phase 1 resurfacing	Cuy Falls	C			$700,000		
103172	Massillon Rd (SR 241) Ph 2/Corporate Woods	Green	R			$1,398,346		
102234	SR 14 widening	Streetsboro	C			$2,172,329		
108200	White Pond Dr resurfacing	Summit Co Eng	C			$600,000		
103293	Cleveland Massillon Rd	Fairlawn	(R)C			$277,000		
107761	Aurora Citywide Signal Improvement	Aurora	(R)C			$3,458,040		
108498	Wooster Rd resurfacing	Norton	C			$291,200		
108372	Wooster Rd North resurfacing	Barberton	C			$278,912		
108374	Norton Rd resurfacing	Barberton	C			$488,248		
108375	S Van Buren Ave resurfacing	Barberton	C			$424,232		
108499	W Waterloo Rd resurfacing	Barberton	C			$191,744		
108370	Wooster Rd/State St reconstruction	Barberton	C				$1,930,644	
108467	Cleveland Massillon Rd Part 1 Resurfacing	Summit Co Eng	C				$700,000	
108468	Cleveland Massillon Rd Part 2 Resurfacing	Summit Co Eng	C				$700,000	
108454	Olde Eight Road Resurfacing	Summit Co Eng	C				$700,000	
108140	Ravenna Rd Part 1 Resurfacing	Summit Co Eng	C				$700,000	
105373	2nd St SW Resurfacing	Barberton	C				$408,422	
102701	E. Exchange St-complete street	Akron	(R)C				$3,600,000	
107794	South Main St South Resurfacing	New Franklin	C				$700,000	
107795	South Main St North Resurfacing	New Franklin	C				$453,471	
108865	Smith Rd Resurfacing	Summit Co Eng	C				$700,000	
107886	North River Rd Resurfacing	Munroe Falls	C					$558,590
108453	Akron Cleveland Rd Resurfacing	Summit Co Eng	C					$700,000
108141	Valley View Rd Resurfacing	Summit Co Eng	C					$300,000
108240	Wooster Rd West Reconstruction	Barberton	C					$5,507,836
107689	Mill Rd/S. Diamond St Resurfacing	Ravenna	C					$268,000
108084	Portage Trail Extension Turn Lane	Cuy Falls	C					$3,649,197
106416	SR 43 Widening	Streetsboro	C					$858,657
108098	Chestnut Blvd Resurfacing	Cuy Falls	C					$392,000

		2020	2021	2022	2023
P = Engineering	Annual STBG Expenditures	$11,855,924	$15,338,441	$10,592,537	$12,234,280
R = Right-of-Way	Annual STBG Allocations	$14,042,612	$10,633,414	$10,633,414	$10,333,992
C = Construction	Balance	$2,186,688	-$4,705,027	$40,877	-$1,900,288

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CMAQ Funding Program and Balances

November 25, 2019

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2020	Quarter	FY 2021	FY 2022	FY 2023
	Sold							
97834	**Air Quality Advocacy Program**	**AMATS**		**$100,000**	1			
97831	**Rideshare Program**	**AMATS**		**$60,000**	1			
	Pending							
93442	SR 43 (South Water St)*	Kent	R(C)	$75,520				
108131	Cleveland Massillon Rd/Ridgewood Rd	Summit Co Eng	C	$280,000				
100692	Air Quality Advocacy Program	AMATS				$96,000		
100691	Rideshare Program	AMATS				$80,000		
93433	Canton Rd/East Market St	Akron	(R)C			$788,320		
102992	CNG Bus Replacement	PARTA	C			$832,000		
98585	Tallmadge Rd Interchange	Portage Co Eng	(R)C			$2,604,000		
103293	Cleveland Massillon Rd	Fairlawn	(R)C			$4,462,924		
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	R(C)			$445,500		
111426	Air Quality Advocacy Program	AMATS					$100,000	
111431	Rideshare Program	AMATS					$80,000	
	CNG Bus Buy 2022	PARTA	C				$920,000	
103173	Massillon Rd (SR 241) Ph 3/Boettler	Green	(R)C				$2,827,675	
103172	Massillon Rd/Corporate Woods Cir PH 2	Green	C				$2,606,199	
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C				$2,500,000	
111428	Air Quality Advocacy Program	AMATS						$100,000
111432	Rideshare Program	AMATS						$80,000
	CNG Bus Buy	METRO	C					$1,560,000
106416	SR 43 Widening	Streetsboro	C					$3,300,775
111429	Air Quality Advocacy Program	AMATS						
111433	Rideshare Program	AMATS						
	P = Engineering	Annual CMAQ Expenditures		$923,284		$9,308,744	$9,033,874	$5,040,775
	R = Right-of-Way	Annual CMAQ Allocations		$6,567,181		$5,591,127	$5,591,127	$4,412,576
	C = Construction		Balance	$5,643,897		-$3,717,617	-$3,442,747	-$628,199

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

TASA Funding Program and Balances

November 25, 2019

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2020	Quarter	FY 2021	FY 2022	FY 2023
	Sold							
97856	**Veterans Trail-Ph 1**	**Hudson**	**C**	**$500,000**	2			
	Pending							
105556	The Portage Trail - Ravenna Rd Bridge	Portage Co Eng	P(C)	$40,000				
99728	Moore Rd sidewalks	Green	C	$500,000				
107814	Darrow Rd (SR 91) Sidewalks	Stow	R(C)	$74,131				
105556	The Portage Trail - Ravenna Rd Bridge	Portage Parks	(P)C			$313,600		
99729	Raber Rd sidewalks	Green	C			$500,000		
103834	Portage Hike and Bike-Brady's Leap Connection	Kent	C			$700,000		
107814	Darrow Rd (SR 91) Sidewalks	Stow	(R)C			$516,050		
102796	Freedom Trail/Portage Trail Connector	MetroParks/Tallm	C				$700,000	
105373	Towpath Trail Connector-Magic Mile	Barberton	C				$422,640	
107797	CVNP Ped Bridge & Trail	Summit Co Eng	C				$700,000	
107930	Freedom Trail Phase 4	MetroParks	C					$700,000
	P = Engineering	Annual TASA Expenditures		$1,114,131		$2,029,650	$1,822,640	$700,000
	R = Right-of-Way	Annual TASA Allocations		$1,569,476		$1,063,342	$1,063,342	$965,875
	C = Construction		Balance	$455,345		-$966,308	-$759,298	$265,875

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: **Policy Committee**
Technical Advisory Committee
Citizens Involvement Committee

FROM: **AMATS Staff**

RE: **2019 Active Transportation Plan**

DATE: **December 11, 2019**

INTRODUCTION:

The *2019 Active Transportation Plan* (ATP) prepared by AMATS presents the various strategies and recommendations that the agency will pursue to improve the Greater Akron area's bicycle and pedestrian networks. The ATP will be a key component of the agency's upcoming long-range *Transportation Outlook 2045*.

The ATP is the successor to the agency's *2016 Bike Plan* and *2015 Pedestrian Plan*. The ATP builds upon the foundations of the agency's previous reports while clarifying the strategies and defining the goals that AMATS will pursue to promote accessibility, efficiency and safety of the area's networks.

GOALS AND OBJECTIVES:

The ATP presents the agency's vision of a region in which biking and walking are not only integral parts of daily life, but vital components of a first-class, multi-modal transportation system. The plan aims to expand and refine the region's bicycle and pedestrian networks with regards to connectivity and safety while promoting active living, sound economic development, and sustainability.

The ATP identifies several goals for improving the region's Bicycling and Pedestrian networks. These goals are summarized below:

- The agency will promote a zero-death target for bicycle and pedestrian crashes.
- The agency will increase the frequency and promotion of various public education and empowerment efforts with additional Bike-N-Brainstorm and Jane's Walk events and additional opportunities identified by the Staff.
- Project sponsors are encouraged to maintain existing and invest in additional shared-use and pedestrian infrastructure throughout the Greater Akron between now and 2045.
- Communities are encouraged to pursue sidewalk network improvements with METRO RTA and PARTA.

- The agency will seek a 100 percent participation rate among Greater Akron area school districts in the Ohio Safe Routes to Schools (SRTS) Program.

CONCLUSION:

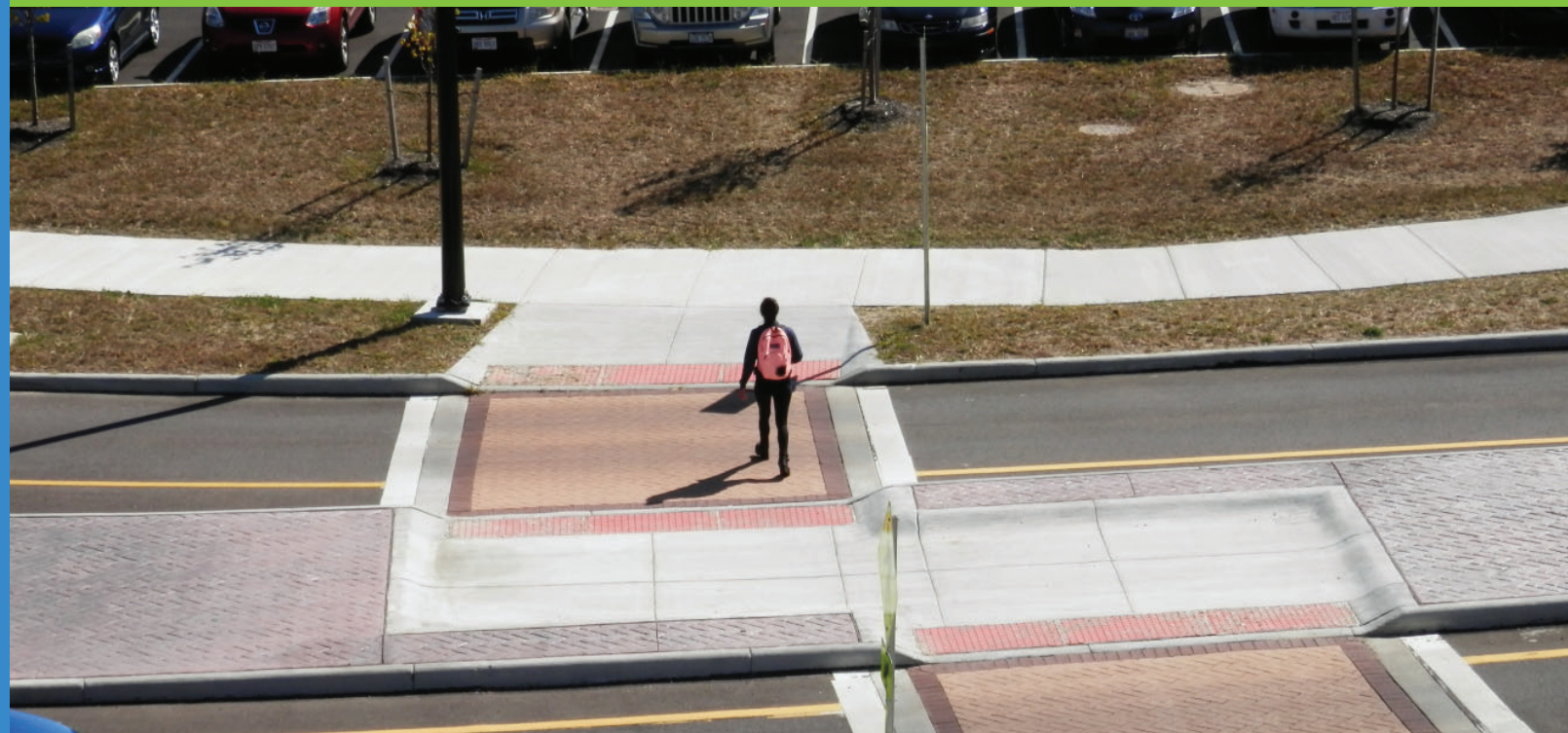
In addition to its posting on the agency web site – **amatsplanning.org** – the Draft ATP was presented to the CIC during its Dec. 12 meeting for review and comment. To date, the agency has received and incorporated into this document comments from the City of Green and Summit Metro Parks.

The Staff is requesting approval of the Draft *2019 Active Transportation Plan* by the AMATS Policy Committee.

DRAFT

2019 Active Transportation Plan

December 2019



2019 Active Transportation Plan

December 2019

Akron Metropolitan Area Transportation Study
161 S High St | Suite 201 | Akron, Ohio 44308
Phone: 330-375-2436
Fax: 330-375-2275

This report was prepared by the Akron Metropolitan Area Transportation Study (AMATS) in cooperation with the U.S. Department of Transportation, the Ohio Department of Transportation, and the Village, City and County governments of Portage and Summit Counties and Chippewa and Milton Township in Wayne County.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

The *2019 Active Transportation Plan (ATP)* prepared by the Akron Metropolitan Area Transportation Study (AMATS) presents the various strategies and recommendations that the agency will pursue to improve the Greater Akron area's bicycle and pedestrian networks. The *ATP* will be a key component of the upcoming long-range *Transportation Outlook 2045* to be prepared by AMATS in its role as the designated metropolitan planning organization for Portage and Summit counties and Chippewa and Milton townships in Wayne County.

The *ATP* is the successor to the agency's *2016 Bike Plan* and *2015 Pedestrian Plan*. The *ATP* represents a more holistic planning approach by the agency with regards to the region's bicycle and pedestrian networks. The *ATP* builds upon the foundations of these reports while clarifying the strategies and defining the goals that AMATS will pursue to improve the accessibility, efficiency and safety of the area's networks.

PLAN VISION

Through various public outreach initiatives, the agency has determined that many residents consider biking and walking to be desirable and vibrant modes of travel, but not convenient or – in some cases – safe modes.

The *ATP* envisions a Greater Akron area in which biking and walking are not only integral parts of daily life, but vital components of a first-class, multi-modal transportation system. The *ATP* seeks to expand and refine the region's bicycle and pedestrian networks with regards to connectivity and safety while promoting active living, sound economic development, and sustainability throughout the region.

The *ATP* is divided into two sections devoted to the region's Bicycling and Pedestrian networks respectively. Each section includes three components that address connectivity, efficiency and safety.

The *ATP* presents the Greater Akron area with a comprehensive, sound vision to pursue regional connectivity while promoting safety for the area's cyclists and pedestrians. The ideas presented within this document allow the region to build on the successes of previous bike and pedestrian plans prepared by the agency yet represent fresh opportunities for improvement.

BICYCLING

A basic tenet of the *2019 Active Transportation Plan (ATP)* is to ensure that there will be transportation choices for people of all ages and abilities within the Greater Akron area. Cycling is an increasingly important component of the transportation system as both a recreational amenity and a viable transportation choice. It is a low-cost, sustainable alternative to driving and improves access and mobility for many people. Many Greater Akron area communities recognize the growing role of biking as a transportation option and are incorporating bicycle infrastructure into their future plans.

The ability of a community to accommodate cyclists can have direct economic, health, social, and environmental impacts. Making the Greater Akron area a more bicycle-friendly region will connect people and places, promote a healthy lifestyle, and stimulate positive economic impacts.

EXISTING BIKING NETWORK

The Greater Akron area's bike network currently encompasses over 122 miles of shared-use paths and 50 miles of bike lanes. Significant elements of this regional network include The Ohio & Erie Towpath Trail, the Summit Metro Parks Bike and Hike Trail, The Portage Hike and Bike Trail, and the Headwaters Trail. The map on page 5 details the area's *Existing Bicycle Network*.

The region's network will likely continue to grow in the future as these shared-use paths present many opportunities for nearby communities to link to the current bike network. The completion of the Freedom Trail in Summit County, a shared-use path linking the downtowns of Akron and Kent via The Portage Hike and Bike Trail, exemplifies the sort of connections that area communities should pursue to promote biking as a viable means of transportation.

Connecting shared-use paths to such destinations as downtowns and other commercial areas promotes biking, not just for recreation, but for commuting. These linkages, coupled with appropriate biking amenities, provide opportunities for cyclists of various ages, abilities, and incomes.

While the Greater Akron area's network has experienced significant growth in recent years, major gaps remain in the region's still-burgeoning network. These gaps make it difficult, unsafe, and unpleasant for people to access many destinations. These network gaps discourage people from choosing to ride a bike.

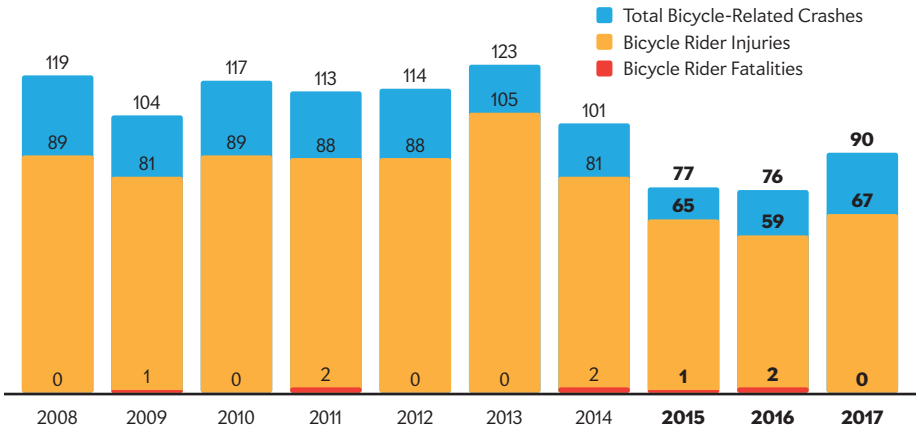
On-road facilities, most notably bike lanes, are gradually beginning to fill in remaining gaps and connect people to various destinations. The *ATP* encourages AMATS member communities and project sponsors to develop lanes and other facilities that will close gaps, especially if they provide access to the daily needs of the area's cyclists such as employment, education, food and medical care.

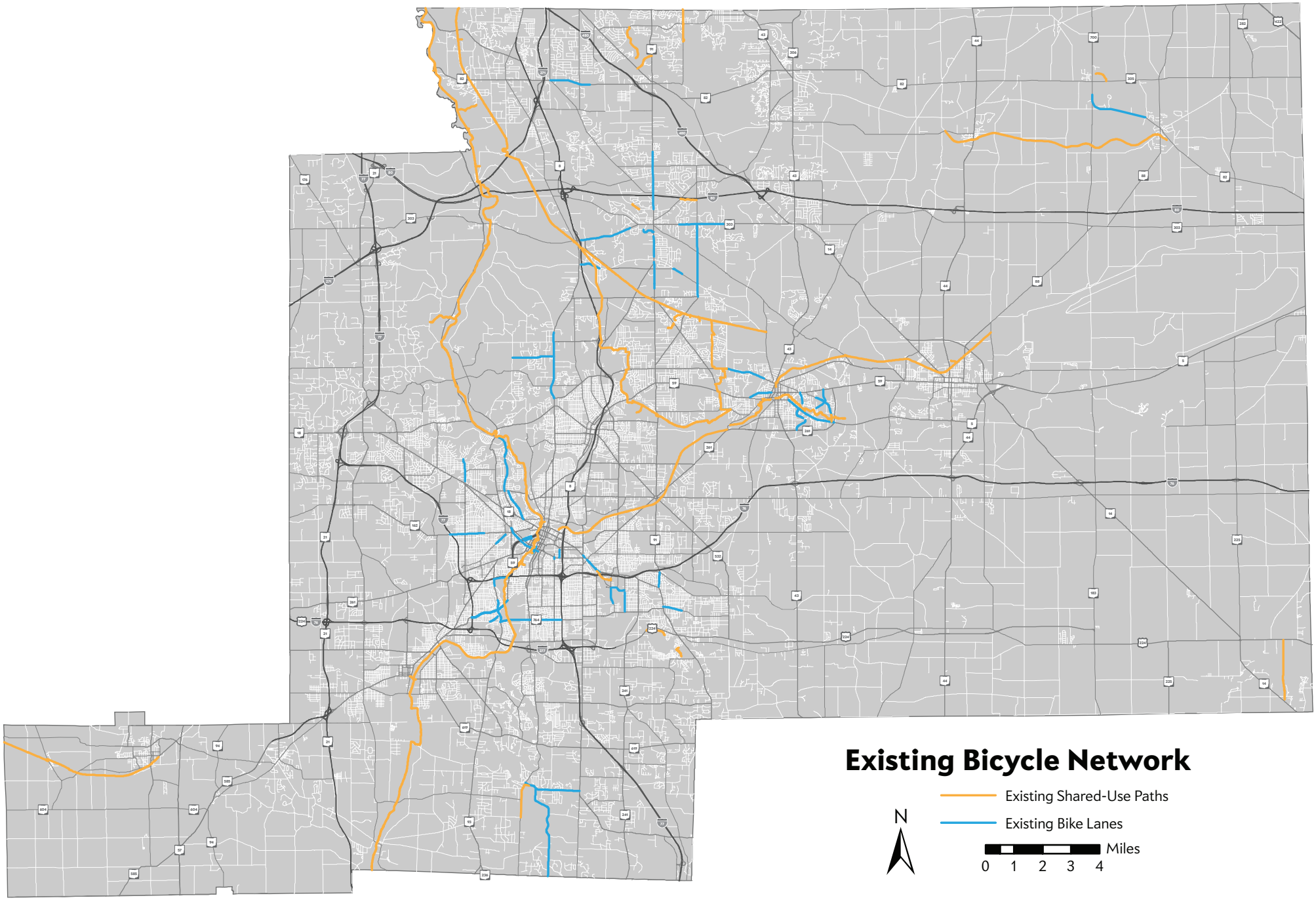
BICYCLE SAFETY

Safety concerns often deter people from choosing cycling over driving a motor vehicle. Overcoming the reluctance of would-be cyclists can be accomplished through the development of new safe active transportation infrastructure such as bike boulevards, bike lanes, shared-use paths, and wide shoulders. With the public's growing interest in the benefits of active transportation, promoting and providing safe environments will likely become increasingly important.

Such infrastructure investments may represent prudent expenditures by communities and project sponsors considering that - out of the 243 bicycle-related crashes that occurred in the Greater Akron area between 2015 and 2017 - a staggering 191 crashes or 79 percent resulted in an injury (See chart below). Tragically, three crashes resulted in fatalities. AMATS has determined that many of these crashes involve younger cyclists, including children. The largest age group involved in bicycle-related crashes during the period was 14-year-olds with 18 crashes.

Bicycle-Related Crashes 2008-2017




Existing Bicycle Network
Existing Shared-Use Paths
Existing Bike Lanes
N
Miles
0 1 2 3 4

BICYCLE ACCESSIBILITY

The *ATP* urges Greater Akron area communities to pursue complete street principles in the coming years. Changing built environments to make physical activity such as cycling more appealing and accessible through sound land use practices and roadway design with all users in mind is at the core of AMATS' efforts with this plan.

People who cannot or prefer not to drive should have safe and efficient transportation choices. The more accessible a system is, the more likely that people will opt to choose active transportation for their trips to school, stores, medical care and recreational opportunities. The region's bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks.

Many barriers exist that can prevent potential active transportation such as cycling from being a viable choice. Eliminating physical barriers may mean providing routes around steep slopes or across freeways, rail lines or waterways. Other means to improve accessibility include places to rest such as benches and ensuring safe crossing times across busy roadways.

Existing shared-use paths provide a strong framework for creating a comprehensive bicycle network. These paths are used primarily for recreation, but also serve as portions of routes for commuter trips. The area's larger paths present unique opportunities to develop a more extensive, regional on-road bicycle network with convenient links to public transit routes and service.

The regional bike network continues to grow at a slow, but steady pace. There are 122 total miles of shared-use paths throughout Greater Akron, including The Ohio & Erie Canal Towpath Trail. The Ohio & Erie Canal Towpath Trail makes up 41 miles north to south through Summit County. The Summit Metro Parks Bike and Hike Trail, The Portage Hike and Bike Trail and Headwaters Trail make up another 47 miles of the region's shared-use paths.

BICYCLE EFFICIENCY

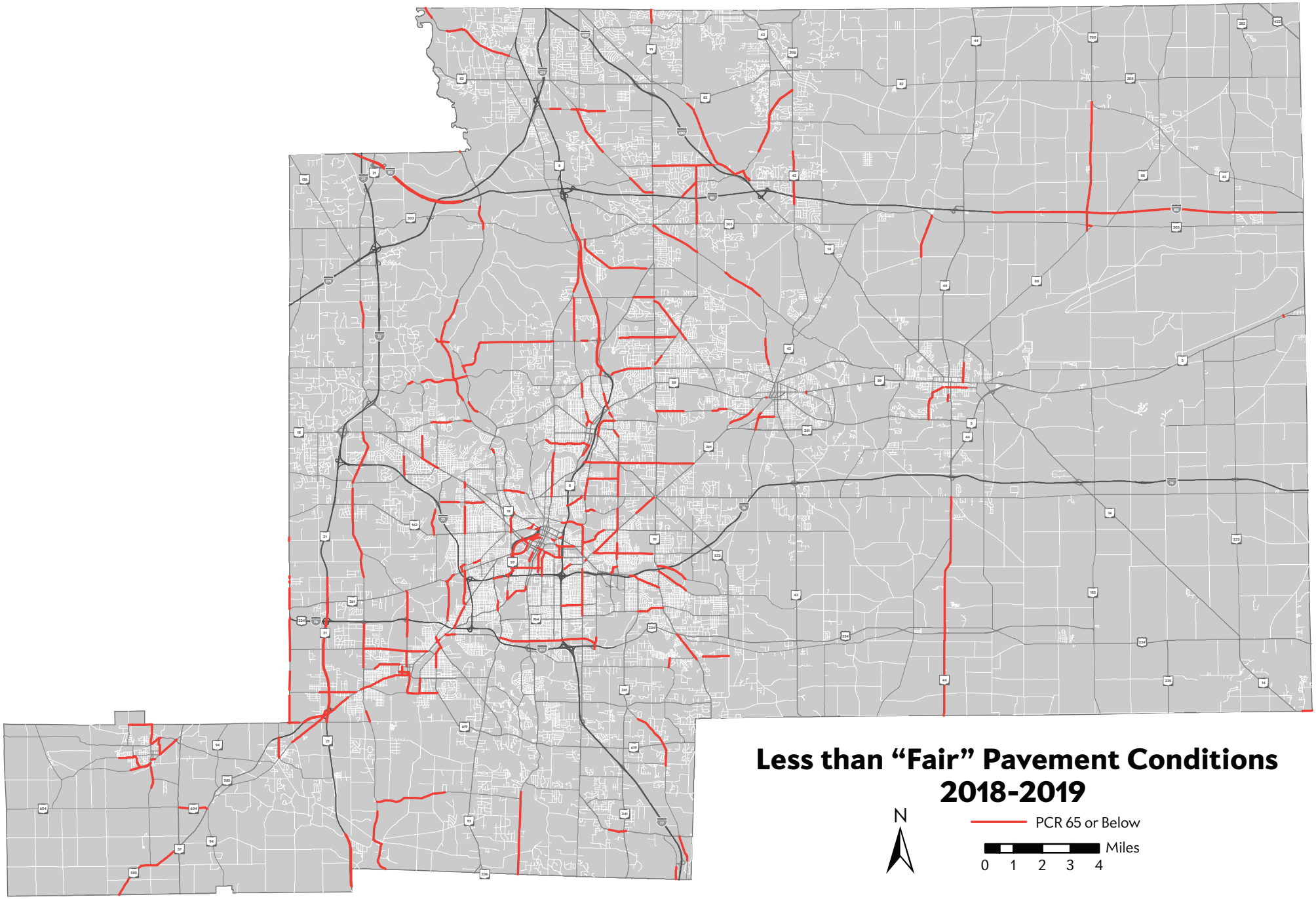
The bicycle is often the most time-efficient mode of travel for short trips, especially in urban areas. In many urban areas, bicycles offer the flexibility of a motor vehicle while providing other conveniences such as free parking, the ability to park closer to destinations, and faster travel times compared to motor vehicles.

The *ATP*, while recognizing that many Greater Akron area neighborhood streets and county road systems are suitable for cycling in their present form, suggests that communities consider developing dedicated bicycle facilities on their major streets and roadways where feasible. Key ingredients to the successful pursuit of such facilities are practicality and public support. Both of these ingredients can be gauged through demonstration projects prior to the development of actual projects. By concentrating improvements for cyclists on major streets that feed into existing shared-use paths, an interconnected regional system will emerge in the Greater Akron area that capitalizes on a majority of roadways that are already bicycle-compatible.

In the interim – until such a system fully emerges – the *ATP* urges area communities to improve and maintain their streets and roadways to accommodate all forms of vehicular traffic, including bicycles. Improvements may take the form of new directional signage, bike share stations, or the orientation of sewer grates so that they do not pose hazards to cyclists.

Regular maintenance of roadway surfaces prevents the formation of rough pavement, which not only diminishes the enjoyment of a bicycle ride, but also poses a significant hazard to cyclists. When encountering potholes and patches, cyclists generally face the dilemma of having to swerve into traffic around the obstacles or having to ride over or through them, risking a heightened possibility of crashing and sustaining injury in either case. Poor pavement conditions may push some cyclists to follow longer, more circuitous routes to their destinations to avoid the danger and discomfort of a deteriorated road. Still others may choose a different mode of transportation altogether.

The Ohio Department of Transportation (ODOT) utilizes a method of visually assessing pavement condition known as the Pavement Condition Rating (PCR) system. Pavement condition is rated on a scale from 0 (Very Poor) to 100 (Excellent). The map on page 7 highlights the segments in the Greater Akron area that are rated either Poor or Very Poor. Analysis of the PCR along known and potential cycling corridors can aid community leaders in deciding how to prioritize repairs. Smooth and well-maintained routes will eliminate the need for cyclists to follow less-direct paths to their desired destinations. This should result in improved safety and efficiency in terms of on-road bicycle routes.


Less than "Fair" Pavement Conditions
2018-2019
N
PCR 65 or Below
Miles
0 1 2 3 4

BICYCLE GOALS AND STRATEGIES

The League of American Bicyclists has identified the *5 E's of Bicycling*, which are principles that are fundamental to the establishment and maintenance of a safe, bicycle-friendly community. These principles are:

- Engineering
- Education
- Enforcement
- Encouragement
- Evaluation

These principles and how AMATS will promote them in the Greater Akron area are elaborated below:

Engineering

A safe and inviting bicycle network is comprised of a variety of physical elements. Examples of infrastructure that may be considered for incorporation into the regional bicycle network include:

- Bike boulevards
- Bike lanes
- Bike routes
- Bridges
- Cycle tracks
- Road diets
- Shared-use paths
- Sharrows
- Wide shoulders

Maintaining road and trail surfaces to be free of potholes and debris is also critical to increasing a cyclist's safety and confidence. AMATS plays a key role in ensuring that the Greater Akron area's roads and trail surfaces are well-maintained. The agency, as the area's federally designated metropolitan planning organization, provides the financial and technical support that communities and project sponsors need to meet their maintenance demands.

AMATS administers several robust federal funding programs on behalf of the area. The Surface Transportation Block Grant (STBG), Resurfacing, and Transportation Alternatives Set-Aside (TASA) programs exist to assist communities with their construction and maintenance needs. Projects funded by these programs run the gamut of major widenings to streetscape improvements. AMATS develops and applies the criteria - under the direction of its membership - for applicants seeking funding from these programs for various purposes. The agency provides technical support through analyses of the area's transportation networks such as safety and Level-of-Service studies and through coordination when appropriate and necessary with other entities such as the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Ohio and U.S. departments of transportation.

Education

Education includes the coordinated distribution of information regarding existing bicycle facilities and their role in the area's transportation system. AMATS provides education and outreach through its Switching Gears Program, the agency's regional initiative to promote cycling. This program promotes cycling through three notable products and services described in the bullets below:

- *Switching-Gears.org* – A website dedicated to advocating and promoting regional cycling. The website is a clearinghouse of information about bike-related events, cycle shops, regional trails, and maintenance and safety tips.

- *Bike-N-Brainstorm Events* – These are public meetings which include a bike ride and brainstorming session among AMATS staff and participants. Cyclists become active players in transportation planning by sharing their insights on how to improve biking and pedestrian access in a community. The agency uses feedback from these events when weighing bike and pedestrian projects for the region.

- *Bike User Map* – A free comprehensive map of streets and shared-use paths in the AMATS region. The map rates cycling routes according to their respective levels of difficulty. AMATS periodically updates the map and distributes this item at events, bicycle shops, libraries, community centers, and other appropriate venues throughout the region.

Enforcement

The proper use and full value of the bicycle network hinges on the enforcement of laws pertaining to the interaction between motorists and cyclists. AMATS promotes public awareness of laws and regulations

impacting cyclists through its press releases, social media and web site postings. An example of such laws that AMATS has promoted is the state of Ohio's "three-foot" law enacted in 2017. This law requires motorists to provide a three-foot buffer between their vehicles and a cyclist when passing on a roadway. (Motorists found violating this law face a misdemeanor charge and a $150 fine.)

AMATS seeks opportunities to partner with local police departments at appropriate events promoting public safety, such as "Bike Rodeos," conferences, fairs, and workshops. The agency also has a working rapport with local and county law enforcement officials and the Ohio Department of Public Safety (ODPS) which it utilizes during the compilation of various crash reports and safety studies regarding travel within the region.

Encouragement

Even with well-engineered facilities and sufficient education, people still need encouragement to bike. Encouragement may come from any combination of special events, riding groups, public advertising campaigns, health promotions, local cycling media and websites. AMATS promotes cycling by participating in, and planning events such as Bike-N-Brainstorms and Bike-to-Work Week.

Evaluation

Planning an effective bicycle network requires both the evaluation of systems already in place and the determination and design of new facilities to be integrated into the existing infrastructure. An important component of this latter consideration is the incorporation of ancillary elements, such as those listed above under Engineering, into the design of residential and commercial developments. Successful planning also focuses on assessing the present and projected extent of cycling in the Greater Akron area and access to attractions and destinations in the communities served by the area's cycling network. The ATP provides a frank assessment of the network's current status and offers direction for its future development based on connectivity and complete street approaches.

AMATS accepts the five "E" principles put forth by the League of American Bicyclists as appropriate standards by which to assess and improve the Greater Akron area's bicycle network. The agency will apply these principles in the pursuit of the desired outcomes of fewer bicycle-related crashes and zero fatalities. The agency will routinely evaluate how the region is meeting these principles through annual bicycle assessments to measure the success of service provided in terms of physical biking facilities and ridership patterns.

The ATP states the following goals for the Greater Akron area regarding the promotion of cycling as a mode of active transportation. This listing includes potential strategies for use by AMATS and its members in the pursuit of these goals.

1. **Promote a zero-death target for bicycle crashes and overall bicycle crash reduction.**

Strategies:

The agency will weigh the potential safety benefits to cyclists of project applications to its funding programs. Examples of safety-oriented projects include new bicycle and pedestrian facilities like shared-use paths, improved crossings and lighting, road diets, and other traffic calming measures. Other bicycle goals listed below also will work toward educating AMATS members and the public of ways to achieve a zero bicycle death target and overall crash reduction.

2. **Attract 500 new attendees to workshops and public empowerment events between approval of the ATP and its next update by AMATS.**

Strategies:

The agency will host a minimum of four Bike-N-Brainstorm events per year. AMATS developed the Bike-N-Brainstorm in 2012 to serve as an innovative tool for public outreach. Jointly arranged with community officials from within the AMATS region, these events engage participants by giving them a voice in the planning process for potential improvements to the bicycle network within the host community.

In the future, the agency will seek to broaden the scope of these events beyond bicycle planning to address related public health and safety issues. The agency will invite representatives of local and county health departments to discuss how cycling and networks may benefit the public. The participation of health officials will provide the agency with another resource to promote awareness of and participation in these events. AMATS will also partner with area communities to distribute 1,000 complimentary LED bicycle lights, water bottles and other safety-related items and literature when possible.

3. AMATS encourages its membership to invest an average of $1.1 million in TASA funds per year in additional shared-use and pedestrian infrastructure throughout the Greater Akron area between now and 2045.

Strategies:

The agency will apply available resources through its funding programs, primarily the TASA Program, to the development of new cycling, pedestrian and shared-use facilities, networks and systems, especially those that provide access to heretofore inaccessible areas, and related active transportation amenities and support infrastructure. The ATP recommends that the AMATS membership commit a base level of funding resources of $1.1 million per year toward the development of new facilities, networks and systems for the duration of the ATP. This funding commitment should not exclude the use of new local, state and federal funding opportunities should they arise during the life of the ATP nor should such opportunities affect the agency's commitment to a set level of funding for such projects.

Applicants for major improvement projects may receive additional points under forthcoming scoring criteria for projects that provide access to major shared-use paths while incorporating connectivity and complete street principles into their design. Examples of projects that may qualify for such points include new bike lanes, dedicated bike and pedestrian bridges, crossings, wide shoulders, and convenient links to shared-use paths.

The accompanying table presents bike-oriented projects that are currently planned for the Greater Akron area. These projects exemplify the type that the agency should continue to pursue in the coming years.

Upcoming Shared-Use Path Projects (2020-2023)	Location	AMATS Funding	Total Cost
The Portage Hike and Bike *Ravenna Rd Bridge Connector*	Portage County	$353,600	$442,000
Veterans Trail *Phase 1*	Hudson	$500,000	$1,418,300
The Portage Hike and Bike *Brady's Leap Connector*	Kent	$700,000	$1,305,600
The Portage Hike and Bike *Freedom Trail Connector*	Tallmadge / Kent	$700,000	$2,726,400
Magic Mile *Towpath Connector*	Barberton	$422,640	$1,038,000
CVNP Bicycle and Pedestrian Bridge	Summit County	$700,000	$906,500
Freedom Trail *Phase 4*	Akron	$700,000	$4,128,737

4. Improve pavement to ensure efficient trips by investing a minimum of $2.5 million per year in STBG and Resurfacing funds in the Greater Akron area's road surfaces between now and 2045.

Strategies:

AMATS members are encouraged to not only maintain, but to invest and improve pavement and road surfaces in their respective communities to ensure smoother road conditions for cyclists. The agency's STBG and Resurfacing funding programs are the best available resources to help communities achieve this goal. Those projects that include bike lanes and wide shoulders to accommodate cyclists may receive additional points under forthcoming scoring criteria. The ATP recommends that the AMATS membership commit a minimum investment of $2.5 million per year in area pavement and road surfaces for the duration of the ATP. This funding commitment should not exclude the use of new local, state and federal funding opportunities should they arise during the life of the ATP nor should such opportunities affect the agency's commitment to a set level of funding for such projects.

SUMMARY

The Bicycling section of the *ATP* recognizes that the Greater Akron area's existing bike network is incomplete in its present form. The *ATP* embraces the five principles of Engineering, Education, Enforcement, Encouragement and Evaluation as put forth by The League of American Bicyclists as its guiding tenets to improving the area's network.

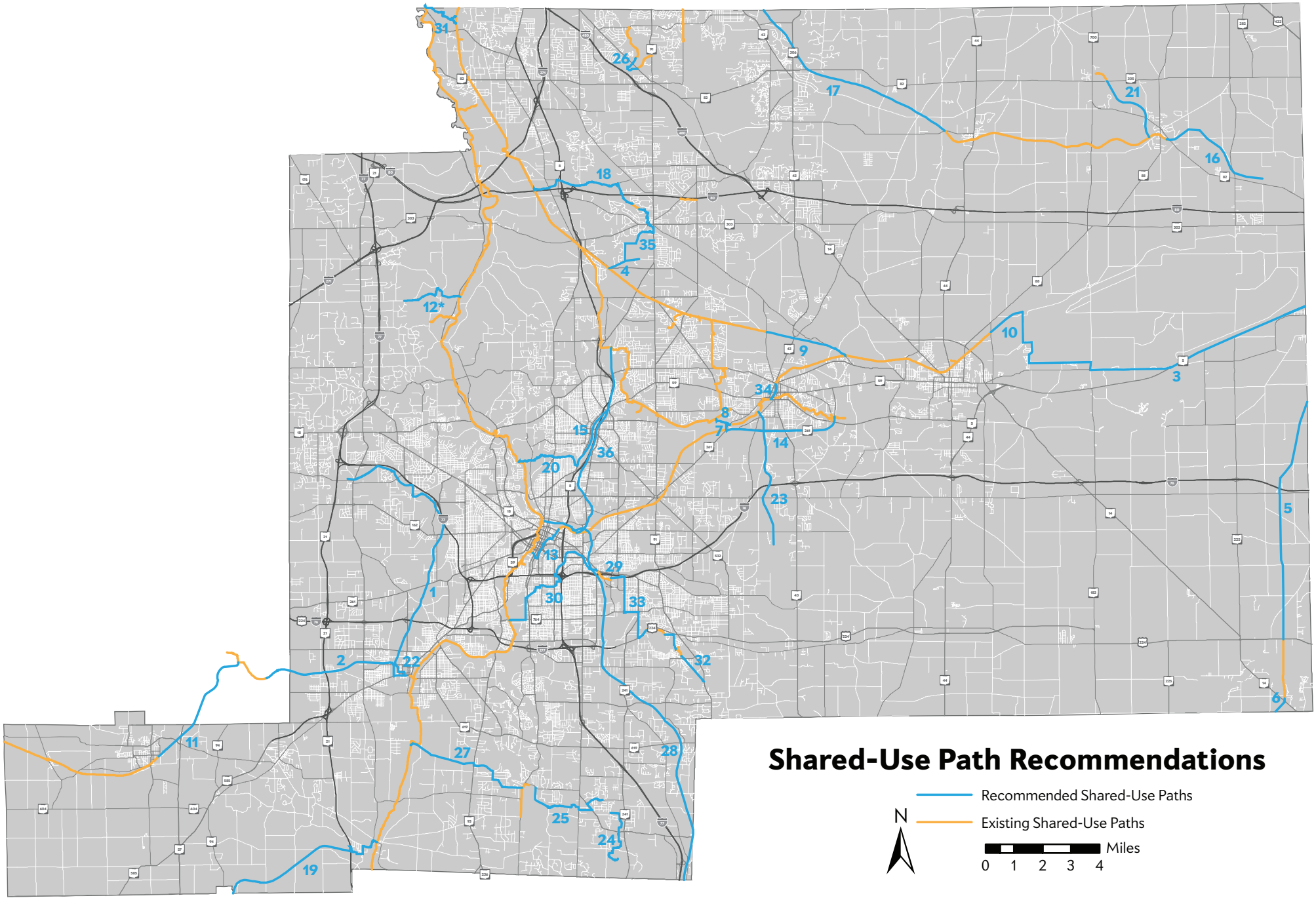
While AMATS believes that the four goals and strategies identified in this section represent sound approaches to further development of the regional bike network with available resources, the member communities of AMATS should by no means limit themselves to the Goals and Strategies presented in these pages. Members are encouraged to pursue opportunities to promote cycling as a form of active transportation within their respective communities. The membership should do so with the knowledge that resources in the form of financial and technical support are available from AMATS to assist them in their endeavors.

SHARED-USE PATH RECOMMENDATIONS

While all shared-use paths are eligible for funding through AMATS, it is important to identify specific shared-use paths of regional significance. The table below and the map on page 12 shows recommended future shared-use paths in the Greater Akron area.

Map No.	Recommended Shared-Use Path	From	To
1	3 Creeks - Pigeon Creek / Wolf Creek Trail	Copley High School *(Copley Township)*	**RECOMMENDED** 3 Creeks - Silver Creek Trail *(Hopocan Ave in Barberton)*
2	3 Creeks - Silver Creek Trail	**EXISTING** Interurban Trail *(Medina County)*	**FUNDED** Magic Mile *(Barberton)*
3	Arsenal South Trail	**RECOMMENDED** Conrail Freedom Secondary Trail *(S Main St in Charlestown Township)*	Trumbull County Line *(Paris Township)*
4	Berlin Lake Trail North	**EXISTING** Berlin Lake Trail *(Deerfield Township)*	Trumbull County Line *(Paris Township)*
5	Berlin Lake Trail South	Mahoning County Line *(Deerfield Township)*	**EXISTING** Berlin Lake Trail *(Deerfield Township)*
6	**FUNDED** Barlow Road Trail	Weeping Willow Dr *(Hudson)*	Terex Rd *(Hudson)*
7	**FUNDED** Bike & Hike Trail (Freedom Trail Connector)	**EXISTING** Freedom Trail *(Kent)*	**EXISTING** The Portage Hike and Bike Trail *(Kent)*
8	Bike & Hike Trail (The Portage Connector)	**EXISTING** Bike & Hike Trail *(Kent)*	**EXISTING** The Portage Hike and Bike Trail *(Kent)*
9	Bike & Hike Trail Extension	Hudson Rd *(Franklin Township)*	Ravenna Rd *(Franklin Township)*
10	Conrail Freedom Secondary Trail	**EXISTING** The Portage Hike & Bike Trail *(Peck Rd in Ravenna Township)*	**RECOMMENDED** Arsenal South Trail *(S Main St in Charlestown Township)*
11	County Line Trail North	**EXISTING** County Line Trail *(Rittman)*	**EXISTING** Interurban Trail *(Medina County)*
12*	Everett Road Trail*	Farmstead Rd *(Bath Township)*	**EXISTING** Towpath Trail *(Boston Township)*
13	Freedom Trail (Phase IV)	**EXISTING** Freedom Trail *(Akron)*	**EXISTING** Towpath Trail *(Akron)*
14	Freeway Trail	Middlebury Trailhead *(Kent)*	**EXISTING** Esplanade Trail *(Kent)*
15	Front Street Connector Trail	**RECOMMENDED** Highbridge Connector Trail *(Easton Dr in Akron)*	**RECOMMENDED** Veterans Trail *(Front St / Hudson Dr in Cuyahoga Falls)*
16	Headwaters Bikeway East	**EXISTING** Headwaters Bikeway *(SR-82 in Garrettsville)*	Horn Rd *(Windham Township)*
17	Headwaters Bikeway West	Geauga County Line *(Aurora)*	**EXISITING** Headwaters Bikeway *(Mennonite Rd in Mantua Township)*
18	Heights to Hudson Trail	**EXISTING** Bike & Hike Trail *(Boston Heights)*	Veterans Way *(Hudson)*
19	Heritage Trail	**EXISTING** Heritage Trail *(Marshallville North Corporation Limit - Chippewa Township)*	**EXISITING** Towpath Trail *(Clinton)*
20	Highbridge Connector Trail	**EXISITING** Towpath Trail *(Akron)*	**RECOMMENDED** Front Street Connector Trail *(Easton Dr in Akron)*
21	Hiram Trail	**EXISITING** Hiram Trail *(Hiram East Corporation Limit)*	**EXISTING** Headwaters Bikeway *(Garrettsville)*
22	Magic Mile West	5th St / Park Ave *(Barberton)*	4th St / W Wooster Rd *(Barberton)*
23	Mogadore Lake (W & LE)	**EXISTING** The Portage Hike & Bike *(Kent)*	Mogadore Reservoir *(Brimfield Township)*
24	Southgate Connector Trail	Portage Lakes Career Center *(Green)*	Boettler Park *(Green)*
25	Nimisila Bikeway West	**EXISTING** Nimisila Reservoir Trail *(Green)*	Caston Rd *(Green)*
26	Park Loop Trail	**EXISTING** Center Valley Bikeway *(Twinsburg)*	**EXISTING** Center Valley Parkway *(Twinsburg)*
27	Portage Lakes Trail	**EXISITING** Towpath Trail *(New Franklin)*	**EXISTING** Nimisila Reservoir Trail *(Green)*
28	Railroad Corridor Trail	**EXISTING** Freedom Trail *(Akron)*	Stark County Line *(Green)*
29	Rubber City Heritage Trail East	**EXISTING** Rubber City Heritage Trail *(Akron)*	**RECOMMENDED** Spartan Trail West *(Akron)*
30	Rubber City Heritage Trail West	**EXISITING** Towpath Trail *(Akron)*	**EXISTING** Rubber City Heritage Trail *(Akron)*
31	Sagamore Hills Bike & Hike Connector	**EXISITING** Towpath Trail *(Cuyahoga County)*	**EXISTING** Bike & Hike Trail *(Sagamore Hills Township)*
32	Spartan Trail East	**EXISITING** Spartan Trail *(Springfield Township)*	Springfield High School *(Springfield Township)*
33	Spartan Trail West	**RECOMMENDED** Rubber City Heritage Trail *(Akron)*	**EXISTING** Spartan Trail *(Springfield Township)*
34	**FUNDED** The Portage Hike and Bike (Brady's Leap Connector)	W Main St *(Kent)*	N Water St *(Kent)*
35	**FUNDED** Veterans Trail North	**FUNDED** Barlow Road Trail *(Hudson)*	Darrow Rd *(Hudson)*
36	Veterans Trail South	**EXISTING** Freedom Trail *(Akron)*	**EXISTING** Bike & Hike Trail South *(Stow)*

** Summit County plans to vacate Everett Rd from Farmstead Rd to Oak Hill Dr*



** Summit County plans to vacate Everett Rd from Farmstead Rd to Oak Hill Dr*

WALKING

The *2019 Active Transportation Plan (ATP)* defines a pedestrian as a person travelling on foot, in a wheelchair, or in another health-related mobility device. Sidewalks are walkways separated from a roadway with a curb and are constructed of a durable, hard and smooth surface, designed for preferential or exclusive use by pedestrians. The sidewalk is where pedestrians do most of their traveling and is the space where they should be able to move freely and feel safe from collisions with vehicles, including bicycles. The pedestrian environment is shaped by this infrastructure and other factors such as parks, land use, availability of transit, and private development.

Despite the Greater Akron area's overall walkability, the presence, quality, and connectivity of its pedestrian networks vary greatly throughout the region from community to community. This lack of network connectivity affects pedestrian comfort and safety. The *ATP* urges area communities and project sponsors to pursue a more attractive and cohesive network. The area's network should:

- Connect pedestrians to destinations
- Integrate sidewalks with shared-use paths
- Provide frequent and safe crossings at busy roadways
- Provide wayfinding signs for easy navigation

While recognizing that there is no singular pedestrian network within the region – nor may there ever be a need for one - the *ATP* envisions a network with improved interconnectivity within and between communities that provides adequate space to walk comfortably and promotes safety by separating pedestrian and vehicular traffic.

Community pedestrian networks should embrace complete street principles, be aesthetically pleasing, and provide convenient access to the necessities of a vibrant life such as commerce, food, medical care and recreation. If community engineers and planners carefully weigh three overarching considerations throughout the planning process – accessibility, efficiency and safety – a comprehensive pedestrian network with the potential for regional connectivity may someday be realized in the Greater Akron area. The *ATP* addresses these three considerations and their current states in the region's pedestrian networks in the passages below.

ACCESSIBILITY

The *ATP* defines pedestrian accessibility as the ability or ease to walk to desired activities, destinations, goods and services within a reasonable time, at a reasonable cost, and with the greatest convenience. Many factors affect accessibility including built environments, land use, pedestrian amenities, network connectivity, and integration between travel modes.

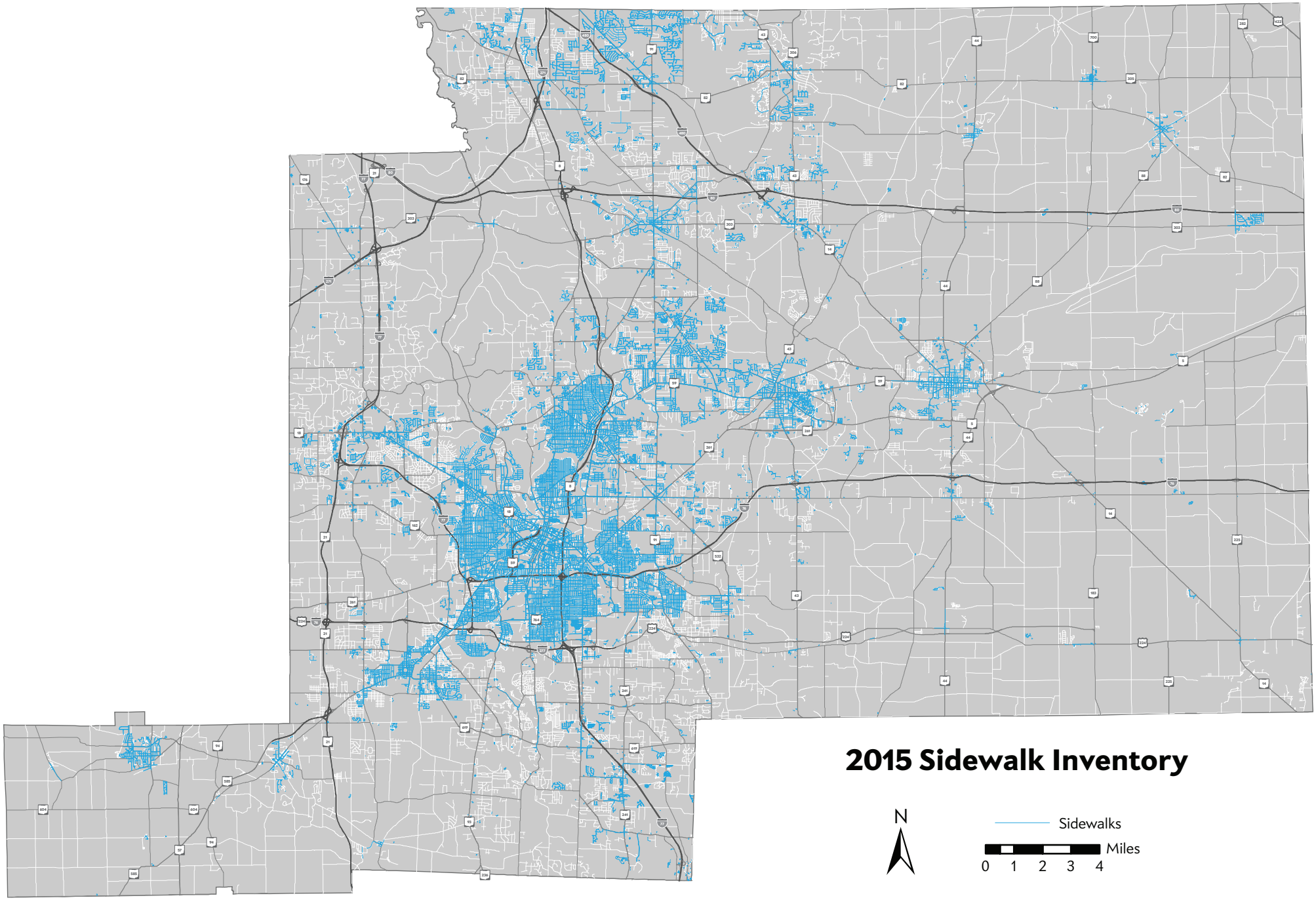
To ensure that sidewalks are accessible to pedestrians, the Federal Highway Administration (FHWA) promotes sidewalk dimensions based on a "zone system." The zone system determines the width of the sidewalk corridor and ensures that obstacles, such as newspaper boxes or utility poles, do not limit pedestrian access. Communities with walkable commercial districts may want to adopt a similar system to ensure that their pedestrian areas are as accessible as possible, while allowing for landscaping and pedestrian amenities. The four zones and recommended minimum standards that comprise the zone system are described in the table below.

Zone	Minimum Width
Curb Zone	6 inches
Planter / Furniture Zone	24 inches (48 inches if planting trees)
Pedestrian Zone	60 inches
Frontage Zone	30 inches
Total Sidewalk Corridor	10 feet

The AMATS region boasts 2,860 miles of sidewalks. The map on page 14 identifies the area's *2015 Sidewalk Inventory*. A number of the region's older established communities have extensive sidewalk networks that also provide access to available transit service. Unfortunately, many of these older networks also lack newer amenities and facilities that would encourage additional pedestrian travel such as crosswalks, mid-block crossings, plazas, signs, signals, illumination, benches and connections to shared-use paths.

While older networks may hinder pedestrian travel, it is the region's more recently developed suburban communities that pose some of the greatest challenges to the promotion of pedestrian travel. Some of the larger and more rapidly growing communities continue to lack a significant inventory of sidewalks. These newer communities lack an established downtown from which networks can grow.

Thanks in part to the AMATS Connecting Communities Initiative the region has made considerable progress in promoting pedestrian accessibility in


2015 Sidewalk Inventory
N
Sidewalks
Miles
0 1 2 3 4

both its older, established and newer, suburban communities. The program helps communities strike a balance between their land use decisions and transportation investments by providing financial grants for the development of plans and studies that promote vibrant, livable communities. Many communities throughout the region are recognizing the importance of pedestrian travel since the initiative's launch in 2009.

Barberton's Magic Mile Corridor, Bath Township's State Route 18 Sidewalk Improvement Project and Richfield's Kinross Lakes Parkway South Project are results of program grants. These communities used program grants to fund studies that eventually led to significant pedestrian improvements. A number of suburban communities are nurturing the beginnings of sound networks as a means to promote their residents' quality of life while providing access to local employment, retail and service areas. The communities of Fairlawn, Green, Twinsburg and Streetsboro exemplify this burgeoning suburban approach within the Greater Akron area.

EFFICIENCY

The most efficient sidewalk networks tend to be those that are designed at the outset to meet the needs of pedestrians (See *Appendix C – Sidewalk Design Principles*). As past economic development and planning practices promoted urban sprawl, roadways gradually replaced sidewalks as the primary means to reach destinations. Generally, the greater the distance, the more likely it becomes that people will choose motor vehicles rather than walking to get to their destinations.

The *ATP* urges communities and project sponsors to adopt a more pedestrian-oriented approach to transportation planning that reduces significant obstacles to walking. During sidewalk planning and construction, logical termini should be a prime consideration. A sidewalk should never end in the middle of nowhere, but rather it should terminate at the entrance to a pedestrian attraction. Demand should also be considered when planning new sidewalks. One of the clearest signals of unmet pedestrian demand is the presence of a "goat path" – a worn path in the grass, created from years of repeated pedestrian use. General characteristics of sound pedestrian-oriented design are that sidewalks should:

- Exist where pedestrian traffic is present
- Lead to recognized destinations
- Provide access to transit service
- Eliminate gaps in routes or connections

Current sidewalk networks in the Greater Akron area appear to be adequate with regards to existing in known pedestrian traffic areas and providing access to recognized destinations (communities should decide for themselves if improvements with regards to these characteristics should be pursued). It is in the areas of providing pedestrian access to transit service and eliminating gaps in network connections that the *ATP* urges the region's communities to seek improvements.

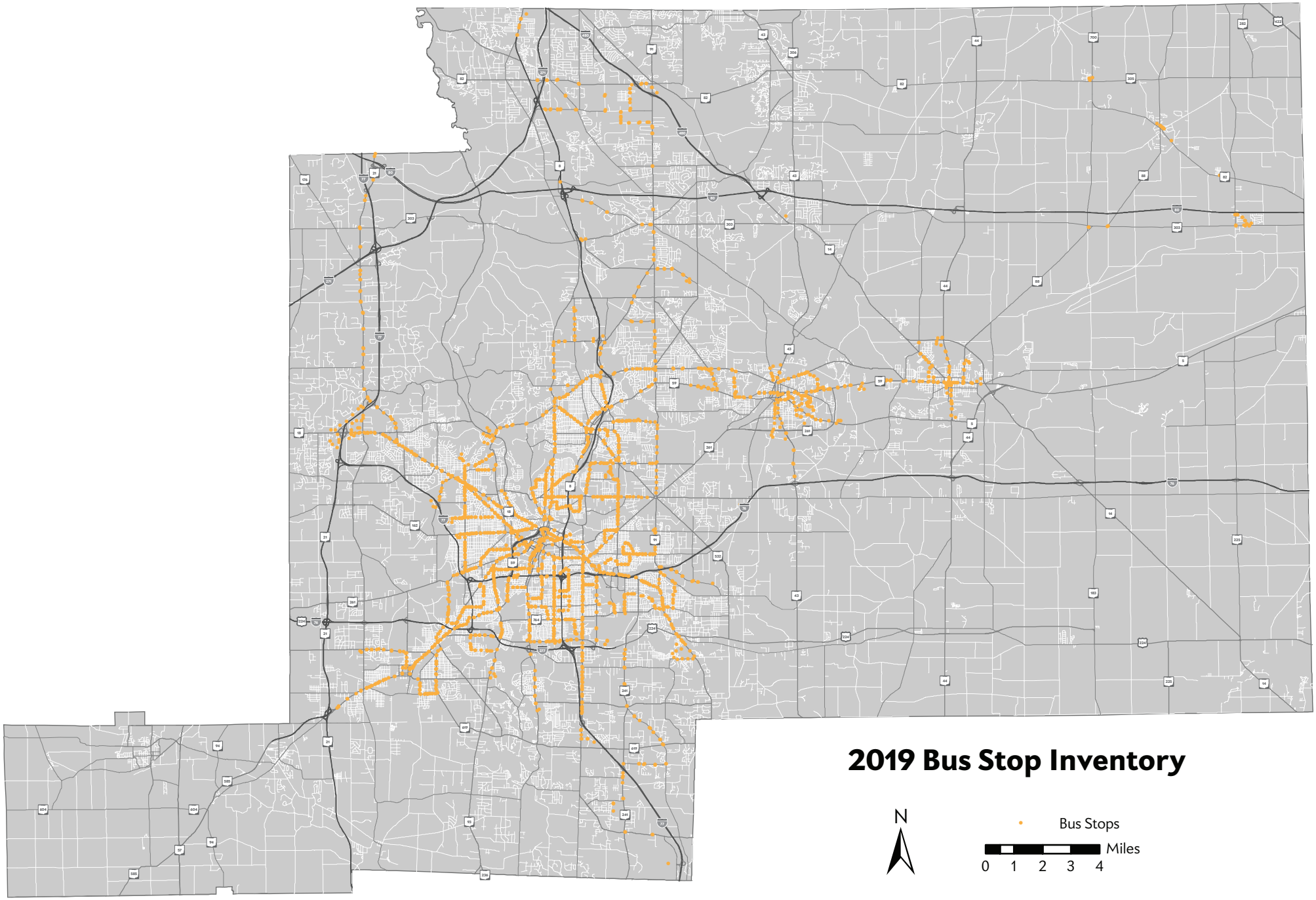
Sidewalks provide the best available means for many transit-dependent populations – such as people with disabilities, the elderly, and low income persons - to access bus routes and service. It is not a coincidence that most transit stops are located on or near sidewalks. Access to these stops is especially critical for persons using mobility devices. Currently, the Greater Akron area has 2,614 stops located throughout Portage and Summit counties (See *2019 Bus Stop Inventory* map on page 16). Of those 2,614 stops, 610 (23 percent) are located in areas without sidewalks.

Connectivity gaps in the region's sidewalk networks may force pedestrians to travel along extended detours in order to avoid them. Depending on their length, speed and traffic volume on adjacent roadways, such detours may subject pedestrians to hazardous journeys, especially in cases where no practical detour exists.

SAFETY

The *ATP* recognizes that past transportation planning practices – not just in the Greater Akron area, but across the nation - have tended to emphasize vehicular traffic rather than the needs of pedestrians. This emphasis has created built environments that are difficult and unsafe for pedestrians. Pedestrians walking on sidewalks abutting busy streets are subject to a variety of disturbances such as vehicle noise, exhaust fumes, puddle-splashes, and potential crashes from passing vehicles. Pedestrians will often take the most direct route to their destination, regardless of whether the shortest route is completely legal or safe. The AMATS *Mid-Block Crossing Analysis* compiled by the agency in 2014 underscores this obvious truth. The analysis found that, of the 459 pedestrian-related crashes in the AMATS area between 2010 and 2012, 20.3 percent occurred at locations without dedicated mid-block crossings. The agency determined that pedestrian-related collisions with vehicles typically end in injury - 86 percent of crashes - and sometimes death - 11 percent of all crashes.

The *Dangerous by Design 2019* report published by Smart Growth America and the National Complete Streets Coalition analyzes traffic deaths that occurred between 2008 and 2017. The report includes a Pedestrian Danger Index (PDI) and fatality statistics for the 100 largest metro areas as defined by the U.S. Census Bureau. The PDI measures how deadly it is for people to walk based on the number of people struck and killed by drivers while walking, controlling for

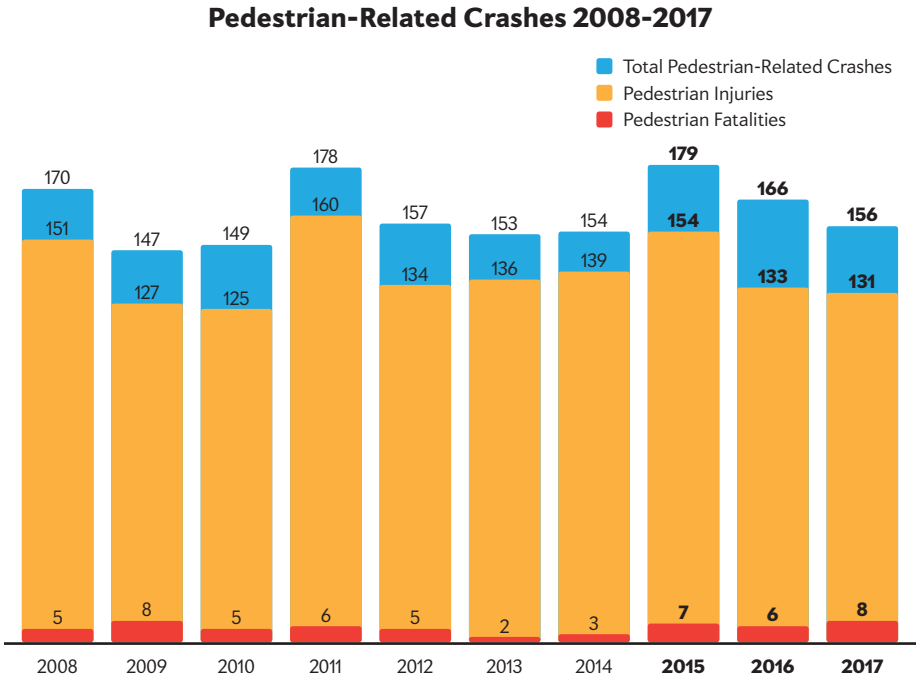

2019 Bus Stop Inventory
N
Bus Stops
Miles
0 1 2 3 4

the number of people that live in a state or metro area and the share of people who walk to work.

The report finds that Americans aren't walking more and are only driving slightly more than they were in 2008. Driving apparently became safer between 2008 and 2017 as traffic deaths among motor vehicle occupants decreased by 6.1 percent despite vehicle miles traveled increasing by 8.1 percent. In stark contrast, travel by walking did not experience comparable numbers. Sadly, pedestrian deaths increased by 35.4 percent during the period although walking as a share of all trips increased by less than 1 percent.

Despite fewer fatalities, the Akron metro area has a higher PDI index at 44.4 than larger metro areas in Ohio such as Cleveland-Elyria and Cincinnati which have 35.9 and 42.9 respectively. The AMATS *2015-2017 Crash Report* found that there were 501 pedestrian-related crashes from 2015 to 2017 with 418 (83 percent) resulting in an injury. By comparison – in terms of percentages – 24 percent of the region's vehicular-related crashes resulted in an injury during the same three-year period. Tragically, 21 of the area's pedestrian-related crashes resulted in a fatality. Among the more troubling findings from the report is that 97 (19.4 percent) of these crashes involve people under the age of 18.

The following graph shows pedestrian-related crashes in the AMATS area since 2007.



The AMATS crash report found that pedestrian crashes occur almost evenly at intersections and at mid-block areas. Many intersection-related pedestrian crashes occurred when a vehicle was making a turn or a pedestrian was crossing the street against the signal. Time and light conditions are other factors affecting the frequency of crashes in the Greater Akron area. Generally, pedestrian crash totals begin a sharp climb in the month of September before peaking in October, possibly due to the resumption of school and less hours of daylight. Sizable percentages of area crashes also occur on dark roadways equipped with lighting (33 percent) and on dark roadways lacking lighting (9 percent).

PEDESTRIAN GOALS AND STRATEGIES

The *ATP* proposes the following goals and strategies for communities and project sponsors regarding pedestrian and sidewalk networks within the Greater Akron area.

1. Promote a zero-death target for pedestrian crashes and overall pedestrian crash reduction.

Strategies:

Successful pedestrian projects that encourage walking tend to be those that promote safety - not only for pedestrians - but other users of transportation systems. Many of the Greater Akron area's existing walking networks consist of community sidewalks that are along busy roadways that also serve as transit routes. Communities and project sponsors should make pedestrian safety improvements a priority on those routes and streets with high traffic volumes and speeds.

The ATP urges communities and project sponsors to pursue project designs that:

- Buffer pedestrians from auto traffic
- Increase safety and comfort crossing roadways
- Improve connectivity and connections to destinations
- Improve comfort and ease of walking
- Increase the attractiveness of walking
- Slow speed of automobile traffic

The agency will weigh the potential safety benefits to pedestrians of project applications to its funding programs.

The *ATP* encourages communities and project sponsors to embrace the

Every Day Counts (EDC) initiative, which was launched by the FHWA in 2009. One component of the EDC is the implementation of innovative strategies to enhance roadway safety for all users. The Safe Transportation for Every Pedestrian (STEP) Program is one such innovation. STEP advocates the incorporation of specific pedestrian safety countermeasures that have an established record of reducing conflicts between pedestrians and vehicles. Such countermeasures include, but may not be limited to:

- Crosswalk visibility enhancements
- Leading pedestrian intervals
- Pedestrian crossing/refuge islands
- Pedestrian hybrid beacons
- Raised crosswalks
- Rectangular rapid flashing beacons
- Road diets

The FHWA publishes tools to aid in the analysis of the need for pedestrian safety countermeasures and determination of the most appropriate treatment(s) for a given location, such as its Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations. AMATS recommends the adoption of any single one or combination of these countermeasures where analysis deems them necessary, practicable, and feasible. The following STEP-suggested countermeasures can improve pedestrian safety when used in the appropriate roadway context:

- **Rectangular Rapid Flashing Beacons (RRFBs)**
  Active (user-actuated) or passive (automated detection) amber LEDs that use an irregular flash pattern at mid-block or uncontrolled crossing locations. They significantly increase driver-yielding behavior.

- **Leading Pedestrian Intervals (LPIs)**
  Signalized intersections allow pedestrians to walk, usually three to four seconds, before vehicles get a green signal to turn left or right. The LPI increases visibility, reduces conflicts, and improves yielding.

- **Pedestrian Hybrid Beacons (PHBs) or High intensity Activated crossWalK (HAWKs)**
  These beacons provide positive stop control for higher-speed, multi-lane roadways with high vehicular volumes. PHBs are an intermediate option between a flashing beacon and a full pedestrian signal.

2. AMATS encourages its membership to invest an average of $1.1 million in TASA funds per year in additional shared-use and pedestrian infrastructure throughout the Greater Akron area between now and 2045.

Strategies:

The goal of increasing total pedestrian or sidewalk investment throughout the region will require the simultaneous pursuit of several general strategies by AMATS and its membership. AMATS will aid its member communities in seeking funding for projects to increase mileage by providing application and technical assistance throughout the planning process. At the local level, communities should invest in:

- Sidewalks
- Sidewalk amenities and infrastructure
- Street projects that provide new walkways
- Shared-use paths

Sidewalks and their related amenities and infrastructure are more fully addressed in *Appendix D – Sidewalk Amenities and Infrastructure*.

The *ATP* recommends that the Greater Akron area continue investment in sidewalk infrastructure. AMATS currently has 1.5 million programmed in sidewalk infrastructure projects.

Upcoming Sidewalk Projects (2020-2023)	Location	AMATS Funding	Total Cost
Moore Rd Sidewalks	Green	$500,000	$1,554,000
Darrow Rd Sidewalks	Stow	$500,000	$760,946
Raber Rd Sidewalks	Green	$516,050	$1,372,710

The area should continue similar investments in sidewalk infrastructure in the future. Such investments will not only improve pedestrian accessibility, but provide new connections to the region's growing sidewalk network.

3. Sidewalk Network Improvements with METRO RTA and PARTA

Strategies:

The *ATP* encourages Greater Akron area communities to work in close concert with METRO RTA in Summit County and the Portage Area Regional Transportation Authority (PARTA) in Portage County when developing new sidewalk networks and when planning improvements to existing ones (See *Bus Stops Lacking Sidewalk Access* map on page 20). The region's communities and transit authorities should:

- Increase the number of bus stops with a sidewalk connection
- Ensure that networks include pedestrian-friendly bus stops and related amenities
- Provide convenient transit access in those locations where there is known heavy pedestrian traffic
- Consider convenient pedestrian access when identifying new transit connections and routes
- Conduct in-depth, periodic analyses of bus stop locations and route connections within the Greater Akron area

4. Seek a 100 Percent Participation Rate Among Greater Akron Area School Districts in the Ohio Safe Routes to Schools (SRTS) Program

Strategies:

The *ATP* recommends that Greater Akron area communities provide high-quality, safe bicycle and pedestrian infrastructure near schools. According to *publicschoolsk12.com*, the Greater Akron area has a total of 52 school districts including charter schools. Of that total, 15 school districts are located within Portage County, 34 are within Summit County, and three are within Wayne County.

Totals available from the Ohio Department of Transportation (ODOT) demonstrate the potential for increased participation by Greater Akron area school districts in the SRTS Program. Currently, only nine area districts are participating in the program. Of these districts, two – Aurora and Streetsboro – are located in Portage County, six – Akron, Barberton, Green, Hudson, Norton and Stow – are located in Summit County, and one – Rittman – is located in Wayne County.

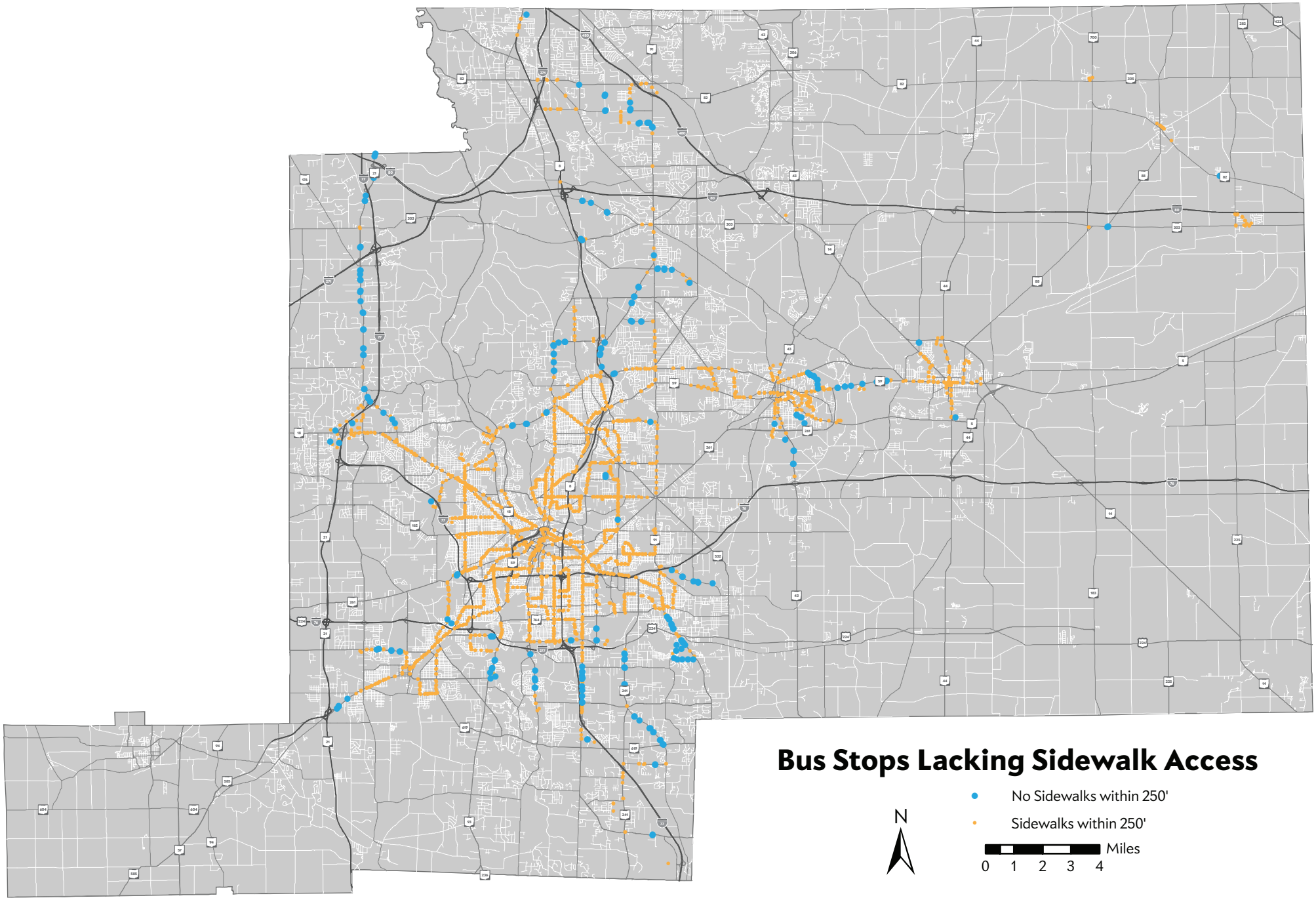
AMATS encourages all area communities to:

- Participate in the Ohio SRTS Program
- Craft individualized School Travel Plans (STPs)
- Provide clean sidewalk routes for students that walk to school

Funded by the FHWA and administered by ODOT, the SRTS Program supports projects and programs that enable and encourage walking and cycling to and from school. A School Travel Plan is a document outlining a community's plans for engaging students in active transportation, i.e., walking or cycling, as they travel to and from school. Plans are required for funding requests made through the SRTS Program.

The *ATP* recommends that the agency develop project scoring criteria during the next regularly scheduled update of the AMATS Funding Policy Guidelines that weighs whether project applications can demonstrate pedestrian and cycling safety improvements near area schools. Such project applications will be considered accordingly under forthcoming scoring criteria. Communities and project sponsors should be encouraged by AMATS to prepare applications in cooperation with parents, local school officials, and the SRTS Program. Such projects whose sponsors indicate that planned projects have an express purpose to improve public safety will be given precedence over others whose primary purpose is beautification or historical preservation.

For more information about the SRTS Program, please visit *http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/ActiveTransportation/Pages/Funds.aspx*.


Bus Stops Lacking Sidewalk Access
No Sidewalks within 250'
Sidewalks within 250'
N
Miles
0 1 2 3 4

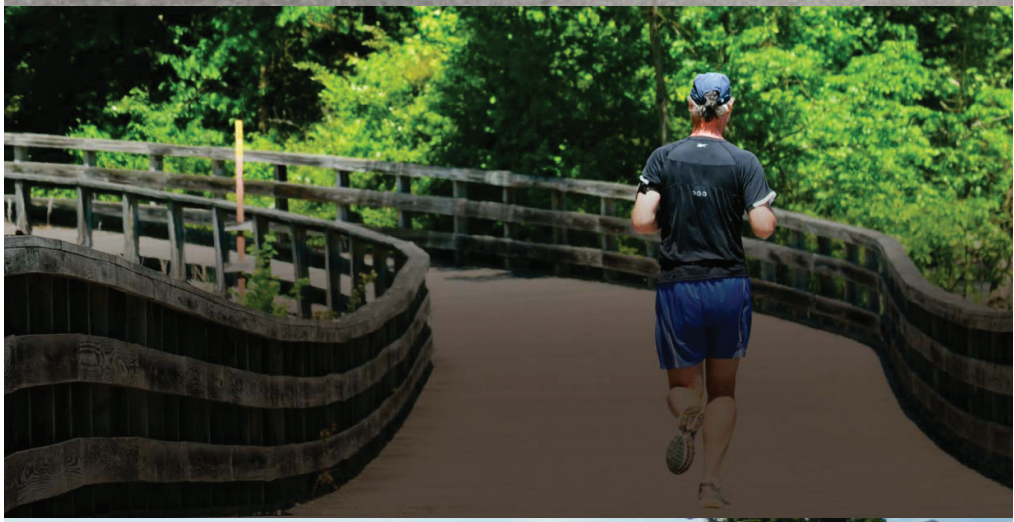
CONCLUSION

The Greater Akron area has made tremendous strides in the pursuit of regional connectivity since the Akron Metropolitan Area Transportation Study (AMATS) launched its Connecting Communities Initiative in 2009 and its Connecting Communities Planning Grant Program in 2010. In the years since, the area has constructed new sidewalks, bike lanes, and shared-use paths and hosted many events and public awareness campaigns to promote cycling and walking as safe and vibrant means of transportation.

These AMATS-led initiatives also heralded a new approach to regional transportation planning by the agency and its member communities: Complete street concepts became guiding principles throughout the planning process. The Bike Plans and Pedestrian Plans developed by AMATS in the years soon after the adoption of this approach represented the agency's initial attempts to promote connectivity among the region's various cycling and pedestrian networks.

The *2019 Active Transportation Plan (ATP)* prepared by AMATS represents something new yet again for transportation planning in the Greater Akron area. The *ATP* presents a more holistic, cohesive vision – not only for the region's cycling and pedestrian networks – but also its transit and roadway networks. Rather than viewing these networks as generally separate entities as has been done in the past, the *ATP* urges area communities and project sponsors to identify and pursue opportunities to link these networks to an even greater extent for the benefit of all transportation users. The *ATP* clarifies the strategies and defines the goals that AMATS will pursue to improve the accessibility, efficiency and safety of the area's networks, especially those pertaining to active transportation such as cycling and walking.

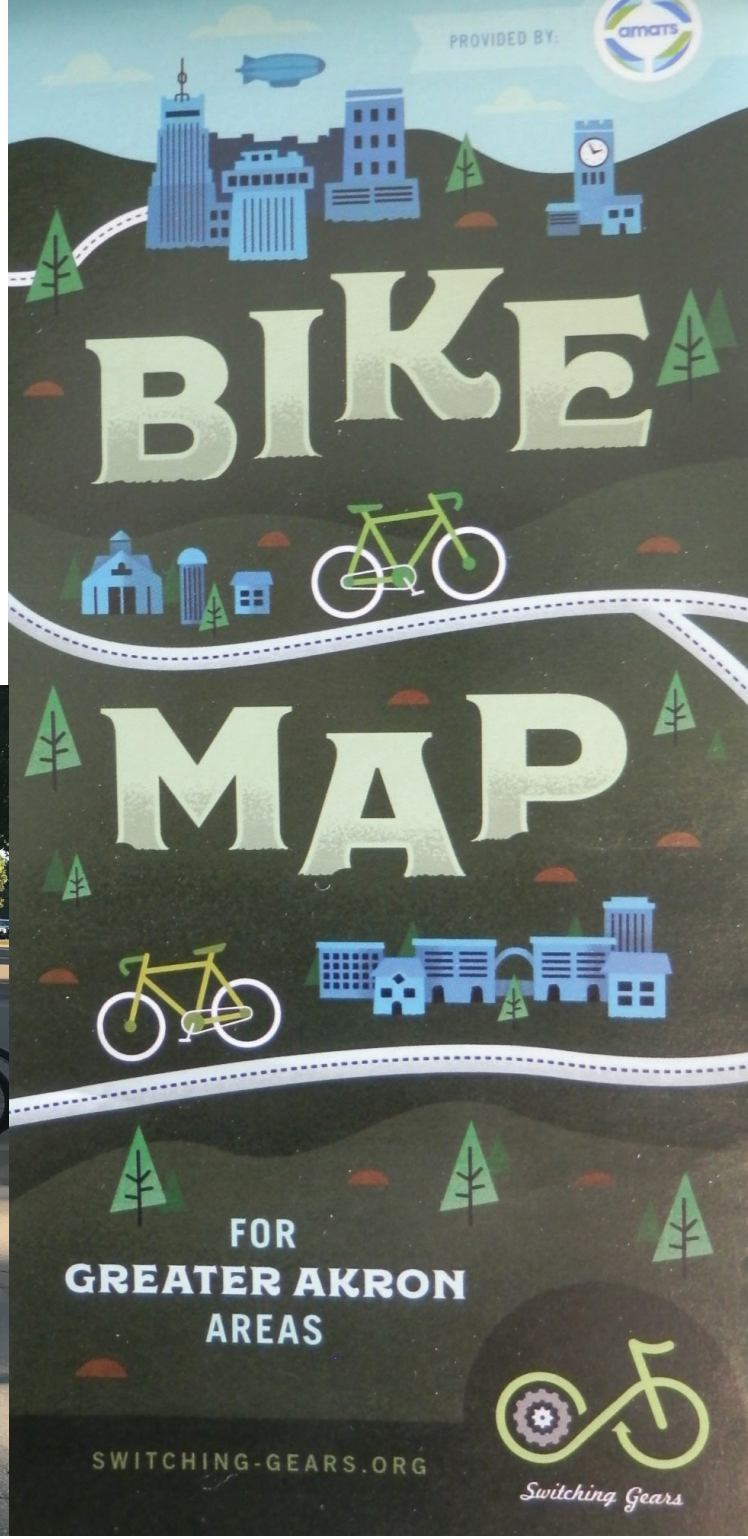
The *ATP* will be a key component of the upcoming long-range *Transportation Outlook 2045* to be prepared by AMATS in its role as the designated metropolitan planning organization for Portage and Summit counties and Chippewa and Milton townships in Wayne County. The *ATP's* goals of improved efficiency and safety for cyclists and pedestrians and establishing dedicated levels of funding for cycling and pedestrian networks are integral to the region's promotion of active living, sound economic development, and sustainability.



APPENDICES

Bike-N-Brainstorm

Switching Gears



APPENDIX A
Glossary of Terms

Active Transportation

Active transportation includes non-motorized transportation options such as walking and biking and is ideally linked with transit networks. The pursuit of active transportation options that are realistic, affordable and convenient for all users would promote health, economic development, environmental and safety benefits.

Active Transportation Plan (ATP)

A comprehensive set of strategies to ensure better options for biking, walking and transit. ATPs include recommendations for prioritizing infrastructure improvements and outline recommendations for new policies, processes, and infrastructure based on public and stakeholder input.

Accessible Pedestrian Signal (APS)

This is a traffic signal that provides auditory and/or vibrotactile information to pedestrians who are blind or have low vision.

Bicycle Facilities

A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use.

Bike Lane

This is a dedicated lane for bicyclists that is separated from motor vehicle traffic by pavement markings and is signed for preferential or exclusive use by bicyclists. Bike lane widths can range from 4 to 6 feet and should be striped, signed, and marked in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

Bike-N-Brainstorm

A public outreach tool used by AMATS to engage cyclists with the aim of improving the Greater Akron area's biking infrastructure. AMATS encourages and hosts these events which include a bike ride along a predetermined route followed by a discussion among participants regarding how communities may improve their bike networks and related amenities.

Bike Route

This is a system of bikeways designated by the jurisdiction having authority that includes appropriate directional and informational route markers. Bike routes can be an option where room does not permit or the need does not exist to create additional pavement width for cyclists. Bike routes are typically found on low volume, low speed streets. They are especially helpful in way finding to link neighborhoods with networks of greenways and other types of bike facilities.

Bikeway

A generic term for any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Bump Out

"Bump outs," also known as curb extensions or bulb-outs, extend the sidewalk space into the street and provide benefits to pedestrians by shortening the crossing distance and improving visibility for both pedestrians and vehicles.

Chicane

This is a type of traffic-calming strategy to reduce the speed of vehicles for safety. Chicanes are created by installing a series of staggered mid-block bump-outs on alternating sides of the street. On two-way streets, chicanes can either deflect both lanes or narrow the roadway to one lane used by both directions.

Connecting Communities Program

The AMATS Connecting Communities Program encourages the pursuit of vibrant livable areas by helping communities strike a balance between their land use decisions and transportation investments. The grant program supports community studies that promote alternative forms of transportation to motor vehicles such as walking and cycling.

Connectivity

This term refers to the extent to which urban forms permit or restrict movement of people or vehicles in different directions. Connectivity is generally considered a positive attribute of an urban design, as it permits ease of movement and avoids severing neighborhoods. Urban forms which lack connectivity, e.g., those severed by arterial roads or with many long cul-de-sacs, are considered to discourage movement on foot and encourage longer journeys by car. (This concept is also occasionally referred to as "permeability.")

Crosswalk

A place designated for pedestrians to cross a road. Crosswalks are designed to keep pedestrians together where they can be seen by motorists, and where they can cross most safely across the flow of vehicular traffic.

Footpath

This is a type of thoroughfare that is intended for use only by pedestrians and excludes other forms of traffic such as motorized vehicles and cycles.

Geographic Information System (GIS)

A system designed to capture, store, manipulate, analyze, manage, and present all types of spatial or geographical data.

Goat Path

A path created as a consequence of foot or bicycle traffic. The path usually represents the shortest or most easily navigated route between an origin and destination. Width and erosion severity can be indicators of how much traffic a path receives. Goat paths emerge as shortcuts where constructed ways take a circuitous route, have gaps, or are non-existent. (These paths are also known as a "desire line," "social trail," "cow path," "goat track," "pig trail" or "bootleg trail.")

Green-Colored Pavement

This pavement was granted statewide interim approval for bike lanes to ODOT in 2011. Green-colored pavement within a bicycle lane increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas. The pavement may be installed within bicycle lanes as a supplement to other pavement markings and is commonly applied at intersections, driveways, conflict areas, and along non-standard or enhanced facilities such as cycle tracks. Motorists are expected to yield right of way to bicyclists at these locations.

Greenways and Park Trails

A greenway is a linear parcel of land set aside to preserve open space. Greenways are generally located in floodplain areas and along wooded stream corridors that are unsuitable for development. Greenway and park trails typically are 8 to 10+ feet wide and may or may not be paved.

High-intensity Activated crossWalK

A traffic signal used to stop road traffic and allow pedestrians to cross safely. The beacon flashes yellow, then is steady yellow, then a steady red, then flashes red to make drivers aware to stop. The purpose of a HAWK beacon is to allow protected pedestrian crossings, stopping road traffic only as needed. Where standard traffic signal 'warrants' prevent the installation of standard three-color traffic signals, a HAWK provides an alternative. It is also known as a Pedestrian Hybrid Beacon or "PHB."

Jane's Walk

This is an international walking initiative that provides opportunities for people to engage in city planning by meeting and exploring cities through short walking tours. These tours usually culminate in discussions regarding how communities may improve their pedestrian networks. AMATS encourages and hosts Jane's Walk events throughout the Greater Akron area.

Leading Pedestrian Interval (LPI)

Signal timing that provides the walk signal several seconds before vehicles are given a green signal. LPI provides pedestrians with an advanced start so that they are more visible in the crosswalk.

Manual on Uniform Traffic Control Devices (MUTCD)

The Federal Highway Administration standards for signs, signals, and pavement markings.

Mid-Block Crossing

This is a crossing at non-intersection locations where marked crosswalks have been provided. Mid-block crosswalks can facilitate direct crossings to places that people want to go, but which are not well served by an existing traffic network.

Pedestrian

This is a person traveling on foot, whether walking or running. For the purposes of this plan, those traveling using motorized scooters and wheelchair users are considered as pedestrians.

Pedestrian Level of Service (LOS)

This is a measure that assesses the quality of the pedestrian experience through an analysis of sidewalk conditions, traffic volumes and speeds, and other characteristics of the roadway.

Rail-Trail

A shared-use path, either paved or unpaved, built within the right-of-way of an existing or former railroad.

Rectangular Rapid Flashing Beacon (RRFB)

A beacon attached to the standard pedestrian crossing sign and activated by pedestrians.

Refuge Island

Also known as a pedestrian refuge or pedestrian island, is a small section of pavement or sidewalk, completely surrounded by asphalt or other road materials, where pedestrians can stop before finishing crossing a road.

Right-of-Way

A general term denoting land, property or interest therein, usually in a strip acquired for or devoted to transportation purposes.

Right of Way

The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Road Diet

A road diet reduces the amount of space for motor vehicles, either through eliminating lanes or shrinking the width of lanes. The reclaimed space from a road diet is then re-allocated for other uses, such as more sidewalk space or a pedestrian refuge island.

Roadway

The portion of the highway, including shoulders, intended for vehicular use.

Rumble Strips

A textured or grooved pavement sometimes used on or along shoulders of highways to alert motorists who stray onto the shoulder.

Safe Routes to School (SRTS)

This is a national movement to improve safety of walking and biking to school, improve pedestrian and bicycle access to schools, and encourage biking and walking to school. SRTS includes state and federal funding programs as well as local programs.

Shared Roadway

This is a lane within a roadway that indicates that cyclists may be in the lane through sharrow pavement markings or other signage.

Shared-Use Path

A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared-use paths may also be used by pedestrians, wheelchair users, and other non-motorized users. Shared use includes side paths and rail to trails.

Sharrow

A shared lane pavement marking consisting of a bicycle symbol placed in the roadway lane that indicates that motorists should expect to see and share the lane with bicycles. Unlike bicycle lanes, they do not designate a particular part of the roadway for the exclusive use of bicycles.

Shoulder

This is the portion of the roadway contiguous with the travel lane for accommodation of stopped vehicles, emergency use and for lateral support of sub-base, base and surface courses. The shoulder is on the same level as the existing roadway surface.

Sidewalk

The portion of a street or highway right of-way designed for preferential or exclusive use by pedestrians. Generally, a sidewalk is paved path along the side of a road. A sidewalk may accommodate moderate changes in grade (height) and is normally separated from the vehicular traffic by a curb. There may also be a road verge, which is a strip of vegetation, grass, bushes or trees or a combination of these, more commonly referred to as a "Devil's Strip" in Northeast Ohio, either between the sidewalk and the roadway.

Signed Shared Roadway (Signed Bike Route)

This is a shared roadway which has been designated as a preferred route for bicycle use.

Thoroughfare

This is a road or street that connects one location to another.

Traffic Calming

Measures that consist of physical design, including narrowed roads and speed humps, put in place on roads for the intention of slowing down or reducing motor-vehicle traffic and to improve safety for pedestrians and cyclists.

Trail

This is a type of facility that is physically separated from motor vehicle traffic by an open space or barrier or is located in an independent right-of-way. Trails are usually shared with other non-motorized users including pedestrians.

Transportation Alternatives Set Aside (TASA)

The TASA Program provides funding for bicycle and pedestrian facilities. Funding for TASA projects is assigned to MPO areas by Congress with ODOT sub-allocating a portion of its statewide TASA funding to Ohio MPOs. All TASA projects must relate to surface transportation and address a transportation need, use, or benefit. Project categories include pedestrian and bicycle facilities including Safe Routes to School infrastructure projects.

Traveled Way

This is the portion of the roadway for the movement of vehicles, exclusive of shoulders.

Urban Design

This is the process of designing and shaping cities, towns and villages. Urban design deals with the larger scale of groups of buildings, streets and public spaces, whole neighborhoods and districts, and entire cities, with the goal of making urban areas functional, attractive, and sustainable.

Vertical Traffic Calming

Vertical traffic calming devices, such as speed bumps, speed humps and raised intersections, are devices that are placed in the middle of a road bed and require vehicles to slow down to cross over them.

Vision Zero

Vision Zero is a national campaign to eliminate all traffic-related deaths and serious injuries. Local governments can elect to become a Vision Zero community by setting clear goals for reducing traffic fatalities and serious injuries, committing resources to achieving those goals, developing a plan or strategy around those goals, and establishing a Vision Zero Task Force.

Walkability

A measure of how conducive an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others. Walkability is an important concept in sustainable urban design.

Walking Audit

This is an assessment of the walkability or pedestrian access of an external environment. Walking audits are often undertaken in street environments to consider and promote the needs of pedestrians as a form of transport. They can be undertaken by a range of different stakeholders including: local community groups; transportation planners/engineers; urban designers; local police officers; and local officials. Walking audits often collect both quantitative and qualitative data on the walking environment.

Walk Friendly Community / Bike Friendly Community

Communities can gain designation as a Walk Friendly Community (through the Walk Friendly Communities Program) or as a Bike Friendly Community (through the League for American Bicyclists). Both designations require communities to conduct a self-assessment about policies and programs that impact active transportation. In addition to recognition, communities also receive feedback and resources to improve their local active transportation network and culture.

Walkshed

This is the land area within a defined walking range of a specified location such as a transit stop.

Wayfinding

Directional guidance for pedestrians, including signs, maps, and kiosks.

Wide Curb Lane Facility

Travel lane that is 14 feet or more, allowing a bicyclist to pass a four-wheel vehicle.

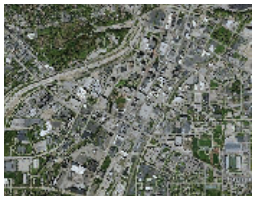
Zone System

In order to ensure that sidewalks are accessible to pedestrians, the FHWA promotes sidewalk dimensions based on a "zone system." The zone system determines the width of the sidewalk corridor and ensures that obstacles, such as newspaper boxes or telephone poles, do not limit pedestrian access. The four zones that comprise this system are: the curb zone; the planter/furniture zone; the pedestrian zone; and the frontage zone. (This design system was initially developed by the city of Portland, Oregon in its Portland Pedestrian Design Guide, 1998.)

APPENDIX B
AMATS Planning Areas Defined

To better illustrate the differences in context found within the communities that comprise the region, AMATS described eight "Planning Areas" – categorizations for communities based on their dominant land use characteristics – in its *2010 Connecting Communities* report. The eight categories are as follows:

Downtown



The Downtown area is the hub of the regional transportation system. It supports high levels of public transportation and pedestrian activity. It is the central business district with dense, tall buildings and a mix of office, residential, government and cultural uses.

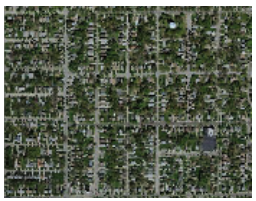
Suburban Center

Suburban Centers are major business and retail hubs. They consist of a mix of shopping centers, big-box stores and office parks. Usually these areas are auto-dependent and do not support transit and pedestrian activity.

Town Center

Town Centers are smaller hubs for business, retail, residential and government uses predominantly along main streets. These centers are pedestrian-friendly, transit-accessible and can consist of both business and office space.

Urban Core



Urban Core areas consist of a grid block street pattern with high pedestrian activity and easy access to transit. They provide a dense mix of single and multi-family housing with businesses located along main streets and corner stores.

Urban

Urban areas are mature, developed neighborhoods adjacent to the urban core area. They have both grid and curving street patterns with moderate levels of transit accessibility and pedestrian activity. They are predominantly single-family with retail along main streets and in small shopping centers.

Suburban

Suburban areas (suburbs) are predominantly single-family housing units with retail and business located in shopping centers and office parks. Residential streets are predominantly curved and terminate in cul-de-sacs. Suburbs are auto-dependent with limited transit and pedestrian activity.

Exurban

Exurban areas (exurbs) are predominantly low-density and single-family, with residential housing typically along country roads or detached subdivisions surrounded by agricultural and park land. They are auto-dependent, without sidewalks and transit is limited to individual door-to-door service.

Rural

Rural areas consist of large tracts of agricultural, park or vacant land. Housing is predominantly along country roads and is very low-density and auto-dependent. There are no sidewalks and transit is limited to individual door-to-door service.

APPENDIX C
Sidewalk Design Principles

TheCityFix, an online resource devoted to analysis on urban sustainability and development, published a 2015 article by Paula Manoela dos Santos, entitled, "*The 8 Principles of the Sidewalk: Building More Active Cities.*" This appendix is based on that article.

1. Proper Sizing

Sidewalks are made of up three zones: the free zone, where people actually walk; the service zone, where street furniture like benches or trashcans are located; and the transition zone, which gives those on the sidewalk access to buildings lining the street. Understanding the relationship between these components is key for designing appropriately sized sidewalks.

2. Quality Surfaces

The material used to construct sidewalks needs to be consistent, firm, stable and slip-resistant. In order to ensure that a sidewalk functions properly, designers must be aware of how the sidewalk is being constructed and the quality of the handiwork.

3. Efficient Drainage

Waterlogged streets, paths, or sidewalks are unsuitable for walking. Sidewalks that accumulate water become useless, as pedestrians will likely end up diverting their route through car-filled roads, risking their safety.

4. Universal Accessibility

The sidewalk, as a public space, should be accessible to a wide spectrum of users—including those with limited mobility. This means designing spaces that serve those in wheelchairs, on crutches, pregnant women, the elderly, and others with special mobility needs. Listing out the different potential users and their mobility limitations during the design process can help ensure the final product will meet the needs of all pedestrians.

5. Secure Connections

Pedestrians often transition to other modes of public transport and need to be able to safely access stations. It's important that sidewalks are connected and integrated within larger transport networks.

6. Attractive Spaces

Streets are a fundamental part of the urban environment. Sidewalks can play an important role in making the urban experience more enjoyable. Interesting, vibrant sidewalks that can captivate people and make walking more attractive will ultimately facilitate more physical activity while reducing traffic congestion

7. Permanent Security

Day or night, weekday or weekend, sidewalks are always open for us. However, there are fewer people out on foot during certain times of the day and week, leading to potentially unsafe situations given the lack of friendly eyes on the street. Adopting strategies to positively influence safety and security can further encourage walking and help all city dwellers feel more at home in their city.

8. Clear Signage

Just like drivers of motor vehicles, pedestrians need clear information so that they can both orient themselves in the city and understand the rules and guidelines of particular sidewalks.

APPENDIX D
Sidewalk Amenities and Infrastructure

Sidewalks are the most common form of walkway infrastructure and are exclusively for pedestrians, although some communities may opt to allow cyclists on sidewalks. Sidewalks run parallel to a street or roadway and represent a sound infrastructure choice. They can be constructed in a variety of settings ranging from calm neighborhood streets to busy arterials. The FHWA recommends that sidewalks be at least 5 feet in width if they are set back from a curb to allow two people to walk comfortably side-by-side. However, a sidewalk that is 6-feet wide or greater is sometimes preferred, especially in locations with heavy pedestrian traffic.

Sidewalk amenities and infrastructure can run the gamut from streetscape improvements to crossings. While the *ATP* encourages communities to pursue opportunities to promote vibrant streetscapes along their sidewalk networks through the use of such amenities as street furniture, public art, and landscaping, these opportunities should not take precedence over actual physical growth of their networks in the form of new sidewalks and crossings. The development of new and various types of crossings represents a prime opportunity for the region to grow its pedestrian networks in terms of mileage. New crossings will also aid the region in its pursuit of improved safety and connectivity. The ATP recommends that communities consider developing the following types of crossings:

- **High-Visibility Crosswalks/Pavement**
  The use of high-visibility materials at pedestrian crossings establishes a clear pedestrian domain and reinforces the potential presence of pedestrians to motorists. High-visibility markings remove all doubt as to the legal domain of both pedestrians and motorists, resulting in the safe travel of both parties. Materials for high-visibility crosswalks can range from bright, reflective roadway striping to elaborately colored and patterned pavements.

- **Mid-Block Crosswalks**
  Mid-block crosswalks facilitate safe direct crossings to places that people want to go, but which are not well served by an existing traffic network. These facilities minimize random "darting" across busy streets by pedestrians and alert motorists to be aware of their presence. The AMATS Mid-Block Crossing Analysis compiled by the agency in 2014 identified 41 potential mid-block crossing locations throughout the Greater Akron area.

- **Pedestrian Bridges**
  A pedestrian bridge is a type of crossing for situations where the only safe option to cross a busy roadway, railroad, waterway, or other barrier is to travel over it. Such bridges completely separate pedestrians from vehicular traffic.

- **Pedestrian Islands**
  A pedestrian island is a protected area that allows pedestrians to cross one direction of traffic at a time. This makes finding gaps in traffic easier on two-way streets. Pedestrian islands differ from medians in that they are not continuous, but are only provided at the crossing location. Pedestrian island design ranges from simple concrete pads in the middle of a road or intersection to lushly landscaped refuges incorporating beautiful design. Pedestrian islands also serve as a traffic calming measure because they raise driver awareness of pedestrian activity and create a physical obstacle that slows passing traffic.

- **Raised Crosswalks**
  Raised crosswalks physically lift pedestrians to a height slightly above the roadway, increasing their visibility to oncoming drivers. Their elevation also serves as a form of traffic calming, serving as speed bumps to slow vehicles down, thus creating a more comfortable atmosphere for pedestrians.

APPENDIX E
Transportation Alternatives Set Aside (TASA) Scoring

Transportation Alternatives Program

Project Evaluation Criteria
The following project types are eligible for TAP funding (includes Planning / Engineering, Right of Way, and Construction):

1. Facilities (Multi-Purpose Trail, Bike Lane, Sidewalk)

	Points
Regional Trail	25
Secondary Trail / Sidewalk / Bike Lane	15
(Towpath, Portage, Headwaters, Bike and Hike)	

2. Project Type / Logical Termini

	Points
Facility connects to two existing facilities or two activity centers	25
Facility connects to one existing facility or one activity center	20
Facility is a stand-alone project (ex. new trail)	15
Trail project is an asphalt upgrade from limestone	5
Activity centers are considered retail plazas, office parks, schools, hospitals or recreation parks	

3. Level of Use

	Points
How much use is the facility projected to have?	0-15
Considers density of population, existence of goat paths, popularity of trails	

4. Consistency with Plans

	Points
Project recommended in Connecting Communities Planning Grant	5
Project is specifically recommended in *Transportation Outlook 2040*	5
Project is recommended as part of Ohio SRTS Travel Plan	5
Project is on existing transit line	5
Project area has a history of bicycle / pedestrian accidents	5

5. Equitable Distribution of Funds

	Points
The Ratio of Funds Received (and Programmed) to a Target Budget Percentage	
0-50	10
51-100	8
101-150	6
151-200	4
201-250	2
Over 250	0

APPENDIX F
Urban Streetscape Rating System

A – Active

Small units, many doors (15-20 doors per 100 meters (328 feet))
Large variation in function
No blind and few passive units
Lots of character in facade relief
Primarily vertical facade articulation
Good details and materials

B – Friendly

Relatively small units (10-14 doors per 100 meters (328 feet))
Some variation in function
Few blind and passive units
Facade relief
Many details

C – Mixture

Large and small units (6-10 doors per 100 meters (328 feet))
Modest variation in function
Some blind and passive units
Modest facade relief
Few details

D – Boring

Large units, few doors (2-5 doors per 100 meters (328 feet))
Almost no variation in function
Many blind and uninteresting units
Few or no details

E – Inactive

Large units, few or no doors (0-2 doors per 100 meters (328 feet))
No visible variation in function
Blind or passive units
Uniform facades, no details, nothing to look at

Source: "Close Encounters With Buildings," Urban Design International, 2006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Attachment 6A

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: **Policy Committee**
Technical Advisory Committee
Citizens Involvement Committee

FROM: **AMATS Staff**

RE: **Resolution 2019-15 -** Approving Projects to be Funded under the CMAQ Funding Program.

DATE: **December 4, 2019**

The statewide CMAQ Program Committee approved 39 new projects worth over $106.6 million from the eight largest MPO's around the state. The Committee reviews the projects after each MPO evaluates and ranks their own projects based on the approved program funding policy.

AMATS received over $12.6 million for eight new projects. The eight new projects are listed below:

Project	Location	CMAQ Requested	Proposed FY	Improvement
E. Main St. (SR 59)	Kent	$6,000,000	2025	Complete Streets
Ravenna Rd & Shepard Rd	Macedonia & Twinsburg	$1,369,288	2025	Intersection Improvements
PARTA	Portage Co.	$779,253	2024	Purchase 2 New Clean Diesel Buses
METRO	Summit Co.	$1,260,000	2024	Purchase 3 New CNG Buses
W. Portage Trail	Cuyahoga Falls	$267,202	2025	Two Way Left Turn Lane
Highland Rd & Valley View Rd	Macedonia	$1,808,811	2025	Intersection Improvements
Valley View Rd & Olde Eight Rd	Summit Co.	$260,000	2024	Intersection Improvements
N. Main St	Akron	$900,000	2025	Road Diet

As part of the development of the next TIP, these projects will undergo public involvement and be analyzed for financial constraint, environmental justice, air quality and consistency with the Regional Transportation Plan. Attached to this memo is Resolution Number 2019-15 approving the new projects to be funded under the statewide CMAQ funding program. The TAC TIP Subcommittee and the AMATS Staff recommend approval.

RESOLUTION NUMBER 2019-15

OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE
OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY

Approving New Projects to be Funded under the CMAQ Funding Program.

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County and,

WHEREAS, this Committee has been requested to approve CMAQ funding for the following new projects as discussed in the accompanying memorandum:

1.	**E. Main Street (SR 59),** Complete Streets, Kent	$6,000,000
2.	**Ravenna Rd & Shepard Rd,** Intersection Imp., Macedonia/Twinsburg	$1,369,288
3.	**PARTA,** Bus Purchase, Portage Co.	$779,253
4.	**METRO,** Bus Purchase, Summit Co.	$1,260,000
5.	**W. Portage Trail,** Two Way Left Turn Lane, Cuyahoga Falls	$267,202
6.	**Highland Rd & Valley View Rd,** Intersection Imp., Macedonia,	$1,808,811
7.	**Valley View Rd & Olde Eight Rd**, Intersection Imp., Summit County	$260,000
8.	**N. Main St.,** Road Diet, Akron	$900,000

WHEREAS, the necessary public involvement has been carried out as described in the AMATS 3P Public Participation Plan and,

WHEREAS, this Committee has analyzed this request and found this amendment to be consistent with Transportation Outlook, the Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee agrees to fund the previously described projects with federal CMAQ funds.

2. That this Committee considers the Citizens Involvement Committee meeting held on December 12, 2019 as adequately providing for public involvement.

3. That this Committee affirms consistency with Transportation Outlook.

4. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

_____

Mayor Bobbie Beshara, 2019 Chairwoman
Metropolitan Transportation Policy Committee

_____

Date

Attachment 6A

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: **Policy Committee**
Technical Advisory Committee
Citizens Involvement Committee

FROM: **AMATS Staff**

RE: **Resolution 2019-16 -** Approving Projects to be Funded under the Surface Transportation Block Grant (STBG) program.

Resolution 2019-17 - Approving Projects to be Funded under the Resurfacing program.

Resolution 2019-18 - Approving Projects to be Funded under the Transportation Alternative Set Aside (TASA) program.

DATE: **December 4, 2019**

The AMATS Policy Committee administers the STBG, Resurfacing and TASA funding programs. These programs provide much needed funds for area highway, bike and pedestrian projects. As part of administering these funds, the Policy Committee has assigned the TAC TIP Subcommittee the responsibility to maintain a viable program and to make recommendations to the Policy committee as needed. Staff assistance is provided to the TAC TIP Subcommittee in performing these duties.

The TAC TIP Subcommittee met on October 22 to review recently submitted project applications, apply approved evaluation criteria and develop a list of project recommendations for STBG, Resurfacing and TASA programs. These projects will be added to the upcoming 2021-2024 Transportation Improvement Program or to the next one depending on the project schedule. Sixty four applications were received from member communities totaling approximately $79.3 million in requests for federal funds. However only 24 projects could be funded with the $19.4 million of federal funds allocated to AMATS.

Project Funding Recommendations

Surface Transportation Block Grant (STBG)
The attached Table 1 summarizes all 20 projects that were submitted under the STBG funding program. Three projects, totaling nearly $9.7 million, are being recommended for funding and are listed in bold type on the table. The project summaries include total project scores based on criteria contained in AMATS Funding Policy Guidelines.

Resurfacing Program
The attached Table 2 summarizes all 30 projects that were submitted under the Resurfacing program. Eighteen projects, totaling nearly $7.8 million, are being recommended for funding. The project summaries also include total project scores.

Transportation Alternatives Set Aside
The attached Table 3 summarizes all 13 projects that were submitted under the TASA funding program. Three projects, totaling over $1.9 million are being recommended for funding.

Staff Comments

As with all AMATS project decisions, considerations with respect to public involvement, financial capability, environmental justice, and air quality are important.

Public Involvement

One of the eligibility requirements for funding projects with AMATS suballocated funds is that the project be included in the Regional Transportation Plan. All of the projects recommended for funding are consistent with the Plan, which gives priority to preserving the existing transportation system, and have therefore gone through public involvement in accordance with AMATS Public Participation Plan.

This process includes a notification in the Akron Beacon Journal that these resolutions will be presented for comment at a Citizens Involvement Committee meeting scheduled for December 12, 2019. Any comments on these projects will then be forwarded to the Policy Committee meeting on December 19.

Financial Capability

Newly applied for projects will be programmed in fiscal years beyond the current TIP. In most cases the new projects will be programmed in FY 2024, 2025, and 2026. Trading funds with other MPO's may be pursued to possibly advancing some projects.

Environmental Justice

These projects have gone through an environmental scan as part of the development of the Regional Transportation Plan and do not to have any adverse environmental impacts on minorities and/or low-income people.

Air Quality

Finally, these projects can be viewed as either exempt from air quality or have been analyzed as part of the air quality networks and are in compliance with the Clean Air Act.

STAFF RECOMMENDATIONS

Attached to this memo are Resolution Numbers 2019-15, 2019-16 and 2019-17 approving projects to be funded under the STBG, Resurfacing and TASA funding programs and included in the upcoming Transportation Improvement Program FY 2021-2024 where applicable. The TAC TIP Subcommittee and Staff recommend approval.

RESOLUTION NUMBER 2019-16

OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE
OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY

Approving New Projects to be Funded under AMATS Surface Transportation Block Grant (STBG) and Adding Them to the Transportation Improvement Program.

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township area of Wayne County, and

WHEREAS, this Committee has been requested to approve funding for the following new projects as discussed in the accompanying memorandum:

Approved STBG Projects (See Table 1 for a full description)

1.	**N Main St,** Road Diet**,** Akron	$6,000,000
2.	**E Main St (SR 59)**, Complete Streets, Kent	$3,600,000
3.	**Romig Rd Bus Rapid Transit (BRT) Study,** METRO	$80,000
	Total	**$9,680,000**

WHEREAS, the Citizens Involvement Committee held a meeting on December 12, 2019 to review this amendment consistent with its Public Participation Plan and,

WHEREAS, the amendment has been judged to be air quality neutral and is, therefore, excluded from the regional air quality conformity analysis and,

WHEREAS, the environmental justice impacts of this amendment has been considered consistent with "Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations" and,

WHEREAS, this Committee has analyzed this request and found this amendment to be consistent with Transportation Outlook, the Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

RESOLUTION NUMBER 2019-16 (Continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee agrees to fund the three previously described projects with federal STBG funds suballocated to the AMATS Policy Committee.

2. That this Committee considers the Citizens Involvement Committee meeting held on December 12, 2019 as adequately providing for public involvement.

3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.

4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.

5. That this Committee affirms conformity with environmental justice requirements.

6. That this Committee affirms consistency with Transportation Outlook.

7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

_____

Mayor Bobbie Beshara, 2019 Chairman
Metropolitan Transportation Policy Committee

_____

Date

Table 1
2017 STBG Funding Program Project Summary
Available Funding: $10,000,000
Funds to be programmed in FY 2024, FY 2025 and FY 2026
Updated 11-5-19

NO	SPONSOR	PROJECT	LOCATION & TERMINI	DESCRIPTION	AMATS STBG FUNDS REQUESTED			PROPOSED AMATS FUNDING	RUNNING TOTAL	TOTAL SCORE
					R/W	CONST	TOTAL			
RECOMMENDED PROJECTS										
1	**Akron**	**N Main St**	**North of All American bridge to north City corp line**	**Pavement reconstruction with road diet, protected bike lanes, sidewalks, mid-block crossing, transit facilities, on-street parking. Possible roundabout at the north corp limit. Possible sidewalk connection to High Level Bridge hiking trail.**	**$0**	**$6,000,000**	**$6,000,000**	**$6,000,000**	**$6,000,000**	**74**
2	**Kent**	**E Main St (SR 59)**	**Willow/Main/SR 59 to Horning/Main**	**Create a boulevard, replace two signals with roundabouts, transit upgrades, pedestrian improvements (median and north side sidewalk)**	**$0**	**$3,600,000**	**$3,600,000**	**$9,600,000**	**$9,600,000**	**74**
20	**METRO**	**Romig Rd BRT Study**	**East Akron to Barberton**	**Study of BRT connecting east side of Akron and Barberton**	**$80,000**	**$0**	**$80,000**	**$80,000**	**$9,680,000**	**5**
PROJECTS NOT RECOMMENDED										
3	Akron	E Market St	SR 8 to Case Av	Pavement reconstruction with new striping, bike lanes, sidewalks. SR 8 to Buchtel will be a 5 lane section. Buchtel to Case will be a 3 lane section.	$0	$3,200,000	$3,200,000		$12,880,000	70
4	Stow	Graham Rd & Fishcreek Rd	Graham Rd & Fishcreek Rd intersection to Newcomer Rd	Signal upgrade including ped signal, removal of traffic islands, repave and upgrade pavement marking and signs	$40,000	$1,233,253	$1,273,253		$14,153,253	69
5	Green	Arlington Rd	Boettler Rd to September Dr	Widen from 2 to 4 lanes, convert 2 intersections to roundabouts (Boettler Rd & Southwood Dr) and add sidewalks	$1,080,000	$4,682,195	$5,762,195		$19,915,448	58
6	Streetsboro	SR 14/SR 43 intersection	0.11 miles on SR 14, 0.04 miles on SR 43	Concrete Reconstruction of the intersection	$0	$989,752	$989,752		$20,905,200	55
7	Stow	Norton Rd	Hudson Dr to Summit Metro Parks Bike & Hike Path	Widen roadway to 26', add 10' multiuse path on north side, roundabout at Hudson/Norton Intersection	$660,000	$4,236,260	$4,896,260		$25,801,460	47
8	Streetsboro	Frost Rd Ph 2	Greentree Pkwy to Sunny Lane	Add a TWLTL and sidewalks to the north side	$478,400	$4,075,924	$4,554,324		$30,355,784	43
9	Cuyahoga Falls	State Rd Ph 2	Quick Rd to Wyoga Lake Rd	New curbs, multi-use path, intersection improvements at State/Wyoga Lake/Seasons (possibly traffic signals, roundabout, or intersection realignment)	$200,000	$3,678,515	$3,878,515		$34,234,299	42
9	Summit Co	Yellow Creek Rd	0.2 west of Oak Knoll Dr to East of Yellow Creek Rd	Embankment stabilization, retaining walls, pavement reconstruction	$40,000	$2,400,000	$2,440,000		$36,674,299	42
9	Tallmadge	East Av	Tallmadge Recreation Center Dr to Parliament Dr	Add a TWLTL and 5' sidewalks on both sides of East Av	$0	$5,247,000	$5,247,000		$41,921,299	42
12	Portage Co	Newton Falls Rd Bridge	Bridge over Mahoning River (Near and East of Holcomb Rd)	Replace bridge	$0	$0	$988,800		$42,910,099	40
13	Streetsboro	SR 43 South	Jude Av to Seasons Rd	Add a TWLTL	$209,120	$3,354,040	$3,563,160		$46,473,259	35

2017 STBG Funding Program Project Summary

Available Funding: $10,000,000

Funds to be programmed in FY 2024, FY 2025 and FY 2026

Updated 11-5-19

NO	SPONSOR	PROJECT	LOCATION & TERMINI	DESCRIPTION	AMATS STBG FUNDS REQUESTED			PROPOSED AMATS FUNDING	RUNNING TOTAL	TOTAL SCORE
					R/W	CONST	TOTAL			
14	Hiram	SR 82/305/700	Intersections of SR 82/305/700	Replace traffic signal and ped signals. Relocate crosswalks closer to intersection and improve geometry	$21,200	$914,000	$935,200		$47,408,459	34
15	Twinsburg	SR 91 Center Turn Lane	Ravenna Rd to Tinkers Plaza	Add a TWLTL and 5' shoulders for bike/multimodal use. Also, signal improvements	$256,000	$1,480,000	$1,736,000		$49,144,459	30
16	Hudson	Hines Hill Rd/Valley View Rd	720' west, 560' east, 620' north, 740' south	Upgrade the intersection to a single lane roundabout	$81,200	$1,812,440	$1,893,640		$51,038,099	29
17	Streetsboro	SR 303	Plaza Dr to Page Rd	Add a TWLTL and sidewalks on both sides of SR 303	$294,000	$2,733,080	$3,027,080		$54,065,179	22
18	Hudson	Veterans Trail Ph 2	Existing trail at Steepleview Dr to Hines Hill Rd/Prospect Rd, Owen Brown/Morse Rd to W Prospect St	10' asphalt multi-use trail with pedestrian bridge over Ohio Turnpike, connection to existing trail	$246,400	$1,776,000	$2,022,400		$56,087,579	11
19	Hudson	Veterans Trail Ph 5	Veterans Way Park to multi-purpose path @ SR 91/Brandywine Creek Bridge to Downtown Hudson at Owen Brown St	10' asphalt multi-use trail, connects other portions of Veterans Trail to Summit Metro Parks Bike and Hike Trail and Towpath Trail	$89,400	$1,785,000	$1,874,400		$57,961,979	6

RESOLUTION NUMBER 2019-17

OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY

Approving New Projects to be Funded under AMATS Resurfacing Program and Adding Them to the Transportation Improvement Program.

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township area of Wayne County, and

WHEREAS, this Committee has been requested to approve funding for the following projects as discussed in the accompanying memorandum:

Approved Resurfacing Projects (See Table 2 for a full description)

1.	**Norton Ave,** Norton	$390,008
2.	**West Steels Corners Rd Ph 2,** Cuyahoga Falls	$700,000
3.	**Riddle St,** Ravenna	$200,000
4.	**Snyder Ave,** Barberton	$611,976
5.	**South Main St,** Rittman	$336,588
6.	**Gilchrist Rd Ph 1,** Mogadore	$356,264
7.	**Ravenna Rd,** Twinsburg	$432,000
8.	**Swartz Rd,** Summit County Engineer	$500,000
9.	**Munroe Falls Ave,** Munroe Falls	$261,190
10.	**Tallmadge Rd Ph 1,** Portage County Engineer	$700,000
11.	**Wooster Rd W,** Barberton	$231,808
12.	**Terex Rd,** Hudson	$506,000
13.	**Ravenna Rd Part 2,** Summit County Engineer	$600,000
14.	**East Ohio Ave,** Rittman	$459,662
15.	**Johnson Rd,** Norton	$443,869
16.	**Hopocan Ave,** Barberton	$281,696
17.	**South Chestnut St,** Ravenna	$192,000
18.	**New Milford Rd,** Portage County Engineer	$590,882
	Total	**$7,793,943**

WHEREAS, the Citizens Involvement Committee held a meeting on December 12, 2019 to review this request consistent with its Public Participation Plan and,

WHEREAS, the request has been judged to be air quality neutral and is, therefore, excluded from the regional air quality conformity analysis and,

WHEREAS, the environmental justice impacts of this request has been considered consistent with "Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations" and,

RESOLUTION NUMBER 2019-17 (Continued)

WHEREAS, this Committee has analyzed this request and found it to be consistent with Transportation Outlook, the Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee agrees to fund the eighteen previously described projects with federal STBG funds suballocated to the AMATS Policy Committee.

2. That this Committee considers the Citizens Involvement Committee meeting held on December 12, 2019 as adequately providing for public involvement.

3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.

4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.

5. That this Committee affirms conformity with environmental justice requirements.

6. That this Committee affirms consistency with Transportation Outlook.

7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

_____

Mayor Bobbie Beshara, 2019 Chairman
Metropolitan Transportation Policy Committee

_____

Date

Table 2
2019 Resurfacing Funding Program Project Summary
Available Funding: $8,000,000

Funds to be programmed in FY 2024, FY 2025 and FY 2026

Updated 11-5-19

NO	SPONSOR	PROJECT	LOCATION & TERMINI	TOTAL PROJECT COST	AMATS STBG FUNDS REQUESTED (CONST. ONLY)	PROPOSED AMATS FUNDING	RUNNING TOTAL	TOTAL SCORE
RECOMMENDED PROJECTS								
1	**Norton**	**Norton Av**	**Cleveland Massillon Rd to Norton Corp line**	**$507,510**	**$390,008**	**$390,008**	**$390,008**	**78.1**
2	**Cuyahoga Falls**	**W Steels Corners Rd Ph 2**	**Akron-Peninsula Rd to Northampton Rd**	**$2,238,723**	**$700,000**	**$700,000**	**$1,090,008**	**75.8**
3	**Ravenna**	**Riddle St**	**Meridian St to Liberty St**	**$250,000**	**$200,000**	**$200,000**	**$1,290,008**	**74.4**
4	**Barberton**	**Snyder Av**	**2nd St SW to 5th St SE**	**$784,970**	**$611,976**	**$611,976**	**$1,901,984**	**72.6**
5	**Rittman**	**S Main St**	**South Corp line to Front St**	**$435,735**	**$336,588**	**$336,588**	**$2,238,572**	**71.2**
6	**Mogadore**	**Gilchrist Rd Ph 1**	**Akron Corp line to Mogadore Rd**	**$455,330**	**$356,264**	**$356,264**	**$2,594,836**	**68.8**
7	**Twinsburg**	**Ravenna Rd**	**E Idlewood Dr to Glenwood Dr**	**$540,000**	**$432,000**	**$432,000**	**$3,026,836**	**68.7**
8	**Summit Co**	**Swartz Rd**	**S Main St to 0.1 mile east of Glenmount Av**	**$730,000**	**$500,000**	**$500,000**	**$3,526,836**	**67.4**
9	**Munroe Falls**	**Munroe Falls Av**	**West Corp line to Main St (SR 91)**	**$336,489**	**$261,190**	**$261,190**	**$3,788,026**	**65.8**
10	**Portage Co**	**Tallmadge Rd Ph 1**	**SR 44 to SR 14**	**$949,944**	**$700,000**	**$700,000**	**$4,488,026**	**65.4**
11	**Barberton**	**Wooster Rd W**	**31st St SW to Hudson Run Rd**	**$304,760**	**$231,808**	**$231,808**	**$4,719,834**	**62.0**
12	**Hudson**	**Terex Rd**	**Londonairy Blvd to Barlow Rd (west)**	**$652,500**	**$506,000**	**$506,000**	**$5,225,834**	**58.1**
13	**Summit Co**	**Ravenna Rd Part 2**	**Old Mill Rd to Portage Co line**	**$865,000**	**$600,000**	**$600,000**	**$5,825,834**	**57.9**
14	**Rittman**	**E Ohio Av**	**Main St to E Sunset Dr**	**$589,578**	**$459,662**	**$459,662**	**$6,285,496**	**57.0**
15	**Norton**	**Johnson Rd**	**Hametown Rd to Norton Corp line**	**$569,837**	**$443,869**	**$443,869**	**$6,729,365**	**56.2**
16	**Barberton**	**Hopocan Av**	**Hillsdale Av to 8th St NW**	**$367,120**	**$281,696**	**$281,696**	**$7,011,061**	**55.8**
17	**Ravenna**	**S Chestnut St**	**Lake Ave to Main St**	**$240,000**	**$192,000**	**$192,000**	**$7,203,061**	**55.6**
18	**Portage Co**	**New Milford Rd**	**Tallmadge Rd to SR 5/44 bypass**	**$746,602**	**$590,882**	**$590,882**	**$7,793,943**	**55.3**
PROJECTS NOT RECOMMENDED								
19	Barberton	4th St	W Lake Rd to North Av	$430,380	$332,304		$8,126,247	54.9
20	Mogadore	Gilchrist Rd Ph 2	Skeleton Rd to Akron Corp line	$777,540	$612,032		$8,738,279	54.6
21	Portage Co	Tallmadge Rd Ph 2	SR 225 to Mahoning Rd	$541,590	$426,872		$9,165,151	52.2
22	Kent	Mogadore Rd/Summit St	Cherry St to Summit St/Tannery Park to ABC RR	$898,000	$700,000		$9,865,151	51.7
23	Macedonia	Highland Rd	S Bedford Rd to Empire Pkwy	$465,000	$340,000		$10,205,151	51.0
24	Stow	Graham Rd PH 1	Darrow Rd to Fishcreek Rd	$1,165,609	$700,000		$10,905,151	49.3

2019 Resurfacing Funding Program Project Summary

Available Funding: $8,000,000

Funds to be programmed in FY 2024, FY 2025 and FY 2026

Updated 11-5-19

NO	SPONSOR	PROJECT	LOCATION & TERMINI	TOTAL PROJECT COST	AMATS STBG FUNDS REQUESTED (CONST. ONLY)	PROPOSED AMATS FUNDING	RUNNING TOTAL	TOTAL SCORE
25	Summit Co	Krumroy Rd Part 3	Amber Dr to Myersville Rd	$845,000	$600,000		$11,505,151	48.7
26	Summit Co	Krumroy Rd Part 2	Massillon Rd to Amber Dr	$945,000	$672,000		$12,177,151	48.1
27	Summit Co	Revere Rd	Fairlawn Corp line to Sourek Rd	$730,000	$500,000		$12,677,151	46.5
28	Stow	Arndale Rd Resurfacing	Darrow Rd to Stow Rd	$482,103	$361,682		$13,038,833	38.2
29	Stow	Graham Rd PH 2	Fishcreek Rd to Newcomer Rd	$625,859	$472,687		$13,511,520	27.3
The project listed below was submitted over two weeks late. The TAC TIP Subcomittee decided to not accept it.								
	Wayne Co Engineer	Eastern Rd Resurfacing	SR 94 to SR 585	$595,404	$476,323			

RESOLUTION NUMBER 2019-18

OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY

Approving New Projects to be Funded under AMATS Transportation Alternatives Set Aside Program (TASA) and Adding Them to the Transportation Improvement Program.

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township area of Wayne County, and

WHEREAS, this Committee has been requested to approve funding for the following new projects as discussed in the accompanying memorandum:

Approved TASA Projects (See Table 3 for a full description)

1.	**Rubber City Heritage Trail East Side Segment B,** Akron	$700,000
2.	**Stow Silver Lake Cuyahoga Falls Bike Connector,** Stow	$700,000
3.	**Cleveland Massillon Rd sidewalk,** Summit County Engineer	$520,000
	Total	**$1,920,000**

WHEREAS, the Citizens Involvement Committee held a meeting on December 12, 2019 to review this request consistent with its Public Participation Plan and,

WHEREAS, the request has been judged to be air quality neutral and is, therefore, excluded from the regional air quality conformity analysis and,

WHEREAS, the environmental justice impacts of this request has been considered consistent with "Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations" and,

WHEREAS, this Committee has analyzed this request and found it to be consistent with Transportation Outlook, the Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

RESOLUTION NUMBER 2019-18 (Continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee agrees to fund the three previously described projects with federal TASA funds suballocated to the AMATS Policy Committee.

2. That this Committee considers the Citizens Involvement Committee meeting held on December 12, 2019 as adequately providing for public involvement.

3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.

4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.

5. That this Committee affirms conformity with environmental justice requirements.

6. That this Committee affirms consistency with Transportation Outlook.

7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

_____

Mayor Bobbie Beshara, 2019 Chairman
Metropolitan Transportation Policy Committee

_____

Date

Table 3
2019 TASA Funding Program Project Summary
Available Funding: $2,000,000
Funds to be programmed in FY 2024 and FY 2025
11/5/2019

NO	SPONSOR	PROJECT	LOCATION & TERMINI	DESCRIPTION	AMATS FEDERAL FUNDS REQUESTED				PROPOSED AMATS FUNDING	RUNNING TOTAL	TOTAL SCORE
					PE	R/W	CONST	TOTAL			
RECOMMENDED PROJECTS											
1	**Akron**	**Rubber City Heritage Trail East Side Segment B**	**3rd Ave to Exchange St**	**Multi-use recreational trail linking Akron neighborhoods of East End, Kenmore, Downtown Akron, Ellet, and the University of Akron via an abandoned rail line.**	**$0**	**$0**	**$700,000**	**$700,000**	**$700,000**	**$700,000**	**72**
2	**Stow**	**Stow Silver Lake Cuyahoga Falls Bike Connector**	**METRO RTA track ROW from Millboro Rd in Silver Lake to Springdale Rd in Stow**	**Relocate bike route off-road, reconstruct existing railway into a 10' asphalt concrete path with 2 foot turf shoulders, will connect to existing ped bridge near Millboro Rd**	**$0**	**$0**	**$700,000**	**$700,000**	**$700,000**	**$1,400,000**	**70**
3	**Summit Co**	**Cleveland Massillon Rd sidewalk**	**West side of Cleveland Massillon Rd in Bath Twp**	**Construct 7-8' sidewalk**	**$120,000**	**$32,000**	**$368,000**	**$520,000**	**$520,000**	**$1,920,000**	**67**
PROJECTS NOT RECOMMENDED											
4	Munroe Falls	Munroe Falls Av	West Corp Line to Main St (SR 91)	Construct sidewalks on north and south sides of Munroe Falls Av	$0	$104,000	$359,208	$463,208		$2,383,208	65
4	Hudson	Veterans Trail Ph 5	Veterans Way Park to multi-purpose path @ SR 91/Brandywine Creek Bridge to Downtown Hudson at Owen Brown St	10' asphalt multi-use trail, connects other portions of Veterans Trail to Summit Metro Parks Bike and Hike Trail and Towpath trail	$0	$0	$700,000	$700,000		$3,083,208	65
6	Summit Metro Parks	Highbridge Trail	Gorge and Cascade Valley Metro Parks - 1270 Front St to 1337 Merriman Rd	10' multiuse path with 2' berms, 3 tunnels under Cuyahoga St	$0	$0	$700,000	$700,000		$3,783,208	62
6	Akron	Rubber City Heritage Trail East Side Segment C	Exchange St to Exchange St	Multi-use recreational trail linking Akron neighborhoods of East End, Kenmore, Downtown Akron, Ellet, and the University of Akron via an abandoned rail line.	$40,000	$0	$603,520	$643,520		$4,426,728	62
6	Summit Co	Brookmont Rd sidewalk	West side of Brookmont Rd in Copley Twp	Construct 5' sidewalk	$0	$40,000	$176,000	$216,000		$4,642,728	62
9	Boston Heights	Heights to Hudson Trail Ph 1	Summit Metro Parks Bike and Hike to E Hines Hill/Dean Memorial Pkwy intersection	Trail to connect to Bike and Hike Trail and to Veteran's Trail	$94,400	$0	$605,600	$700,000		$5,342,728	60
10	Summit Co	Springside Dr sidewalk	West side of Springside Dr in Copley Twp	Construct 5' sidewalk	$0	$40,000	$176,000	$216,000		$5,558,728	57
11	Stow	Darrow Rd Sidewalk Project Ph 2	Lillian Rd to Hibbard Rd on the west side of the road only	Construct 5' sidewalk	$0	$60,000	$540,433	$600,433		$6,159,161	55
12	Tallmadge	Howe Rd	SR 91 (North Av) to SR 261 (Northeast Av)	Road diet with bike lanes	$520,000	$0	$0	$520,000		$6,679,161	53
13	Hudson	Veterans Trail Ph 2	Existing Trail at Steepleview Dr to Hines Hill Rd/Prospect Rd, Owen Brown/Morse Rd to W Prospect St	10' asphalt multi-use trail with pedestrian bridge over Ohio Turnpike, connects other portions of Veterans Trail to Summit Metro Parks Bike and Hike Trail and Towpath Trail	$0	$0	$700,000	$700,000		$7,379,161	50

Attachment 6B

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: **Policy Committee**
Technical Advisory Committee
Citizens Involvement Committee

FROM: **AMATS Staff**

RE: **Resolution 2019-19 – Approving Changes to AMATS Committee Bylaws.**

DATE: **December 4, 2019**

The AMATS Policy Committee bylaws update was completed in 1988. Since that time, a number of changes in terms of AMATS membership and terminology of committees have changed.

As part of its agreement with the Ohio Department of Transportation, AMATS commits to maintaining a *Prospectus* document, which encloses all bylaws, member agreements, and policy documents. In an attempt to update the *Prospectus*, the AMATS Staff felt that it should first update the Policy Committee bylaws. The changes proposed to the bylaws represent maintenance changes. These changes are described below:

- Member communities which did not exist in 1988 have been added.
- Added Wayne County Engineer's Office to be consistent with existing structure.
- The CIC membership appointment has been removed as it has not been practiced since the early 2000s.
- The TAC TIP Subcommittee name replaces an outdated name for this subcommittee.
- The bylaw amendments incorporate revisions that the Policy Committee made to the structure of the TAC TIP Subcommittee through the *Funding Policy Guidelines* approved by the committee in June 2019.

The revised Policy Committee bylaws are included in this attachment. The Staff recommends approval of Resolution 2019-19 updating the AMATS Policy Committee Bylaws.

RESOLUTION NUMBER 2019-19

OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY

APPROVING CHANGES TO AMATS COMMITTEE BYLAWS.

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage counties and the Chippewa and Milton Township areas of Wayne County; and

WHEREAS, this Committee, known as the AMATS Policy Committee, is responsible for directing, coordinating and administering the transportation planning process in the Greater Akron area in an efficient manner; and

WHEREAS, the Bylaws of the AMATS Policy Committee guide the committee in its mission; and

WHEREAS, the AMATS Technical Staff acting on behalf of the AMATS Policy Committee has reviewed the committee's bylaws and identified needed changes to passages within the bylaws; and

WHEREAS, the adoption of these bylaw changes would result in the improved operation and functions of the committee and therefore aid the committee in its mission as the region's designated MPO; and

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves the proposed changes to the Bylaws of the AMATS Policy Committee presented herein.

2. That this Committee directs the AMATS Staff to transmit a copy of this resolution to the United States Department of Transportation and the Ohio Department of Transportation as evidence of this action by the AMATS Policy Committee.

_____

Mayor Bobbie Beshara, 2019 Chairwoman
Metropolitan Transportation Policy Committee

_____

Date

BY-LAWS
of the
METROPOLITAN TRANSPORTATION POLICY COMMITTEE
of the
AKRON METROPLITAN AREA TRANSPORTATION STUDY

ARTICLE I
METROPOLITAN TRANSPORTATION POLICY COMMITTEE

Section 1 – NAME

The name of this committee shall be the Metropolitan Transportation Policy Committee of the Akron Metropolitan Area Transportation Study (AMATS).

Section 2 – ORIGIN

The Metropolitan Transportation Policy Committee was established on December 10, 1962, in cooperation with the United States Bureau of Public Roads and the Ohio Department of Highways as a requirement of Section 134 of the Federal-Aid Highway Act of 1962.

Section 3 – PURPOSE

The purpose of this committee shall be to guide the development and implementation of a Coordinated, Comprehensive, and Continuing Urban Transportation Plan and a Transportation Improvement Program for all of Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County, Ohio, in cooperation with the Counties and Political Sub-Divisions therein, the Federal Highway Administration, the Federal Transit Administration, U.S. Department of Transportation, U.S. Environmental Protection Agency and the Ohio Department of Transportation.

Section 4 – GENERAL FUNCTION

This committee shall initiate, guide, and sanction the necessary activities required for the development of a Coordinated, Comprehensive, Continuing Urban Transportation Planning Process and a Transportation Improvement Program for the area. Its basic objective is to guide the staged development of a balanced transportation system in concert with existing and future development to efficiently serve the existing and future transportation needs of the area.

Section 5 – MEMBERSHIP

A. Voting membership shall consist of the following or their designated alternates with one vote each: The Summit County Executive and two additional members appointed by the County Executive; Summit County Engineer; the Portage County Commissioners; Portage County Engineer; the Mayors of the Municipalities of Akron, Aurora, Barberton, Boston Heights, Clinton, Cuyahoga Falls, Doylestown, Fairlawn, Garrettsville, Green, Hiram, Hudson, Lakemore, Macedonia, Mantua, Mogadore, Munroe Falls, New Franklin, Northfield, Norton, Peninsula, Ravenna, Reminderville, Richfield, Rittman, Silver Lake, Stow, Streetsboro, Sugar Bush Knolls, Tallmadge, Twinsburg and Windham and any subsequently created municipalities in the Study area; the City Manager of the City of Kent; the District Four Deputy Director of the Ohio Department of Transportation, the President of the Board of Trustees of the METRO Regional Transit Authority; and the President of the Board of Trustees of the Portage Area Regional Transportation Authority; the Wayne County Engineer and one member appointed by the Board of Wayne County Commissioners
B. Non-voting membership shall include the Director or his designated representative as the Executive Secretary of the Metropolitan Policy Committee.

Section 6 – OFFICIAL ALTERNATES

A member of the Metropolitan Transportation Policy Committee may designate two official alternates to represent the member in his absence. A letter of official designation shall be submitted to the Executive Secretary of the Committee so that the alternate may be officially accorded all the voting rights of the member.

Section 7 – AUTHORITY

The Metropolitan Transportation Policy Committee, as stated in the **State of Ohio Department of Transportation Agreement for Urban Transportation Planning and Transportation Programming (updated each biennium)** for the continuation of the Urban Transportation Planning Process, is the Metropolitan Planning Organization for the AMATS area designated by the State of Ohio acting on behalf of the Governor in cooperation with local officials of the Akron Metropolitan Area Transportation Study, and is delegated the authority and responsibility for the direction, coordination and administration of the Urban Transportation Planning Process in accordance with the terms of the AMATS Prospectus and Work Program.

Section 8 – DUTIES AND RESPONSIBILITIES

A. Exercise general management of the Study Activities in accordance with all Agreements of Cooperation, State and Federal Regulations and the AMATS Prospectus and Work Program and Budget as amended by further committee action.
B. Appoint Technical Advisory Committee members to represent municipalities. The Technical Advisory Committee is provided for in the AMATS Prospectus and **State of Ohio Department of Transportation Agreement for Urban Transportation Planning and Transportation Programming** and advises the Metropolitan Transportation Policy Committee on all technical and financial matters. The Metropolitan Transportation Policy Committee as a whole shall appoint a representative of private provider interests to serve as a non-voting member of the Technical Advisory Committee.
C. Direct the Agenda for each meeting to be distributed one week prior to the scheduled meetings. Items may be added to the published agenda, but must be approved by unanimous vote of those members in attendance.
D. Direct the Technical Advisory Committee to meet at least one day preceding the Metropolitan Transportation Policy Committee meeting to consider study progress and technical matters and to recommend action on such items to the Metropolitan Transportation Policy Committee at regular meetings.

E. Direct the AMATS Director, as Executive Secretary of the Technical Advisory Committee, to report technical progress and financial status monthly, to the Technical Advisory Committee, so that a committee representative can report such matters to the Metropolitan Transportation Policy Committee.

F. Provide direction for the regional transportation planning process to ensure that the transportation plan is developed in a Continuous, Comprehensive and Coordinated manner.

G. Provide direction for the annual development and approval of the Transportation Improvement Program to ensure that transportation projects using Federal funds are implemented in a systematic manner.

H. Each member of the Committee is expected to exercise the previous mentioned duties and responsibilities in accordance with the policies of the agency or organization he or she represents but remain cognizant of the needs of the total area.

ARTICLE II
ORGANIZATION

Section 1 – OFFICERS

The officers shall consist of a Chairman, a Vice-Chairman, and an Executive Secretary.

Section 2 - ELECTION OF OFFICERS

The Chairman and Vice-Chairman of the Committee shall be elected at a meeting during the last quarter of the year. The term of office shall start at the first meeting of the new year and shall be for one year or until a successor shall be elected and shall assume the office. The Executive Secretary of the Metropolitan Transportation Policy Committee, as a non-voting member, shall be the Director of the Akron Metropolitan Area Transportation Study

Section 3 – DUTIES OF THE OFFICERS

A. Chairman-shall preside at all meeting of the Metropolitan Transportation Policy Committee and call special meetings as required; appoint all subcommittees; and obtain committee adherence to the duties and responsibilities as delineated in Article I Section 8 of the By-laws.

B. Vice-Chairman-shall perform the duties of the Chairman in his absence.

C. Executive Secretary-shall attend meetings of the Metropolitan Transportation Policy Committee and record all proceedings of the committee action, and carry out all work necessary and incidental to the objectives of AMATS and the Metropolitan Transportation Policy Committee.

ARTICLE III
SUBCOMMITTEES

Section 1 – SUBCOMMITTEE FORMATION

Subcommittees shall be formed when necessary to carry out the various phases of the work of the Study. Members of subcommittees shall be appointed by the Chairman of the Metropolitan Transportation Policy Committee (see Article II-Section 3). Subcommittee members need not be members of the Metropolitan Transportation Policy Committee.

Section 2 – STANDING SUBCOMMITTEE

The Technical Advisory Committee Transportation Improvement Program Subcommittee (TAC TIP) shall monitor TIP funding and project activity. The TAC Chairman will direct this Subcommittee and its membership shall include: the Policy Committee Chairperson, one representative from each city with a population of over 20,000, a representative from a city with a population between 10,000 and 20,000 appointed by the Policy Committee Chairperson, a representative from a city with a population between 5,000 and 10,000 appointed by the Policy Committee Chairperson, a village representative appointed by the Policy Committee Chairperson, the Summit and Portage County Engineers, and one representative from the Portage Area Regional Transportation Authority and METRO Regional Transit Authority. Each member of the Subcommittee has one vote. The chairperson can only vote if his or her community is not otherwise represented. Policy Committee Chairperson appointments will be made before a round of AMATS funding begins. The appointees will serve for two years until the next round of funding.

ARTICLE IV
MEETINGS

Section 1 – METROPOLITAN TRANSPORTATION POLICY COMMITTEE

The Metropolitan Transportation Policy Committee shall schedule at least six (6) regular meetings annually. An annual schedule of Metropolitan Transportation Policy Committee meetings shall be adopted for the next year no later than the last regularly scheduled meeting of each calendar year. The Chairman may cancel regularly scheduled meetings of the Committee or establish special meetings as required.

Section 2 – QUORUM

A quorum shall consist of ten (10) members of the voting membership of the Committee. There shall be a roll call of the membership at the beginning of each meeting to determine if a quorum exists so that business can be conducted. A majority vote of the voting membership present shall be required for Committee action.

ARTICLE V
AMENDMENT OF ARTICLES

Section 1 – HOW AMENDED

These articles may be amended by a majority vote of a quorum of the Metropolitan Transportation Policy Committee at a regularly scheduled meeting or special meeting provided such amendments have been distributed to all members a minimum of one week in advance of the meetings.

AMENDED: December 19, 2019

BY-LAWS
of the
METROPOLITAN TRANSPORTATION POLICY COMMITTEE
of the
AKRON METROPLITAN AREA TRANSPORTATION STUDY

ARTICLE I
METROPOLITAN TRANSPORTATION POLICY COMMITTEE

Section 1 – NAME

The name of this committee shall be the Metropolitan Transportation Policy Committee of the Akron Metropolitan Area Transportation Study (AMATS).

Section 2 – ORIGIN

The Metropolitan Transportation Policy Committee was established on December 10, 1962, in cooperation with the United States Bureau of Public Roads and the Ohio Department of Highways as a requirement of Section 134 of the Federal-Aid Highway Act of 1962.

Section 3 – PURPOSE

The purpose of this committee shall be to guide the development and implementation of a Coordinated, Comprehensive, and Continuing Urban Transportation Plan and a Transportation Improvement Program for all of Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County, Ohio, in cooperation with the Counties and Political Sub-Divisions therein, the Federal Highway Administration, ~~the Urban Mass Transportation Administration~~the Federal Transit Administration, U.S. Department of Transportation, U.S. Environmental Protection Agency and the Ohio Department of Transportation.

Section 4 – GENERAL FUNCTION

This committee shall initiate, guide, and sanction the necessary activities required for the development of a Coordinated, Comprehensive, Continuing Urban Transportation Planning Process and a Transportation Improvement Program for the area. Its basic objective is to guide the staged development of a balanced transportation system in concert with existing and future development to efficiently serve the existing and future transportation needs of the area.

Section 5 – MEMBERSHIP

~~A.~~ Voting membership shall consist of the following or their designated alternates with one vote each: The Summit County Executive and two additional members appointed by the County Executive; Summit County Engineer; the Portage County Commissioners; Portage County Engineer; the Mayors of the Municipalities of Akron, Aurora, Barberton, Boston Heights~~Brady Lake~~, Clinton, Cuyahoga Falls, Doylestown, Fairlawn, Garrettsville, Green, Hiram, Hudson, Lakemore, Macedonia, Mantua, Mogadore, Munroe Falls, New Franklin, Northfield, Norton, Peninsula, Ravenna, Reminderville, Richfield, Rittman, Silver Lake, Stow, Streetsboro, Sugar Bush Knolls, Tallmadge, Twinsburg and Windham and any subsequently created municipalities in the Study area; the City Manager of the City of Kent; the District Four Deputy Director of the Ohio Department of Transportation, the President of the Board of Trustees of the METRO Regional Transit Authority; and the President of the Board of Trustees of the Portage Area Regional Transportation Authority; the Wayne County Engineer and one member appointed by the Board of Wayne County Commissioners.

~~B.~~A.

~~C.~~B. Non-voting membership shall include the ~~Study~~ Director or his designated representative as the Executive Secretary of the Metropolitan Policy Committee.

Section 6 – OFFICIAL ALTERNATES

A member of the Metropolitan Transportation Policy Committee may designate ~~one~~ two official alternates to represent the member in his absence. A letter of official designation shall be submitted to the Executive Secretary of the Committee so that the alternate may be officially accorded all the voting rights of the member.

Section 7 – AUTHORITY

The Metropolitan Transportation Policy Committee, as stated in ~~Section 4 of~~ the **State of Ohio Department of Transportation Agreement** ~~**Number 3370 among the County of Summit, Ohio, the City of Akron, Ohio, and the State of Ohio,** dated June 29, 1981,~~**for Urban Transportation Planning and Transportation Programming (updated each biennium)** for the continuation of the Urban Transportation Planning Process, is the Metropolitan Planning Organization for the AMATS area designated by the State of Ohio acting on behalf of the Governor in cooperation with local officials of the Akron Metropolitan Area Transportation Study, and is delegated the authority and responsibility for the direction, coordination and administration of the Urban Transportation Planning Process in accordance with the terms of the AMATS Prospectus and Work Program.

Section 8 – DUTIES AND RESPONSIBILITIES

A. Exercise general management of the Study Activities in accordance with all Agreements of Cooperation, State and Federal Regulations and the AMATS Prospectus and Work Program and Budget as amended by further committee action.

B. Appoint Technical Advisory Committee members to represent municipalities. The Technical Advisory Committee is provided for in the AMATS Prospectus and ~~**State of Ohio Department of Transportation Agreement Number 3370**~~**State of Ohio Department of Transportation Agreement for Urban Transportation Planning and Transportation** ~~and~~**Programming** and advises the Metropolitan Transportation Policy Committee on all technical and financial matters. The Metropolitan Transportation Policy Committee as a whole shall appoint a representative of private provider interests to serve as a non-voting member of the Technical Advisory Committee.

~~C. Appoint members of the Citizens Involvement Committee. The Citizens Involvement Committee is provided for in the AMATS Prospectus and involves the public in transportation decision making. Each Policy Committee member may appoint one member to the Citizens Involvement Committee.~~

~~D.~~C. Direct the Agenda for each meeting to be distributed one week prior to the scheduled meetings. Items may be added to the published agenda, but must be approved by unanimous vote of those members in attendance.

~~E.~~D. Direct the Technical Advisory Committee to meet at least one day preceding the Metropolitan Transportation Policy Committee meeting to consider study progress and technical matters and to recommend action on such items to the Metropolitan Transportation Policy Committee at regular meetings.

~~F.~~E. Direct the ~~Technical Director of the AMATS Program~~AMATS Director, as Executive Secretary of the Technical Advisory Committee, to report technical progress and financial status monthly, to the Technical Advisory Committee, so that a committee representative can report such matters to the Metropolitan Transportation Policy Committee.

~~G.~~F. Provide direction for the regional transportation planning process to ensure that the transportation plan is developed in a Continuous, Comprehensive and Coordinated manner.

~~H.~~G. Provide direction for the annual development and approval of the Transportation Improvement Program to ensure that transportation projects using Federal funds are implemented in a systematic manner.

~~I.~~H. Each member of the Committee is expected to exercise the previous mentioned duties and responsibilities in accordance with the policies of the agency or organization he or she represents but remain cognizant of the needs of the total area.

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The officers shall consist of a Chairman, a Vice-Chairman, and an Executive Secretary.

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The Chairman and Vice-Chairman of the Committee shall be elected at a meeting during the last quarter of the year. The term of office shall start at the first meeting of the new year and shall be for one year or until a successor shall be elected and shall assume the office. The Executive Secretary of the Metropolitan Transportation Policy Committee, as a non-voting member, shall be the Director ~~of the Department of Planning and Urban Development of the City of Akron, officially recognized as the Study Director.~~of the Akron Metropolitan Area Transportation Study

Section 3 – DUTIES OF THE OFFICERS

A. Chairman-shall preside at all meeting of the Metropolitan Transportation Policy Committee and call special meetings as required; appoint all subcommittees; and obtain committee adherence to the duties and responsibilities as delineated in Article I Section 8 of the By-laws.
B. Vice-Chairman-shall perform the duties of the Chairman in his absence.
C. Executive Secretary-shall attend meetings of the Metropolitan Transportation Policy Committee and record all proceedings of the committee action, and carry out all work necessary and incidental to the objectives of AMATS and the Metropolitan Transportation Policy Committee.

ARTICLE III
SUBCOMMITTEES

Section 1 – SUBCOMMITTEE FORMATION

Subcommittees shall be formed when necessary to carry out the various phases of the work of the Study. Members of subcommittees shall be appointed by the Chairman of the Metropolitan Transportation Policy Committee (see Article II-Section 3). Subcommittee members need not be members of the Metropolitan Transportation Policy Committee.

Section 2 – STANDING SUBCOMMITTEE

The ~~Project Review Committee (PRC)~~Technical Advisory Committee Transportation Improvement Program Subcommittee (TAC TIP) shall ~~be a~~ monitor TIP funding and project activity. The TAC Chairman will direct this Subcommittee and its membership shall include: the Policy Committee Chairperson, one representative from each city with a population of over 20,000, a representative from a city with a population between 10,000 and 20,000 appointed by the Policy Committee Chairperson, a representative from a city with a population between 5,000 and 10,000 appointed by the Policy Committee Chairperson, a village representative appointed by the Policy Committee Chairperson, the Summit and Portage County Engineers, and one representative from the Portage Area Regional Transportation Authority and METRO Regional Transit Authority. Each member of the Subcommittee has one vote. The chairperson can only vote if his or her community is not otherwise represented. Policy Committee Chairperson appointments will be made before a round of AMATS funding begins. The appointees will serve for two years until the next round of funding.~~standing committee of the Policy Committee charged with the responsibility of reviewing and commenting upon all applications for Federal Aid Urban System and Minimum Allocation funding. The Policy Committee and Technical Advisory Committee Chairmen, Summit and Portage County Engineers, and Policy Committee members representing cities over 25,000 population will serve on this Committee to perform this responsibility. (If the Summit or Portage County Engineers or any Mayor of a city over 25,000 population is serving as Chairman of the Policy Committee or Technical Advisory Committee, then the Vice-Chairman of that committee will serve on the Project review Committee.) Periodic meetings shall be held.~~

ARTICLE IV
MEETINGS

Section 1 – METROPOLITAN TRANSPORTATION POLICY COMMITTEE

The Metropolitan Transportation Policy Committee shall schedule at least six (6) regular meetings annually. An annual schedule of Metropolitan Transportation Policy Committee meetings shall be adopted for the next year no later than the last regularly scheduled meeting of each calendar year. The Chairman may cancel regularly scheduled meetings of the Committee or establish special meetings as required.

Section 2 – QUORUM

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ARTICLE V
AMENDMENT OF ARTICLES

Section 1 – HOW AMENDED

These articles may be amended by a majority vote of a quorum of the Metropolitan Transportation Policy Committee at a regularly scheduled meeting or special meeting provided such amendments have been distributed to all members a minimum of one week in advance of the meetings.

AMENDED: ~~JUNE 8, 1988~~December 19, 2019

Attachment 6C

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: **Policy Committee**
Technical Advisory Committee
Citizens Involvement Committee

FROM: **AMATS Staff**

RE: **Resolution 2019-20** Approving Amendment #23 to the Transportation Improvement Program FY 2018-2021 to add three resurfacing projects.

DATE: **December 4, 2019**

Add The Following Projects to the FY 2018-2021 TIP

South Hawkins Ave Resurfacing – Is a resurfacing project from Mull Ave to East Ave in the City of Akron. This project was selected in the 2017 funding cycle but not officially added to the FY 2018-2021 TIP. Construction is scheduled in FY 2021 using $700,000 of STBG funds.

Waterloo Rd Phase 1 Resurfacing – Is a resurfacing project from Glenmount Ave to Kelly Ave in the City of Akron. This project was selected in the 2017 funding cycle but not officially added to the FY 2018-2021 TIP. Construction is scheduled in FY 2020 using $700,000 of STBG funds.

Waterloo Rd Phase 1 Resurfacing – Is a resurfacing project from Manchester Rd to Glenmount Ave in the City of Akron. This project was selected in the 2017 funding cycle but not officially added to the FY 2018-2021 TIP. Construction is scheduled in FY 2020 using $401,343 of STBG funds.

STAFF COMMENTS

As with all TIP amendments, considerations with respect to public participation, financial capability, air quality, environmental justice and Plan consistency are important. Sufficient funding is forecasted from federal and state sources for this amendment. The new projects listed meet all amendment requirements mentioned above. Therefore this amendment does not cause any negative impact.

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2019-20. This Resolution approves the amendment to the TIP FY 2018-2021. The Staff recommends approval.

RESOLUTION NUMBER 2019-20

OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY

Approving Amendment #23 to the Transportation Improvement Program FY 2018-2021 to add three new projects.

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County and,

WHEREAS, it is the responsibility of this Committee to develop and maintain the Transportation Improvement Program (TIP) and,

WHEREAS, this Committee has been requested to amend the AMATS FY 2018-2021 Transportation Improvement Program to add three new projects as discussed in the accompanying memorandum:

1. **South Hawkins Ave Resurfacing (PID 108132)** – Is a resurfacing project from Mull Ave to East Ave in the City of Akron. This project was selected in the 2017 funding cycle but not officially added to the FY 2018-2021 TIP. Construction is scheduled in FY 2021 using $700,000 of STBG funds.

2. **Waterloo Rd Phase 1 Resurfacing (PID 108133) –** Is a resurfacing project from Glenmount Ave to Kelly Ave in the City of Akron. This project was selected in the 2017 funding cycle but not officially added to the FY 2018-2021 TIP. Construction is scheduled in FY 2020 using $700,000 of STBG funds.

3. **Waterloo Rd Phase 1 Resurfacing (PID 108134) –** Is a resurfacing project from Manchester Rd to Glenmount Ave in the City of Akron. This project was selected in the 2017 funding cycle but not officially added to the FY 2018-2021 TIP. Construction is scheduled in FY 2020 using $401,343 of STBG funds.

WHEREAS, the necessary public involvement has been carried out as described in the AMATS Public Participation Plan and,

WHEREAS, the amendment has been judged to be air quality neutral and is, therefore, excluded from additional regional air quality conformity analysis and,

WHEREAS, the environmental justice impacts of this amendment has been considered consistent with "Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations" and,

RESOLUTION NUMBER 2019-20 (Continued)

WHEREAS, this Committee has analyzed this request and found this amendment to be consistent with Transportation Outlook, the Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the Transportation Improvement Program FY 2018-2021 as previously specified.

2. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.

3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.

4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.

5. That this Committee affirms conformity with environmental justice requirements.

6. That this Committee affirms consistency with Transportation Outlook, the Regional Transportation Plan.

7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

_____

Mayor Bobbie Beshara, 2019 Chairwoman
Metropolitan Transportation Policy Committee

_____

Date

AMENDMENT #23- 12/19/19

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2018-2021

TABLE H-3

HIGHWAY IMPROVEMENTS

PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2018	2019	2020	2021	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
108132	SUM-SOUTH HAWKINS AVE **(New Project)**	3.49	AKRON MULL AVE TO EAST AVE	RESURFACING	STBG LOCAL	C C				700.0 250.0	1,215.6	AKRON	EXEMPT
108133	SUM-WATERLOO RD PH 1 **(New Project)**	1.70	AKRON GLENMOUNT AVE TO KELLY AVE	RESURFACING	STBG LOCAL	C C			700.0 325.0		1,076.9	AKRON	EXEMPT
108134	SUM-WATERLOO RD PH 2 **(New Project)**	1.66	AKRON MANCHESTER RD TO GLENMOUNT AVE	RESURFACING	STBG LOCAL	C C			401.3 950.0		1,400.0	AKRON	EXEMPT

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: **Policy Committee**
Technical Advisory Committee
Citizens Involvement Committee

FROM: **AMATS Staff**

RE: **Resolution 2019-21 – Approving Amendment #24 to the Transportation Improvement Program FY 2018-2021 - To Add ODOT-Awarded Funds in FY 2020 for METRO RTA and PARTA**

DATE: **December 5, 2019**

Executive Summary

This memorandum discusses a TIP amendment to the FY 2020 program of projects for METRO RTA and PARTA to add recently awarded funding from ODOT.

The Ohio Department of Transportation (ODOT) has awarded METRO RTA and PARTA funding through its Ohio Transit Partnership Program (OTP2). This competitive grant program was established to provide additional capital funding to Ohio's public transit operators for projects emphasizing system preservation. On October 28, 2019, METRO and PARTA were both awarded funds through this program for inclusion in FY 2020 of the AMATS Transportation Improvement Program (TIP). METRO received $1,042,000. PARTA received $1,031,152. The source of the OTP2 funds is State of Ohio General Revenue Funds (GRF).

In addition, ODOT awards funds annually through its Urban Transit Program (UTP). These funds are generally used to help match federal funds. For FY 2020, ODOT awarded $1,007,281 to METRO, and $234,773 to PARTA. The source of the UTP funds is likewise state GRF funds. PARTA was also awarded $139,400 in Elderly & Disabled fare assistance funding.

Consequently, METRO and PARTA are requesting that these additional funds be added to the TIP to include the recently awarded OTP2, UTP and E&D funded projects. OTP2 and UTP funds will be used for the maintenance of METRO's and PARTA's capital assets. E&D funding is used for passenger fare assistance.

METRO is requesting the following changes to the TIP:

- **Revise Capital Funds for the Purchase of Cameras and Surveillance Equipment (PID 111275)**

  The amendment to this existing project reduces the amount of FTA Section 5307 funding by $430,000 (the UTP award amount). This project is for the acquisition of camera

equipment, to replace existing video and camera hardware on all of METRO revenue vehicles, resulting in a new FTA 5307 amount of $410,000. METRO also intends to use state funds in the amount of $360,000 from the OTP2 award to replace METRO's local share. The total project cost remains $1,200,000.

- Revise Capital Funds for the Purchase of Radio Equipment (PID 111275)

METRO intends to reduce FTA 5307 funding in the amount of $280,000 (the amount awarded through the UTP and OTP2 programs) for the acquisition of radio equipment on all METRO vehicles. This action brings the new FTA 5307 total to $280,000. METRO plans to use state funds in the amount of $300,000 from the OTP2 award to replace METRO's local funding and $220,000 from the UTP award for the reduction of 5307 funds. The total project cost remains $800,000. This project is intended to maintain METRO's existing vehicle fleet by modernizing and replacing existing capital equipment.

- Revise and Add Capital Funds for the Purchase of NEORide IT Hardware (PID 111275)

This project incorporates newly awarded state OTP2 funds from NEORide in the amount of $210,000 to purchase IT equipment. This new funding will replace existing FTA 5307 funds in the amount of $140,000. The IT hardware equipment is designed to improve METRO's WiFi capability. This project is part of a project to coordinate services across multiple transit agencies throughout the state, coordinated through a council of governments (COG), designated NEORide. The NEORide COG is comprised of a number of transit agencies in the state, including METRO RTA and PARTA.

- Add Capital Funds for the Purchase of NEORide Validators (PID 111499)

METRO has been awarded $613,909 in state GRF funds through the OTP2 Program and is requesting the purchase of mobile fare collection validator equipment. Funds will be issued at 100% state funding, programmed in FY 2020. This project is part of a larger $3,306,790 project to coordinate services across multiple transit agencies throughout the state, coordinated through a council of governments, designated NEORide.

- Revise Capital Funds for the Acquisition of Non-Revenue Support Vehicles (PID 111275)

METRO RTA intends to use $42,000 in ODOT-awarded OTP2 funds for the acquisition of non-revenue support vehicles, replacing the local funds of the same amount. The FTA 5307 amount remains unchanged and the total project cost remains $140,000.

- Revise Capital Funds for the Construction of Bus Shelters (PID 111279)

This project will incorporate newly awarded state funds for the acquisition, engineering and construction of multiple replacement bus stops throughout Summit County. METRO plans to use state UTP funds in the amount $350,000 to replace federal FTA 5307 and local funding. The total project cost remains $500,000.

- Revise Funds for Planning Studies (PID 111278)

METRO requests the use $240,000 in state-awarded OTP2 funds for a number of planning feasibility studies. This amendment reduces the local funding amount by the same amount bringing the new local total to $162,000. The federal amount (FTA 5307 funds) remains unchanged. The total project cost remains $1,340,000.

PARTA is requesting the following changes to the TIP:

- **Revise Capital Funds for the Preventive Maintenance of Vehicles and Bus Facilities (PID 104390)**

  This existing project is intended to maintain PARTA's vehicle fleet and its bus facilities and transfer locations. PARTA would like to revise the sources of funding for their preventive maintenance budget as a result of funds awarded in the amount of $640,000 through the OTP2 Program in FY 2020. The total project cost will be approximately $1,674,773. The project includes the use of $234,773 in state UTP funds. PARTA local share funding will be removed from this project.

- **Add Capital Funds for the Purchase of NEORIDE Validators (PID 111499)**

  PARTA has been awarded $189,999 in state GRF funds through the OTP2 Program and requests the purchase of mobile ticket validator equipment for passenger fare collection. The total project cost is $189,999. Funds will be issued at 100% state funding, programmed in FY 2020. This project is part of a larger $3,306,790 project to coordinate services across multiple transit agencies throughout the state, coordinated through a council of governments (COG), called NEORide. The NEORide COG is comprised of a number of transit agencies in the state, including METRO RTA and PARTA.

- **Perform Administrative Modifications to Three Existing Projects to Include OTP2 Funds**

  PARTA will add OTP2 funds to the following projects to replace or augment the local share:

  - Bus Storage Facility (PID 104386) - $354,260
  - Maintenance Equipment (PID 111292) - $26,892
  - Support Vehicles (PID 111292) - $10,000

STAFF COMMENTS

As with all TIP amendments, considerations with respect to consistency with the Regional Transportation Plan, financial capability, air quality conformity, public involvement, and environmental justice are important.

Regional Transportation Plan

The project proposed in this amendment is consistent with *Transportation Outlook*, the area's Regional Transportation Plan.

Financial Capability

With respect to financial capability, there are sufficient funds available for this amendment.

Air Quality

The project can be viewed as either exempt from air quality or has been analyzed as part of the air quality networks and has resulted in a finding of compliance with the Clean Air Act. Therefore, this amendment will not affect adversely the air quality conformity approval of *Transportation Outlook* or the TIP.

Public Involvement

The Staff is recommending that the Policy Committee consider this action as not regionally significant. As a result, the modified procedures in the AMATS *Public Participation Plan* are appropriate.

Environmental Justice

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations states that, "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing as appropriate, disproportionately high and adverse human health or environmental effects of its programs policies and activities on minority and low-income populations." This requirement also applies to recipients of federal funds, such as METRO RTA and PARTA.

The project that will result from this TIP amendment does not appear to impose disproportionately high and adverse human health or environmental effects on minorities and/or low-income people who reside in the METRO RTA or PARTA service areas.

STAFF RECOMMENDATION

Attached to this memo is Resolution 2019-21. This resolution approves the requested changes to FY 2020 of the TIP as described above. The Staff recommends approval.

RESOLUTION NUMBER 2019-21

OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY

APPROVING AMENDMENT #24 TO THE FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM - TO ADD ODOT-AWARDED FUNDS IN FY 2020 FOR METRO RTA AND PARTA

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County; and

WHEREAS, it is the responsibility of this Committee to develop and maintain the area's Transportation Improvement Program (TIP); and

WHEREAS, METRO RTA and PARTA provide public transportation services in the AMATS area; and

WHEREAS, METRO RTA and PARTA intend to maintain their capital assets in a state of good repair as described more fully in their Transit Asset Management (TAM) Plans; and

WHEREAS, METRO RTA and PARTA are eligible recipients of Federal Transit Administration (FTA) funds; and

WHEREAS, METRO RTA and PARTA are eligible recipients of state of Ohio General Revenue Funds (GRF); and

WHEREAS, METRO RTA and PARTA have requested that FY 2020 of the TIP be amended to add funds awarded through ODOT's Ohio Transit Partnership Program (OTP2) and Urban Transit Program; and

WHEREAS, PARTA has requested that FY 2020 of the TIP be amended to add funds awarded through ODOT's Elderly and Disabled (E&D) Program; and

WHEREAS, this Committee has analyzed this request and found it to be consistent with *Transportation Outlook*, the area's Regional Transportation Plan; and

WHEREAS, this project has been determined to be in conformity with the State Implementation Plan for air quality; and

WHEREAS, this Committee has determined that the effects of this amendment are consistent with *Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations*.

RESOLUTION NUMBER 2019-21 Continued

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the FY 2018-2021 Transportation Improvement Program as previously specified.

2. That this Committee affirms that the FY 2018-2021 Transportation Improvement Program is in reasonable fiscal constraint.

3. That this Committee affirms consistency with *Transportation Outlook*, the Regional Transportation Plan.

4. That this Committee reaffirms the air quality conformity determination of *Transportation Outlook*.

5. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.

6. That this Committee affirms consistency with environmental justice requirements.

7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

_____

Mayor Bobbie Beshara, 2019 Chairwoman
Metropolitan Transportation Policy Committee

_____

Date

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: **Policy Committee Members**
Technical Advisory Committee Members
Citizens Involvement Committee Members

FROM: **AMATS Staff**

RE: **Resolution 2019-22 – Approving the AMATS Area Traffic Crash Analysis Technical Memorandum and Support for ODOT Safety Goals**

DATE: **December 5, 2019**

Executive Summary

The purpose of this resolution is to approve the AMATS area Traffic Crash Analysis Technical Memorandum, as well as give support for ODOT safety performance targets for calendar year 2020.

Traffic Crash Analysis Technical Memorandum

Attached please find the AMATS area Traffic Crashes and Safety Performance Measures (2016-2018) Technical Memorandum. All crashes that occurred on non-freeway roadways in the AMATS study area were considered for analysis. All the segments and intersections that meet the minimum criteria are ranked and listed. Crash locations are also sorted and listed by community on the AMATS website.

The second section of the crash memo focuses on bicycle and pedestrian crashes. These crashes tend to occur more randomly and are usually not concentrated at specific locations. Therefore this section of the memo is *trend oriented* and highlights some of the characteristics of bicycle and pedestrian crashes.

The third section in the crash report is *performance oriented*. It describes safety performance measures that MPOs are now required to set and attain. In this section base values and current values are compared using five years of data.

The last section is a list of all the high crash segments and intersections along with the corresponding maps.

The Staff requests that the attached technical memorandum be approved as noted in the attached resolution. Once this memorandum has been approved, local governments may use it as an initial step in the process of applying for Highway Safety Program funds through ODOT.

More detailed information about crashes may be requested, including bicycle and pedestrian, at any specific location.

Background on Performance Measures

Current federal legislation and guidance features an emphasis on performance measurement. This focus is consistent with AMATS goals and objectives, which promote the transparency of public data and decision-making and seeks to improve the accountability of public spending by better linking investments to outcomes.

Performance measures are central to implementing a Performance-Based Planning Process (PBPP) that guides decision making. How performance is defined and measured can significantly affect the types of projects and strategies that are advanced by decision makers. Moreover, performance results inform agencies whether the types of projects and strategies they are implementing are in fact helping them achieve their goals. Performance measures aim to answer questions about whether the performance of the transportation system is getting better or worse over time. Performance measures also aim to demonstrate whether transportation investments are correlated or linked to stated goals and whether they produce desired outcomes.

Introducing a performance management approach to planning is intended to improve project and program delivery, inform investment decision making, focus staff efforts on priorities, and provide greater transparency and accountability to the public. Current federal guidelines apply performance measurement at the programmatic, rather than project level and link performance measures and targets to funding decisions by way of performance-based funding. The purpose of this approach is to move towards performance-based decision-making for project selection in the future.

The US DOT and ODOT continue to develop performance targets in consultation with MPOs like AMATS, and others. State investments must make progress toward these performance targets, and MPOs must incorporate these performance measures and targets into their Transportation Improvement Programs (TIPs) and long range Regional Transportation Plans. Federal guidance imposes financial penalties on states that fail to make progress toward these performance goals.

There are seven areas for which the US DOT has established national performance goals. These areas are:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

To implement performance measure goals, US DOT has developed measures and minimum standards for states to follow. In the transportation planning process, the public and other stakeholders articulate a strategic direction that is based on a shared vision for the future.

- **Goals and Objectives** stem from the area's vision and goals, and they address key desired outcomes. Agencies like AMATS create objectives—which are specific, measurable statements—that shape planning priorities.
- **Performance Measures** support objectives and are the basis for comparing alternative improvement strategies, investment and policy strategies, and tracking results.

Driven by data on performance, along with public involvement and policy considerations, AMATS conducts analyses that inform investment and policy priorities.

- **Identify Trends and Targets** – Trends and targets let agencies compare alternative strategies. This step relies on baseline data from past trends, tools to forecast future performance, and information on possible strategies, available funding, and other constraints.
- **Identify Strategies and Analyze Alternatives** –Scenario analysis may also be used to compare alternative strategies and funding levels, or to explore funding levels required to achieve certain performance goals.
- **Develop Investment Priorities** – To reach investment targets, AMATS will create a TIP and a Regional Transportation Plan that consider priorities and tradeoffs.

Programming involves selecting specific projects to include in the TIP. In a performance based planning approach, agencies make programming decisions based on whether those decisions support performance targets or contribute to desired trends.

Performance based planning is founded on evidence that the process leads agencies to their goals. The following evaluation activities happen throughout implementation and when needed throughout performance based planning.

- **Monitoring** – Gathering information on actual conditions.
- **Evaluation** – Conducting analysis to understand whether implemented strategies have been effective.
- **Reporting** – Communicating information about system performance and whether policymakers, stakeholders, and the public think plans and programs are effective.

In a performance based planning approach, each step in the process is clearly connected to the next so that goals translate into specific measures. Those measures then become the basis for selecting and analyzing strategies for the long range plan. Ultimately, project selection decisions are influenced by expected performance returns. Keeping the next step in the process in mind is critical to each step along the way.

Safety Target Setting and Coordination

Federal legislation requires MPOs like AMATS to establish performance targets and set targets that demonstrate fatal and serious injury reductions on all public roads. The required performance measures for safety are:

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries

In accordance with federal legislation, AMATS used a five-year average to calculate baseline safety statistics. These baseline figures are the benchmarks to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short-term year-to-year fluctuations. A full discussion of safety planning and the identification of safety needs for the AMATS area can be found in the attached traffic crash technical memorandum, discussed above. As noted, this memorandum also includes analyses of bicycle and pedestrian safety data.

After reviewing historical crash trends, external factors and through consultation with the state's MPOs, ODOT established a 1 percent annual reduction target across all five safety categories statewide. ODOT developed a baseline using calendar year (CY) 2013-2017 for setting the CY 2019 safety targets. The FHWA will determine whether a state DOT has met or made significant progress toward meeting its CY 2019 targets in December 2020. A state is considered to have met or made significant progress if at least four of the five targets are better than the baseline.

The CY 2019 highway safety targets for Ohio are:

- 1,062 fatalities
- 8,834 serious injuries
- 0.91 fatality rate
- 7.60 serious injury rate
- 836 non-motorized fatalities and non-motorized serious injuries

AMATS is also required to establish safety performance targets. There are two options available for satisfying this requirement: commit to a quantifiable target for each measure within the metropolitan area, or approve of ODOT's statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of these targets. For CY 2019 AMATS decided to support the goals set forth by ODOT for the entire state, rather than develop separate targets for our area (See AMATS Policy Resolution 2018-17, approved in September 2018).

ODOT's Calculated Targets for CY 2020

After reviewing historical crash trends, external factors, and through consultation with ODOT's partners, the Strategic Highway Safety Plan Steering Committee recommended that Ohio set a 2 percent annual reduction target across all five categories.

Although the 2% annual target will be difficult to achieve across all five categories, the Safety Steering Committee concluded that an aspirational but achievable target is better than adopting targets that accept the status quo.

ODOT has adopted the 2% annual reduction target based on the state's commitment to safety. This commitment includes the following new initiatives:

- An additional $50 million annually for ODOT's Highway Safety Program
- The statewide implementation of centerline rumble strips
- Ohio Department of Public Safety (ODPS) young driver and driver training initiatives
- Ten million dollars for a new pedestrian safety improvement program

Below are Ohio's CY 2020 targets. The baseline years for setting CY 2020 targets are CY 2014-2018. The Federal Highway Administration will determine whether a state DOT has met or made significant progress toward meeting its CY 2020 targets in December 2021. States will be notified in March 2022.

A state is considered to have met or made significant progress toward meeting its performance targets if at least four of the five targets have been met or the actual outcome for the target is better than the baseline performance.

CY 2020 Targets for Ohio are:

- 1,055 fatalities
- 8,348 serious injuries
- 0.91 fatality rate
- 7.21 serious injury rate
- 824 non-motorized fatalities and non-motorized serious injuries

Baselines used to set targets are (CY 2014-2018):

- 1,099 fatalities
- 8,692.2 serious injuries
- 0.95 fatality rate
- 7.51 serious injury rate
- 858.4 non-motorized fatalities and non-motorized serious injuries

Although we have not reached the end of calendar year 2019, ODOT is projecting that the state will have 1,130 fatalities by the end of the year. Actual safety data for CY 2019 will not be available until next spring (April 2020).

The staff is recommending that the Policy Committee support ODOT's statewide 2 percent annual reduction target for all five safety performance measures in CY 2020.

Staff Recommendation

Attached is Resolution 2019-22 for your review and consideration. This resolution approves the attached AMATS area Traffic Crash Analysis Technical Memorandum, as well as support for ODOT's safety performance targets. The staff recommends approval of this resolution.

RESOLUTION NUMBER 2019-22

OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY

APPROVING THE AMATS AREA TRAFFIC CRASH ANALYSIS TECHNICAL MEMORANDUM AND SUPPORT FOR ODOT SAFETY GOALS

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County; and

WHEREAS, the federal authorization legislation: the Fixing America's Surface Transportation Act (FAST) directs state DOTs and MPOs to collectively implement performance based transportation planning processes; and

WHEREAS, AMATS is required to establish and set targets for five safety performance measures (per Title 23 CFR part 490), those measures applicable to all public roads: as the number of fatalities, number of serious injuries, fatality rate, serious injury rate, and number of non-motorized fatalities and serious injuries; and

WHEREAS, the development of performance measures is required in order to foster transparency and accountability, and help track safety progress at regional, state, and national levels; and

WHEREAS, the Ohio Department of Transportation (ODOT) has established a statewide 2% annual reduction target across all five safety performance measures; and

WHEREAS, AMATS must establish its own performance targets for the area or support the targets set by ODOT within 180 days of ODOT's establishment of targets; and

WHEREAS, the AMATS Policy Committee has determined that it will support the established Ohio Department of Transportation's statewide performance targets; and

WHEREAS, it is the responsibility of the AMATS Policy Committee to develop and maintain the Transportation Improvement Program (TIP) in accordance with current state and federal guidelines; and

WHEREAS, it is the responsibility of the AMATS Policy Committee to develop and maintain the area's Regional Transportation Plan, *Transportation Outlook,* in accordance with current state and federal guidelines; and

WHEREAS, the AMATS Policy Committee agrees to plan and program projects so that they contribute toward the achievement of ODOT's targets for safety performance as described in the attached memorandum.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves the attached AMATS area Traffic Crashes and Safety Performance Measures (2016-2018) Technical Memorandum.

2. That this Committee approves supporting the Ohio Department of Transportation's statewide 2% annual reduction target for all five safety performance measures in CY 2020.

3. That this Committee agrees to plan and program projects so that they contribute toward the accomplishment of the Ohio Department of Transportation's targets for safety performance as discussed in the attached memorandum.

4. That this Committee agrees to include performance-based decision-making as part of the project selection and funding process in order to contribute towards the accomplishment of those ODOT performance goals and targets.

5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

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Mayor Bobbie Beshara, 2019 Chairwoman
Metropolitan Transportation Policy Committee

_____

Date

T E C H N I C A L M E M O R A N D U M

TRAFFIC CRASHES AND SAFETY PERFORMANCE MEASURES 2016-2018

December 2019

Akron Metropolitan Area Transportation Study
161 S. High St./Akron, Ohio 44308-1423
Phone: (330) 375-2436
FAX: (330) 375-2275

This report was prepared by the Akron Metropolitan Area Transportation Study (AMATS) in cooperation with the U.S. Department of Transportation, the Ohio Department of Transportation, and the Village, City and County governments of Portage and Summit Counties and Chippewa and Milton Township in Wayne County. The contents of this report reflect the views of AMATS, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio and/or U.S. Department of Transportation. This report does not constitute a standard, specification or regulation.

Table of Contents

Traffic Crashes
2016 – 2018

Section 1: All Crashes

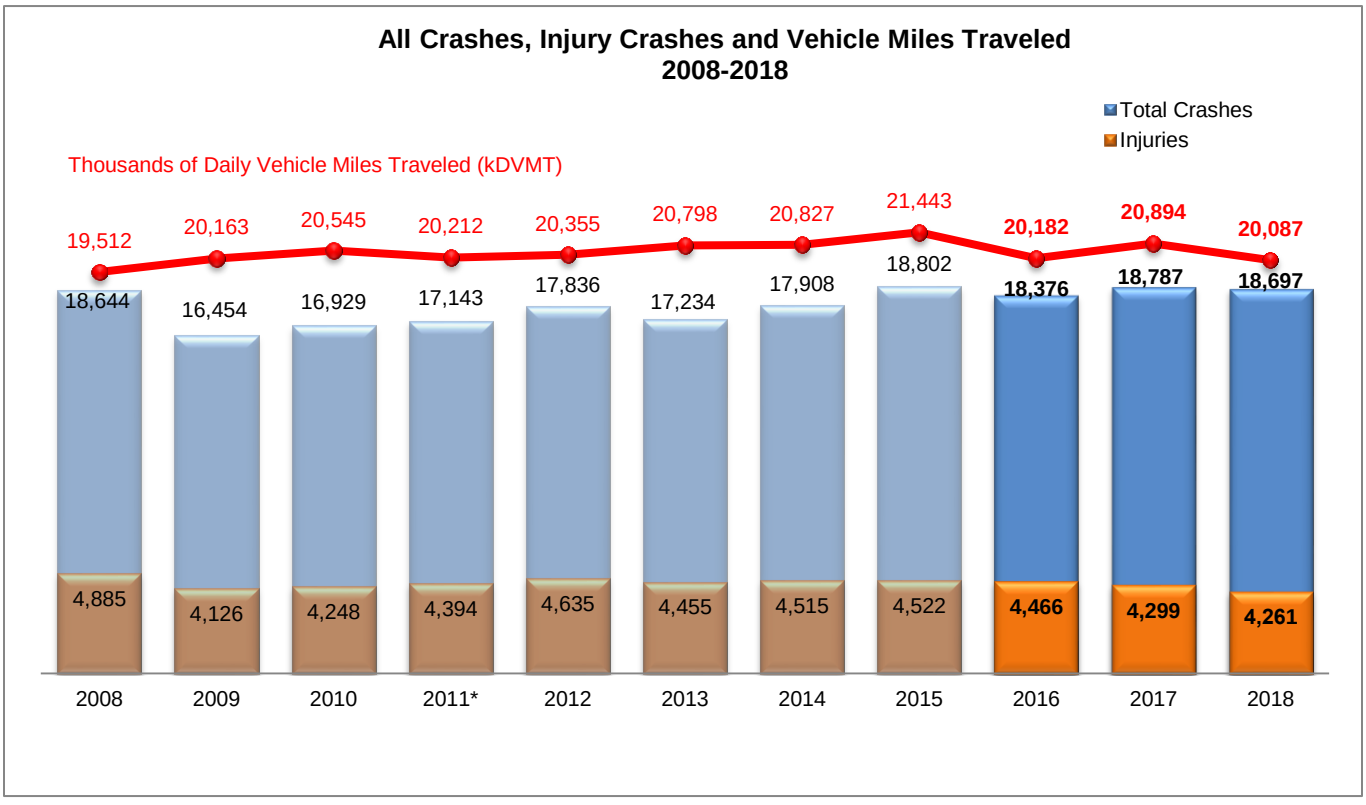
Overview

The 2016-2018 Crash Report was prepared by reviewing 55,860 crash records obtained from the Ohio Department of Transportation (ODOT). Animal crashes and construction zone crashes were removed and not included in the analysis since they do not relate to the characteristics of the roadway. The data is then imported in into GIS and plotted. It is carefully checked for location accuracy and then categorized as segment or intersection crashes. In Section 1 of this report the roadway segment and intersection locations are further analyzed and then ranked. In Section 2 Bicycle and Pedestrian Related Crashes are discussed. Section 3 highlights Safety Performance Measures and Targets. Freeway crashes are not included in this report and instead are analyzed and ranked by the Ohio Department of Transportation.

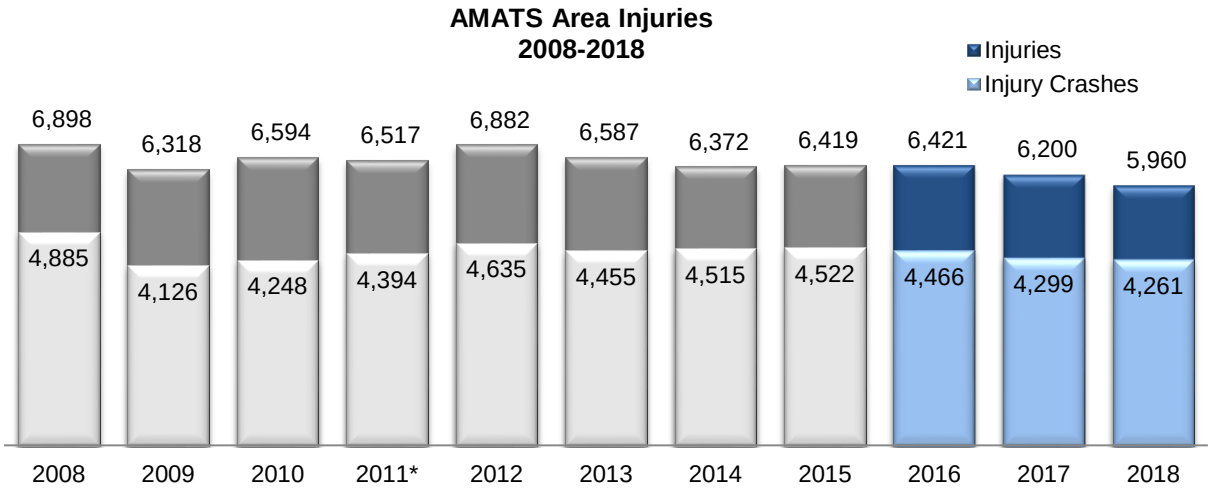
Trends

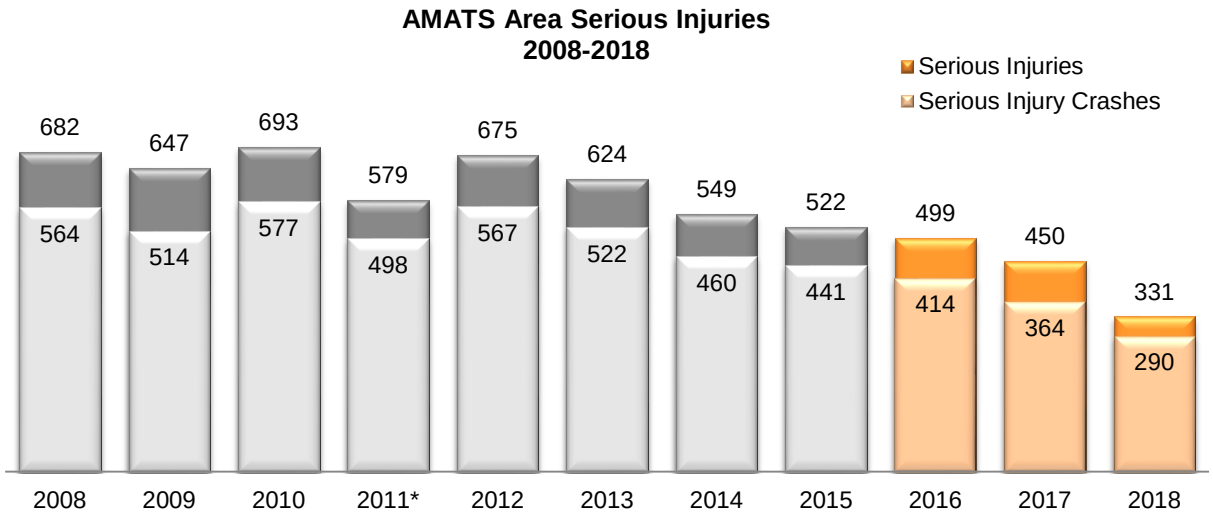
In 2018 the overall number of crashes in the AMATS area decreased by 90. This is a 0.5% decrease from 2017. Injury crashes decreased by 38 or 0.8% and fatal crashes were significantly down by 20 or 39%.

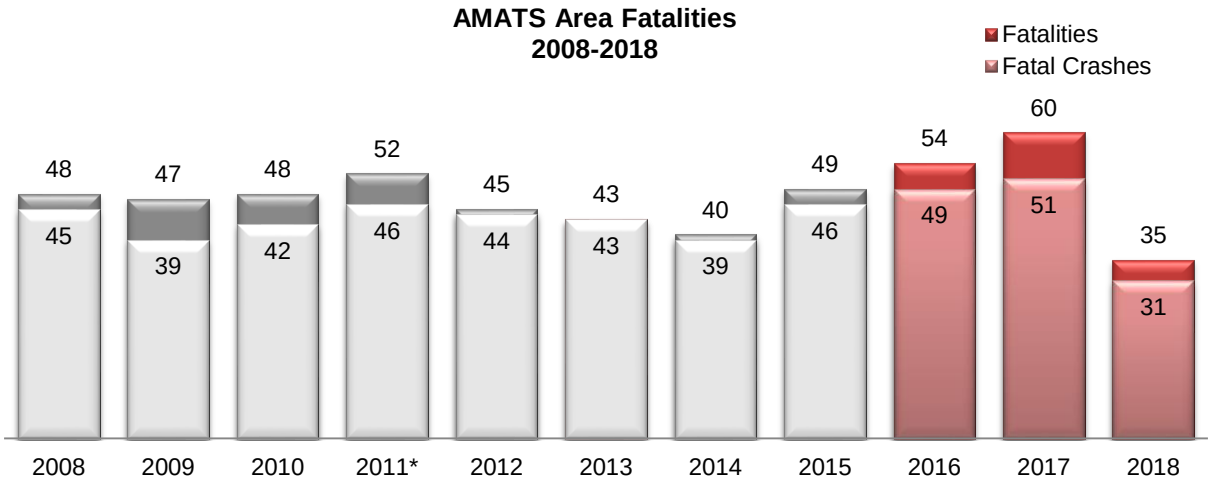
The following graph shows the number of total crashes in the AMATS area between 2008 and 2018. The red line at the top shows thousands of daily vehicle miles traveled (kDVMT) in the AMATS area. This data was obtained from the ODOT Office of Technical Services. In 2018 kDVMT decreased by 3.9% from 2017.



The following graphs show the number of injury, serious injury and fatal crashes as well as the resulting injuries, serious injuries and fatalities between 2008 and 2018. A crash in one event but it may involve multiple vehicles and result in multiple injuries or fatalities.







Methodology

The 2016-2018 Crash Report used Geographical Information System (GIS) coordinates to plot crashes. Sometimes the coordinates are not correct and crashes have to be manually moved to their proper location based on the description on the police report. This is time consuming but necessary for an accurate report.

Another challenge is determining if a crash should be considered segment or intersection related. Not all crashes that occur near an intersection are classified as intersection related. An example would be a single vehicle departing the roadway and hitting a tree at a location that just happens to be near an intersection. If the intersecting street is used as a reference the crash appears to be intersection related when in reality it wasn't. Most of the time the police officer's crash report must be reviewed to gain a better understanding of these types of crashes. The final decision is based on the location of the vehicles and the nature of the crash.

Once crashes are properly identified as intersection or segment related, the crash is assigned a unique identification number for sorting of the crashes. The final step in GIS is to sum up all the crashes that occur within each unique intersection or segment.

Once the analysis in GIS was done, a list of high crash segments and intersections is produced.

- The high crash criterion for roadway sections is 10 or more crashes per mile per year.
- The high crash criterion for intersections is 10 or more crashes in the three-year period.

Once this initial group of high crash locations is identified based on number of crashes a crash rate is calculated. The crash rate takes into account the average daily traffic volume. For example, ten crashes per year at a location that averages 1,000 vehicles per day has a worse crash rate than ten crashes per year at a location that averages 30,000 vehicles per day. The formulas for crashes per mile and crash rate are given in Appendix A.

- A minimum crash rate of 1.0 is required for both roadway sections and intersections to be included in the list of high crash locations.

Next the severity index is calculated for locations that meet the minimum number of crashes and crash rate.
The severity index is a ratio of how many fatal and injury crashes occur compared to total crashes. This measure is useful when determining which locations should have priority in order to not only reduce crashes but to also reduce fatalities and injuries. The formula for severity index is given in the Appendix A.

Finally a composite score is calculated based on how a location ranks according to number of crashes, crash rate and severity index. The formula for composite score is given in Appendix A. This score defines the final rank of the location.

High Crash Sections

A "section" is defined as a length of roadway between two logical termini such as intersections with other roadways. The length of a section is usually shorter in urban areas and could be miles long in a rural area. All roads in the AMATS area were considered, including those that are not federally classified.

- AMATS identified 179 high crash roadway sections that have 10 or more crashes per mile per year and a crash rate of one or more over the three year period.

- Table 5-1 lists the 179 high crash roadway sections ranked by composite score. The table also notes if any crashes were bike or pedestrian related. Map 5-1 shows the top 50 high crash roadway sections.

High Crash Intersections

Crashes that occur within a radius of 250 feet from the center of an intersection and involve at least two vehicles are usually considered an intersection related crash. Exceptions to this rule were driveway related crashes and crashes that had non-intersection characteristics such as departing intersection. All intersections in the AMATS area were considered, including those of roads that are not federally classified.

- AMATS identified 311 intersections that have a minimum of 10 crashes and a crash rate of one or more over the three year period.

- Table 5-2 lists the 311 high crash intersections ranked by composite score. The table also notes if any crashes were bike or pedestrian related. Map 5-2 shows the top 50 high crash intersections.

The number one and two ranked intersections in the 2016-2018 Crash Report are next to each other in Akron. S Maple St and Rhodes Ave (1) and S Maple St and Cedar St (2). This is the second year in a row that these intersections were ranked first and second.

High Crash Freeway Locations

The analysis of freeway crashes in the AMATS area is done by the central office of the Ohio Department of Transportation (ODOT) in Columbus. ODOT's analysis of freeways is done using methodology from the Highway Safety Manual. The freeway system is divided into *rural* and *urban* and is analyzed by examining segments that are one-tenth of a mile long. ODOT only considers the top 50 rural and top 50 urban locations statewide for further study. For further information about top freeway crash locations along with other 2018 HSIP Priority Locations from ODOT please follow the following link.

http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Pages/Priority-Lists-Initiatives.aspx

Section 2: Bicycle and Pedestrian Crashes

Overview

As biking and walking becomes a more popular and viable means of transportation, there is growing concern about the safety of bike riders and pedestrians. Determining how and where these incidents occur can help plan for future bike lanes, sidewalks, lighting, and educational outreach. Bike and pedestrian related crashes tend to happen more randomly and usually do not have the characteristic of being concentrated at specific locations like other vehicular crashes. Because of this it is sometimes more practical to make improvements to a corridor rather than a specific location.

The Ohio Revised Code considers a bicycle a slow moving vehicle and generally speaking is subject to the same laws and responsibilities as a motor vehicle. Bike riders can be issued a citation if they are guilty of breaking traffic laws. Local governments have the ability to make some of their own rules and laws which may be inconsistent between communities.

Education is an important tool to help curb bike and pedestrian related crashes. Appendix B has bike and pedestrian safety tips to help with this education. Many bike riders and pedestrians, especially those under the driving age, may not be aware of the rules that they must observe. Appendix C shows School Bus Stopping Laws as this can impact many pedestrians and drivers.

Bike and pedestrian related crashes have a high percentage of injuries.

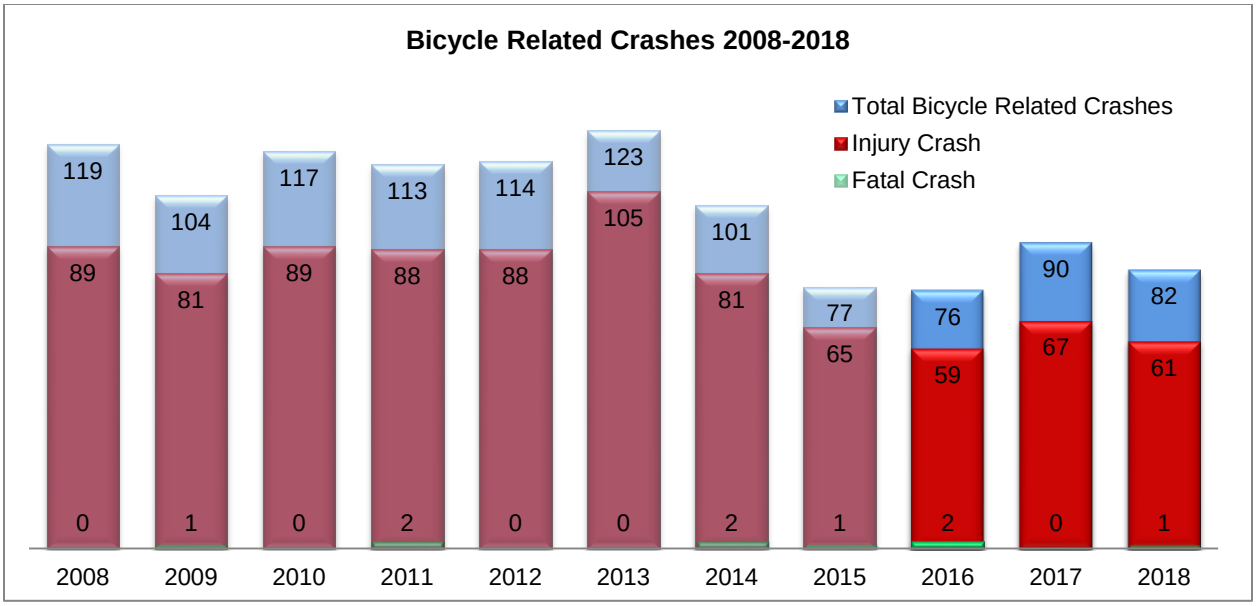
- Out of the 248 bicycle related crashes that occurred between 2016 and 2018, 187 of them or **75%** resulted in an injury and three of them in a fatality. There were no fatal bike crashes in 2017.

- There were 477 pedestrian related crashes in this same time period with 394 or **83%** of them resulting in an injury and 17 of them in a fatality.

By comparison about 23% of all vehicular crashes for the same three year period resulted in an injury.

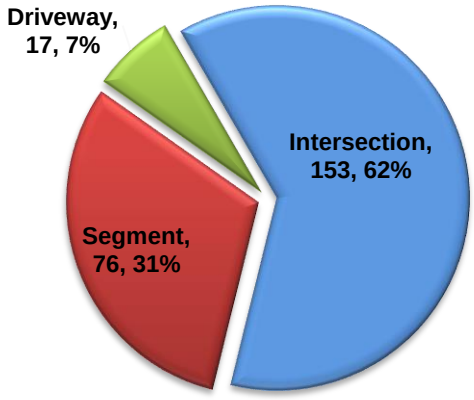
Bicycle Related Crashes

In 2018 total bicycle related crashes decreased by 8 and injuries related decreased by 6. There was 1 fatal bicycle related crashes in 2018.

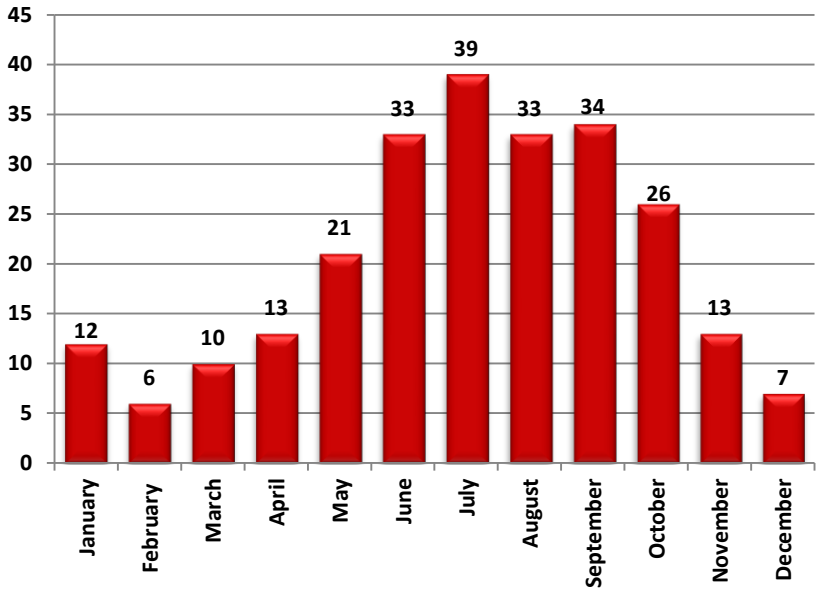


Most bicycle related crashes occur at intersections (62%). Also, most crashes occur in summer and early fall when bike riding conditions are most favorable. Many bicycle riders, especially younger ones, do not obey stop signs and traffic signals. Often a vehicle does not see a bicycle because of their narrow profile and turns into it or pulls in front of it. Many times a driver is not expecting a bicycle in the crosswalk or misjudges its approach speed. If a bicycle rider is biking against traffic a driver may not look that direction when turning into or pulling out of another street or driveway. Map 5-3 shows where the bicycle related crashes occurred in the AMATS area.

General Location of Bicycle Related Crashes (2016-2018)

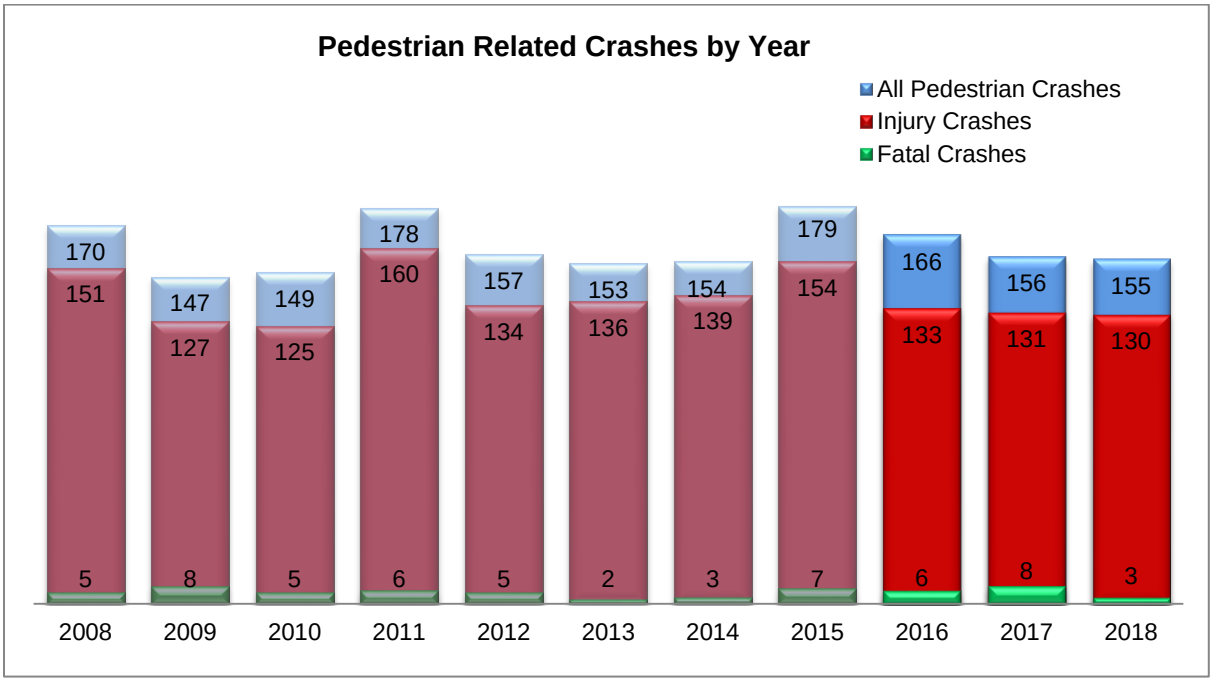


Month of Bicycle Related Crashes (2016-2018)

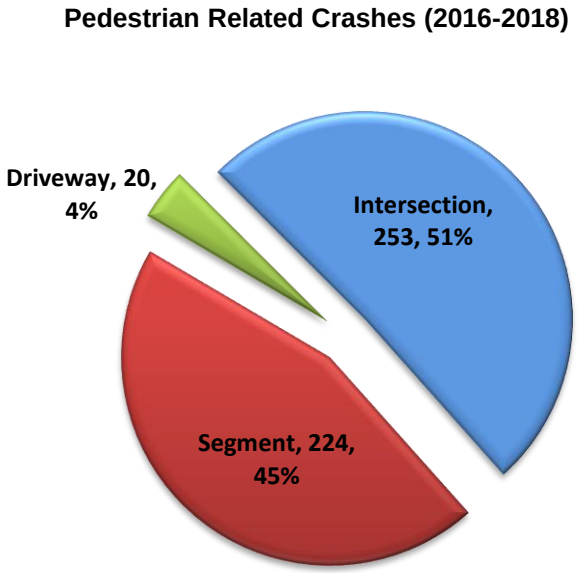


Pedestrian Related Crashes

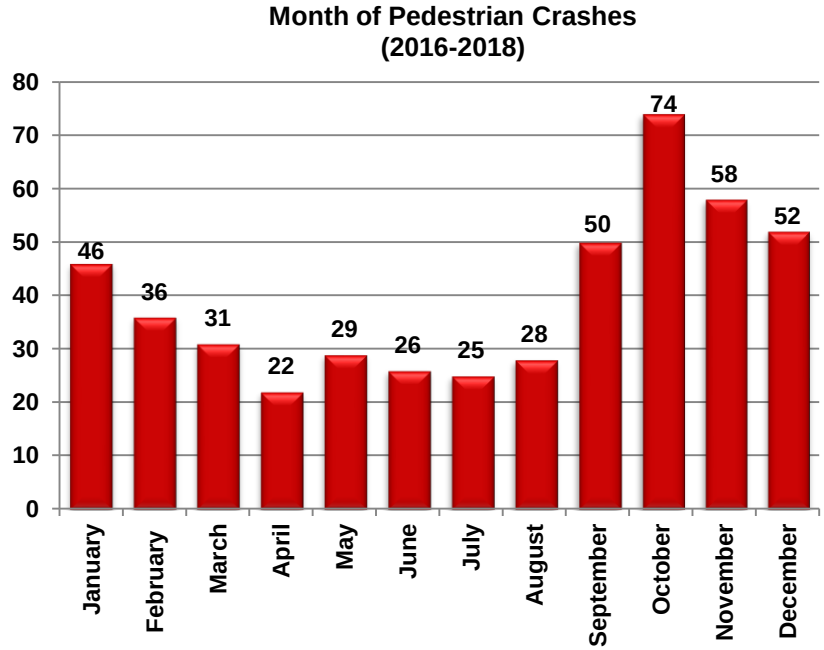
The number of pedestrian related crashes, injuries, and fatalities decreased slightly in 2018. Between 2016 and 2018 there were 477 pedestrian related crashes with 394 injuries and 17 fatalities. The following graph shows pedestrian related crashes in the AMATS area since 2008.



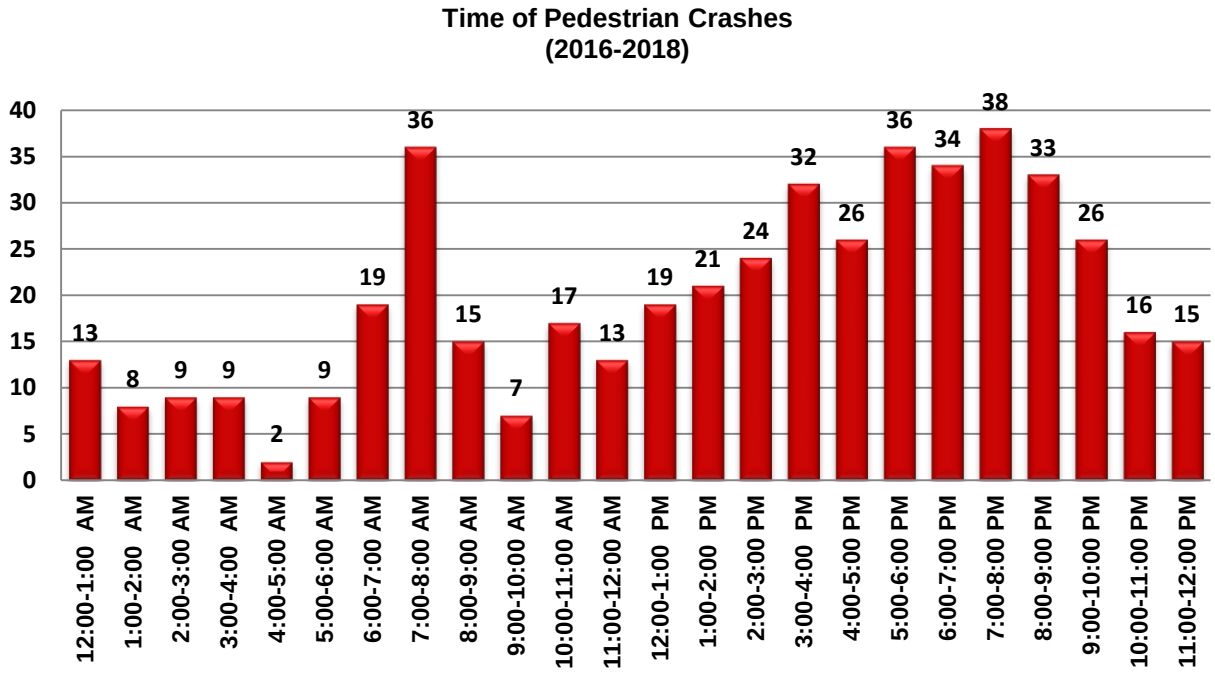
Pedestrian crashes occur almost evenly at intersections and mid-block. Pedestrians are at fault in a majority of the mid-block crashes while vehicles are at fault in most intersection crashes. In many crashes the pedestrian darts out in front of the vehicle. Many intersection-related pedestrian crashes occurred when a vehicle was making a turn or a pedestrian was crossing the street against the signal. Map 5-4 shows where pedestrian related crashes occurred in the AMATS area.



The following graph shows the month that pedestrian related crashes occurred. October is traditionally the month with the most incidents. One might think that most of these incidents occur around Halloween; however, after examining the data closer look we found that they are spread out throughout the month. One speculation about why October has the most incidents is the decreasing amount of daylight while the weather is still reasonably nice. Pedestrians are still active but are harder to see in darkness even if streetlights are present.



There is a spike in morning pedestrian related crashes from 7-8 a.m. This is a time period when many pedestrians are commuting to work or school. Pedestrian crashes peak again in the afternoon and evening hours as seen in the table below.



Section 3: Safety Performance Measures and Targets

Safety performance management is part of the overall Transportation Performance Management (TPM) program. The Federal Highway Administration (FHWA) is requiring state DOTs and agencies like AMATS to develop a strategic approach that uses system information to make investment and policy decisions in order to achieve national performance goals.

Recent federal legislation requires ODOT and AMATS to establish performance measures and set targets that demonstrate fatal and serious injury reductions on all public roads. The required performance measures for safety are:

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries

AMATS is required to establish safety performance measures. There are two options available for satisfying this requirement: commit to a quantifiable target for each measure within the metropolitan area, or approve of ODOT's statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of those goals. AMATS is committed to support the goals set forth by ODOT for the entire state, rather that develop separate targets and goals for our area.

After reviewing historical crash trends, external factors and through consultation with the state's Metropolitan Planning Organizations (MPOs), ODOT is recommending a 2 percent annual reduction target across all five safety categories. A state is considered to have met or made significant progress if at least four of the five targets are better than the baseline.

In accordance with federal regulations, AMATS used a five-year average to calculate the initial safety targets in 2015. These averages will become the benchmark to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short term year-to-year fluctuations in data.

The table below shows the calculation of the AMATS rolling averages for the five safety performance measures. The 2015 averages are the benchmark values that the 2018 values are compared to. In three out of the five safety performance measures AMATS has far exceeded the ODOT goal of reducing each category by one percent, when compared to 2015 averages. All 5 categories have improved from 2017 to 2018.

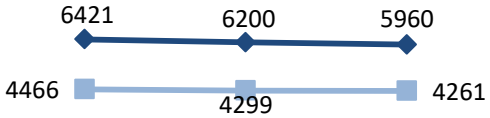
Year	2014	2015	2016	2017	2018	2015 5 Year Ave	2016 5 Year Ave	2017 5 Year Ave	2018 5 Year Ave	Percent Change
Number of Fatalities	**40**	**49**	**54**	**60**	**31**	**46**	**46**	**49**	**47**	**3%**
1000 Daily VMT (from ODOT)	20,826.53	21,701.50	20,181.96	20,894.07	20,087.25					
100 Million VMT	76.02	79.21	73.66	76.26	73.32					
Fatalities Per 100 Million VMT	**0.53**	**0.62**	**0.73**	**0.79**	**0.42**	**0.60**	**0.61**	**0.64**	**0.62**	**3%**
Number of Serious Injuries	**549**	**522**	**499**	**450**	**331**	**590**	**574**	**529**	**470**	**-20%**
1000 Daily VMT (from ODOT)	20,826.53	21,701.50	20,181.96	20,894.07	20,087.25					
100 Million VMT	76.02	79.21	73.66	76.26	73.32					
Serious Injuries Per 100 MVMT	**7.22**	**6.59**	**6.77**	**5.90**	**4.51**	**7.79**	**7.58**	**6.94**	**6.20**	**-20%**
Number of Non-motorized Fatalities and Serious Injuries	**57**	**54**	**46**	**46**	**51**	**57.4**	**54.4**	**51.4**	**50.8**	**-11%**

Section 4: Summary

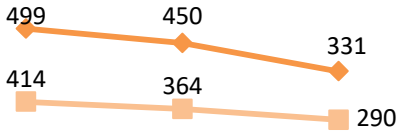
AMATS is committed to following a planning process that recognizes the importance of safety. This is accomplished by incorporating the results of safety studies into the development of transportation recommendations for the Regional Transportation Plan and used as evaluation criteria for selecting projects for funding. The following bullet points summarize selected data for 2016, 2017 and 2018.

- Total crashes remained nearly same.

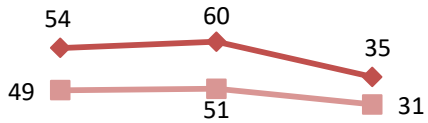
- Injury crashes and injuries continued to decrease.



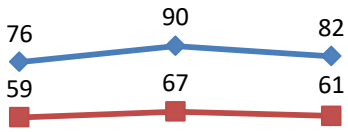
- Serious injury crashes and serious injuries continued to decrease.



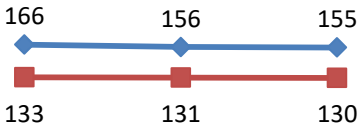
- Fatal crashes and fatalities fluctuated over the period but were much lower in 2018.



- Bicycle related crashes and bike rider injuries fluctuated over the period but were lower in 2018.



- Pedestrian related crashes and pedestrian injuries remained nearly the same.



- Safety performance measures decreased (improved) in three out of five categories. All categories improved from 2017 to 2018.

- The locations in this technical memorandum may be used as the first step in the process of applying for federal Highway Safety Program funding through ODOT.

- Safety applications are due in the ODOT Central Office by September 30 and April 30. They should be submitted to the district office at least six weeks before.

Table 5-1

HIGH CRASH ROADWAY SECTIONS

RANKED BY COMPOSITE SCORE

2016-2018

Rank	Roadway Section	From	To	Length (miles)	Average Daily Traffic	Total Crashes	Crashes per mile per year	Crash Rate	Severity Index	Bike Related	Ped Related	Location
1	E Main St (SR 59)	Willow St	Luther Av	0.41	18,195	86	69	10.46	1.53		2	Kent
2	S Cleveland-Massillon Rd	I-77	Rosemont Blvd/Elgin Dr	0.53	21,780	65	41	5.15	1.71			Fairlawn
3	Medina Rd (SR 18)	I-77	Cleveland-Massillon Rd (CR 17)	0.69	30,889	149	71	6.34	1.54			Sum Co-Copley Twp
4	W Market St (SR 18)	Cleveland-Massillon Rd	Smith Rd	0.57	24,530	95	56	6.21	1.53		2	Fairlawn
5	Copley Rd (SR 162)	St Micheals	S Hawkins Ave	0.49	9,328	39	26	7.78	1.62		1	Akron
6	S Prospect St	Ravenna SCL	Lake Ave	0.18	9,640	11	21	5.84	2.09			Ravenna
7	E Aurora Rd (SR 82)	Olde Eight Rd	SR 8	0.82	15,150	76	31	5.61	1.50			Macedonia
8	Canton Rd (CR 66)	Sanitarium Rd (CR136)	Waterloo Rd (US224)	1.01	14,870	85	28	5.19	1.56		2	Sum Co-Springfield Twp
9	Ghent Rd	W Market St (SR 18)	Smith Rd	0.38	9,230	36	31	9.31	1.44			Fairlawn
10	SR 14	SR 303 (W)	SR 303 (E)	0.36	25,578	51	48	5.10	1.47			Streetsboro
11	SR 14/44	SR 59	SR 5 (end SR 14 overlap)	0.39	17,345	34	29	4.63	1.59			Por Co-Ravenna Twp
12	Arlington Rd	Turkeyfoot Lake Rd (SR 619)	Green North Corp Line	0.95	20,305	145	51	6.86	1.37		1	Green
13	W&E Main St (SR 59)	Sycamore St	Prospect St	0.26	14,100	39	50	9.81	1.36		1	Ravenna
14	Massillon Rd (SR 241)	Boettler Rd	Turkeyfoot Lake Rd (SR 619)	1.01	21,609	130	43	5.46	1.38			Green
15	Kent Rd (SR 59)	Fishcreek Rd	Stow East Corp Line	0.35	18,730	26	25	3.62	1.69			Stow
16	State Rd	Portage Trail	Graham Rd	0.27	22,210	24	30	3.70	1.50	2	2	Cuyahoga Falls
17	Howe Ave	Cuyahoga Falls Corp Line	Main St	0.27	29,263	42	51	4.77	1.38		1	Cuyahoga Falls
18	E Main St (SR 59)	Horning Rd	Kent East Corp Line	0.52	19,184	48	31	4.44	1.46		2	Kent
19	State Rd	Cuyahoga Falls Corp Line	Broad Blvd	0.70	14,700	43	21	3.83	1.70			Cuyahoga Falls
20	Graham Rd	Fishcreek Rd	Stow East Corp Line	0.66	14,750	53	27	5.00	1.45			Stow
21	SR 44	Tallmadge Rd (CR 18)	SR 5 (NB off from I-76)	0.66	27,333	56	28	2.84	1.68			Por Co-Rootstown Twp
22	Brittain Rd	Eastwood Ave	E Tallmadge Ave (SR 261)	1.19	12,350	73	21	4.55	1.62		2	Akron
23	W Market St (SR 18)	Miller Rd	Fairlawn East Corp Line	0.68	17,540	73	36	5.61	1.36			Fairlawn
24	S Arlington St	E Waterloo Rd	E Wilbeth Rd (SR 764)	0.70	12,800	49	23	4.96	1.45		3	Akron
25	Howe Ave	Main St	Buchholzer Blvd	0.69	24,551	58	28	3.13	1.52			Cuyahoga Falls
26	W Exchange St	Rhodes Ave	Dart Ave	0.54	8,040	32	20	6.67	1.44			Akron
27	E Main St (SR 59)	Freedom St (SR 88)	SR 14/SR 44	0.76	13,724	57	25	5.01	1.39			Ravenna
28	S Water St	Haymaker Pkwy (SR 59)	E Main St	0.18	5,260	14	26	13.78	1.29		1	Kent
29	Broad Blvd/Broadway East	Second St	Newberry St	0.29	16,170	36	41	6.90	1.17			Cuyahoga Falls
29	Arlington Rd (CR 15)	I-77/Green NCL	Killian Rd (CR135)	0.61	18,130	55	30	4.52	1.36		1	Sum Co-Springfield Twp
31	Fuller Rd	7th Ave	5th Ave	0.28	1,000	14	17	45.99	1.43			Akron
32	W Streetsboro St (SR 303)	Boston Mills Rd	Main St (SR 91)	0.55	14,446	42	26	4.86	1.38	1		Hudson
33	E Tallmadge Ave (SR 261)	N Main St	Gorge Blvd	0.60	16,610	53	29	4.84	1.34		1	Akron
34	SR 14	I-480 ramp to Turnpike	SR 303 (W)	1.18	31,551	113	32	2.77	1.48			Streetsboro
35	Goodkirk St	Buchtel Ave	E Market St (SR 18)	0.24	29,263	31	43	4.02	1.32			Akron
36	E Exchange St	S Broadway St (SR 261)	Spicer St	0.76	21,113	95	42	5.43	1.21	1	3	Akron
37	Graham Rd	Hudson Dr	Silver Lake West Corp Line	0.44	28,680	42	32	3.05	1.43			Stow
38	W Market St (SR 18)	Ghent Rd	Miller Rd	0.29	28,390	44	50	4.83	1.27			Fairlawn
39	Graham Rd	Oakwood Dr/Wyoga Lake Rd	Hudson Dr	0.72	21,205	45	21	2.70	1.67			Stow
40	E Main St	Water St	Willow St	0.27	9,070	22	27	8.20	1.18			Kent
41	Brittain Rd	E Tallmadge Ave (SR 261)	Independence Ave	0.61	12,614	45	24	5.31	1.31		2	Akron
42	Wooster Rd W	14th St NW	Wooster Rd N	0.75	10,919	35	16	3.91	1.63		1	Barberton
43	N Main St	E Tallmadge Ave	E Cuyahoga Falls Ave	0.36	10,420	17	16	4.14	1.59		2	Akron
44	Front St/Kent Rd (SR 59)	Bailey Rd	Oak Park Blvd	0.36	12,791	26	24	5.20	1.31			Cuyahoga Falls
45	Canton Rd (SR 91)	Akron SCL	Triplett Blvd	0.35	15,180	21	20	3.58	1.48			Akron
46	N Main St (SR 91)	Streetsboro St (SR 303)	Owen Brown St	0.23	20,220	25	36	4.88	1.16			Hudson
47	Darrow Rd (SR 91)	Kent Rd (SR 59)	Stow Rd	0.65	14,896	41	21	3.88	1.39			Stow
48	State Rd	Broad Blvd	Portage Trail	0.96	15,343	61	21	3.78	1.39	2	1	Cuyahoga Falls
49	S High St (SR 261)	E Exchange St	E Market St (SR 18)	0.67	7,771	46	23	8.11	1.13			Akron
50	Garfield Rd W (SR 82)	Aurora Rd (SR 43)	Chillicothe Rd (SR 306)	0.24	9,885	16	22	6.19	1.25			Aurora
51	Manchester Rd (SR 93)	Robinson Ave	Carnegie Ave	1.03	22,857	59	19	2.28	1.76		1	Sum Co-Coventry Twp

Table 5-1

HIGH CRASH ROADWAY SECTIONS

RANKED BY COMPOSITE SCORE

2016-2018

Rank	Roadway Section	From	To	Length (miles)	Average Daily Traffic	Total Crashes	Crashes per mile per year	Crash Rate	Severity Index	Bike Related	Ped Related	Location
52	Copley Rd (SR 162)	Storer Ave	East Ave	0.36	12,430	19	18	3.91	1.42			Akron
53	SR 43	SR 303	Frost Rd	1.51	27,333	97	21	2.14	1.64		1	Streetsboro
54	M.L. King Blvd (SR 59)	Market St (SR 18)	N Broadway St	0.35	18,439	18	17	2.54	1.67			Akron
55	E Main St (SR 59)	Prospect St	Freedom St (SR 88)	0.42	11,876	20	16	3.66	1.50		1	Ravenna
56	W Main St (SR 59)	Diamond St	Sycamore St	0.37	11,540	16	14	3.42	1.63		1	Ravenna
57	Fairchild Ave	Hudson Rd (TR 146)	N Water St	0.20	12,240	13	21	4.74	1.31	1		Kent
58	S Water St (SR 43)	SR 261	Cherry St	0.49	27,333	34	23	2.30	1.53			Kent
59	W Portage Trail	State Rd	Second St	1.55	13,360	105	23	4.63	1.29			Cuyahoga Falls
60	W Market St (SR 18)	Portage Path	Merriman Rd	0.60	13,265	47	26	5.39	1.04			Akron
61	Manchester Rd (SR 93)	State St (CR162)	Robinson Ave (CR 54)	0.89	14,010	44	17	3.23	1.50			Sum Co-Coventry Twp
62	Manchester Rd (SR 93)	Carnegie Ave	Waterloo Rd	0.44	21,817	30	23	2.87	1.40			Akron
63	Wooster Rd N (SR 619 part)	State St	Barberton Corp Line	0.77	18,077	40	17	2.63	1.55		2	Barberton
64	Canton Rd (SR 91)	Waterloo Rd (US224)	Akron SCL	0.72	15,355	31	14	2.58	1.87	1	1	Sum Co-Springfield Twp
65	River St (SR 43)	Haymaker Pkwy (SR 59)	W Main St	0.21	27,333	18	28	2.82	1.33			Kent
66	E Tallmadge Ave (SR 261)	Gorge Blvd	Home Ave	0.57	16,378	30	17	2.92	1.47		2	Akron
67	S Cleveland-Massillon Rd	Rosemont Blvd/Elgin Dr	W Market St (SR 18)	0.72	20,590	53	25	3.28	1.30			Fairlawn
68	SR 5/44	I-76	Prospect St	0.39	27,333	20	17	1.71	1.80			Por Co-Rootstown Twp
69	Wooster Rd W	31st St	14th St NW	1.01	12,657	43	14	3.07	1.60			Barberton
70	W Tallmadge Ave/West Ave (SR 261)	Brittain Rd	Tallmadge Circle	1.26	13,385	58	15	3.14	1.48			Tallmadge
71	W Aurora Rd (SR 82)	I-480	Darrow Rd (SR 91)	0.56	14,487	38	23	4.26	1.21			Twinsburg
72	SR 14/44	N Freedom St/SR 88	Ravenna NE Corp Line	0.21	14,406	12	19	3.68	1.33			Ravenna
73	S Arlington St	2nd Ave	E Market St (SR 18)	0.58	11,530	26	15	3.54	1.46		1	Akron
74	Main St	Howe Ave	Newberry St	0.45	11,370	19	14	3.40	1.53			Cuyahoga Falls
75	E Cuyahoga Falls Ave	N Main St	Front St	1.00	20,694	61	20	2.70	1.43	3		Akron
76	Graham Rd	Darrow Rd (SR 91)	Fishcreek Rd	1.85	14,223	86	16	2.99	1.49			Stow
77	Darrow Rd (SR 91)	E Highland Rd	Aurora Rd (SR 82)	0.95	26,310	68	24	2.49	1.38			Twinsburg
78	Gougler Ave (SR 43)	W Main St	N Mantua St	0.33	27,333	27	28	2.77	1.30			Kent
79	SR 59	SR 261	Brady Lake Rd (CR 162)	2.52	16,334	107	14	2.37	1.93		1	Por Co-Ravenna Twp
80	S Main St	S Broadway St	Bartges St	0.96	13,967	49	17	3.32	1.37		3	Akron
81	E Exchange St (SR 261 part)	S Main St	S Broadway St (SR 261)	0.14	9,201	7	16	4.89	1.29			Akron
82	Oakwood Dr/Front St (SR 59)	Second St	Bailey Rd	0.73	9,880	33	15	4.19	1.36		1	Cuyahoga Falls
83	SR 14	I-76	SR 183	0.78	11,797	29	12	2.89	1.76			Por Co-Edinburg Twp
84	Cuyahoga St/Northampton Rd	Sackett Ave	Portage Trail	0.86	5,730	28	11	5.18	1.57			Akron
85	Wooster Rd N	Norton Ave	State St	0.51	11,850	19	12	2.88	1.74			Barberton
86	S Chillicothe Rd (SR 43)	Aurora-Hudson Rd	Aurora Rd (SR 43)	0.44	27,333	21	16	1.60	1.67	1		Aurora
87	Graham Rd	State Rd	Oakwood Dr/Wyoga Lake Rd	1.17	12,774	59	17	3.60	1.34			Cuyahoga Falls
88	Merriman Rd/Riverview Rd	N Portage Path	Smith Rd	0.98	15,170	40	14	2.45	1.75			Akron
89	Copley Rd (SR 162)	S Hawkins Ave	Storer Ave	0.69	7,710	26	13	4.49	1.46	1		Akron
90	SR 14/44	Ravenna NE Corp Line	SR 59	1.37	14,406	54	13	2.51	1.72			Por Co-Ravenna Twp
91	S Main St	Exchange St	Bowery St	0.37	6,855	18	16	6.57	1.00			Akron
92	W Market St (SR 18)	Merriman Rd	Maple St	0.72	20,819	36	17	2.21	1.50	1	1	Akron
93	US0224 (Waterloo Rd)	Akron ECL	Canton Rd (SR 91 / CR 66)	1.53	20,615	70	15	2.02	1.63		1	Sum Co-Springfield Twp
94	E Aurora Rd (SR 82)	SR 8	N Bedford Rd	0.75	16,273	44	20	3.31	1.27			Macedonia
95	W Market St (SR 18)	Sand Run Rd	Hawkins Ave	1.11	20,273	63	19	2.56	1.38	1	1	Akron
96	Medina Rd (SR 18)	S Hametown Rd (CR253)	I-77 centerline	0.89	39,415	59	22	1.54	1.44			Sum Co-Copley Twp
97	SR 59	Brady Lake Rd (CR 162)	Ravenna West Corp Line	0.52	11,290	18	12	2.82	2.00	1		Por Co-Ravenna Twp
98	W Portage Trail Ext	Northampton Rd	State Rd	1.18	18,420	59	17	2.48	1.44			Cuyahoga Falls
99	E Steels Corners Rd	State Rd	Cuyahoga Falls Corp Line	0.99	12,017	38	13	2.91	1.53			Cuyahoga Falls
100	Howe Ave	Brittain Rd/Bailey Rd	Cuyahoga Falls Corp Line	0.66	9,390	21	11	3.09	1.76			Cuyahoga Falls

Table 5-1

HIGH CRASH ROADWAY SECTIONS

RANKED BY COMPOSITE SCORE

2016-2018

Rank	Roadway Section	From	To	Length (miles)	Average Daily Traffic	Total Crashes	Crashes per mile per year	Crash Rate	Severity Index	Bike Related	Ped Related	Location
101	Manchester Rd (SR 93)	Waterloo Rd	Wilbeth Rd (SR 764)	0.60	11,740	25	14	3.25	1.40		2	Akron
102	E Turkeyfoot Lake Rd (SR 619)	S Main St	Arlington Rd	1.57	7,172	47	10	3.82	1.64			Green
103	E Market St (SR 18)	Mogadore Rd	Canton Rd (SR 91)	0.96	12,112	39	14	3.06	1.41			Akron
104	SR 14	Cleveland Rd (CR 171)	Infirmary Rd (CR 164)	0.45	13,580	16	12	2.37	1.88			Por Co-Ravenna Twp
105	W Main St (SR 59)	Ravenna West Corp Line	Diamond St	0.53	11,290	17	11	2.62	2.24		1	Ravenna
106	Massillon Rd/Geo Washington (SR 241)	Oaks Dr/Akron Corp Line	E Waterloo Rd (US 224)	0.56	8,752	21	12	3.91	1.38			Akron
106	S Aurora Rd (SR 43)	SR 306	SR 82	0.36	27,333	14	13	1.30	1.86			Aurora
108	N Main St (SR 261)	Olive St (W)	E Tallmadge Ave	0.33	8,339	13	13	4.35	1.31	1		Akron
109	N Water St	E Main St	Lake St	0.34	10,790	16	16	4.00	1.13			Kent
110	SR 14	SR 303 (E)	Diagonal Rd	2.08	18,606	81	13	1.91	1.64			Streetsboro
111	Russell Ave/Superior Ave	East Ave	Diagonal Rd	0.74	4,967	26	12	6.50	1.31			Akron
112	Smith Rd	Ghent Rd	Owasso Ave	0.52	14,630	23	15	2.77	1.35			Akron
112	Kent Rd (SR 59)	Darrow Rd (SR 91)	Fishcreek Rd	2.21	16,793	84	13	2.07	1.62		1	Stow
114	Howe Ave	Buchholzer Blvd	Brittain Rd/Bailey Rd	0.30	13,560	11	12	2.50	1.55			Cuyahoga Falls
115	W Market St (SR 18)	Smith Rd	Ghent Rd	0.72	20,490	38	18	2.36	1.32			Fairlawn
115	S Mantua St (SR 43)	Haymaker Pkwy (SR 59)	W Main St	0.19	5,490	7	12	6.11	1.29			Kent
117	Bailey Rd/Hudson Dr	Munroe Falls Ave	Front St (SR 59)	0.48	12,590	21	15	3.20	1.29			Cuyahoga Falls
118	E Waterloo Rd	Brown St	S Arlington St	1.00	13,000	43	14	3.03	1.33	1	1	Akron
118	Graham Rd	Silver Lake West Corp Line	Englewood Dr	1.04	22,830	42	13	1.62	1.57			Silver Lake
120	W Exchange St (SR 261 part)	Dart Ave	S Main st	0.55	11,883	26	16	3.65	1.08			Akron
121	E Highland Rd	SR 8	Valley View Rd	1.25	27,333	83	22	2.22	1.22			Macedonia
122	W Exchange St	Work Dr/S Portage Path	Rhodes Ave	0.35	10,460	12	12	3.03	1.50			Akron
123	Home Ave/Main St	Independence Ave	Howe Ave	0.57	12,895	20	12	2.48	1.60		1	Akron
124	N Mantua St (SR 43)	Gougler Ave	Kent North Corp Line	1.00	27,333	58	19	1.95	1.31	1		Kent
125	W Market St (SR 18)	Hawkins Ave	Twin Oaks Rd	0.83	13,320	32	13	2.65	1.44	1		Akron
126	Akron General Ave	Livingston Ave	W Cedar St	0.27	2,820	10	12	11.99	1.00			Akron
126	SR 43	Kent North Corp Line	Streetsboro South Corp Line	2.39	27,333	90	13	1.26	1.69			Por Co-Franklin Twp
128	W Portage Trail Ext	Akron-Peninsula Rd	Northampton Rd	1.05	16,957	45	14	2.32	1.40	1		Cuyahoga Falls
129	Darrow Rd / S Main St (SR 91)	Hudson Dr	Streetsboro St (SR 303)	1.23	16,969	54	15	2.36	1.37		1	Hudson
130	S Water St (SR 43)	Cherry St	Haymaker Pkwy (SR 59)	0.71	27,333	40	19	1.88	1.30	1		Kent
131	N Canton Rd/Darrow Rd (SR 91)	Mogadore Rd	Newton St	0.66	15,174	28	14	2.54	1.36			Akron
132	E Steels Corners Rd	Stow West Corp Line	Hudson Dr	0.84	18,072	31	12	1.86	1.58	1		Stow
133	SR 43	Tallmadge Rd (CR 18)	I-76	0.52	27,333	21	14	1.36	1.48			Por Co-Brimfield Twp
134	W&E Portage Trail	Second St	Newberry St/Munroe Falls Ave	0.29	18,960	15	17	2.50	1.13			Cuyahoga Falls
135	N High St (SR 261)	E Market St (SR 18)	M.L. King Blvd (SR 59)	0.16	6,873	6	13	5.01	1.00			Akron
136	W Summit St	Mogadore Rd	S Water St (SR 43)	0.15	27,333	5	11	1.13	1.80		1	Kent
137	Darrow Rd (SR 91)	Stow South Corp Line	Kent Rd (SR 59)	0.51	15,720	18	12	2.05	1.56			Stow
138	Kenmore Blvd	Wooster Rd N/East Ave	W Wilbeth Rd	0.57	3,860	19	11	7.84	1.11			Akron
139	Wooster Rd N	Wooster Rd W	Hopocan Ave	0.41	9,475	13	11	3.04	1.46			Barberton
140	S Miller Rd	Ridgewood Rd	W Market St (SR 18)	0.97	19,350	44	15	2.13	1.32		1	Akron
141	E Market St (SR 18)	E Buchtel Ave	E Exchange St	0.51	12,105	17	11	2.53	1.47	2		Akron
142	S Broadway St (SR 261)	E Exchange St	E Market St (SR 18)	0.67	10,998	27	13	3.35	1.15			Akron
143	Fishcreek Rd	Graham Rd	Kent Rd (SR 59)	0.88	27,333	35	13	1.33	1.46		1	Stow
144	N Main St (SR 91)	Munroe Falls Ave	N River Rd	0.39	12,898	17	14	3.05	1.12			Munroe Falls
145	Northfield Rd (SR 8)	Ledge Rd	Sagamore Rd/Northfield NCL	1.03	16,051	40	13	2.20	1.40			Northfield
146	South St	Wolf Ledges Pkwy/Bellows St	Brown St	0.50	4,420	16	11	6.66	1.13		1	Akron
146	Wooster Rd N	Hopocan Ave	Norton Ave	0.66	10,390	20	10	2.66	1.50	1		Barberton
148	Ravenna Rd	Shepard Rd	Chamberlin Rd	0.81	27,333	27	11	1.11	1.67		1	Twinsburg
149	S Cleveland-Massillon Rd	Greenwich Rd/Norton Ave	I-76	0.94	13,510	34	12	2.45	1.41			Norton

Table 5-1

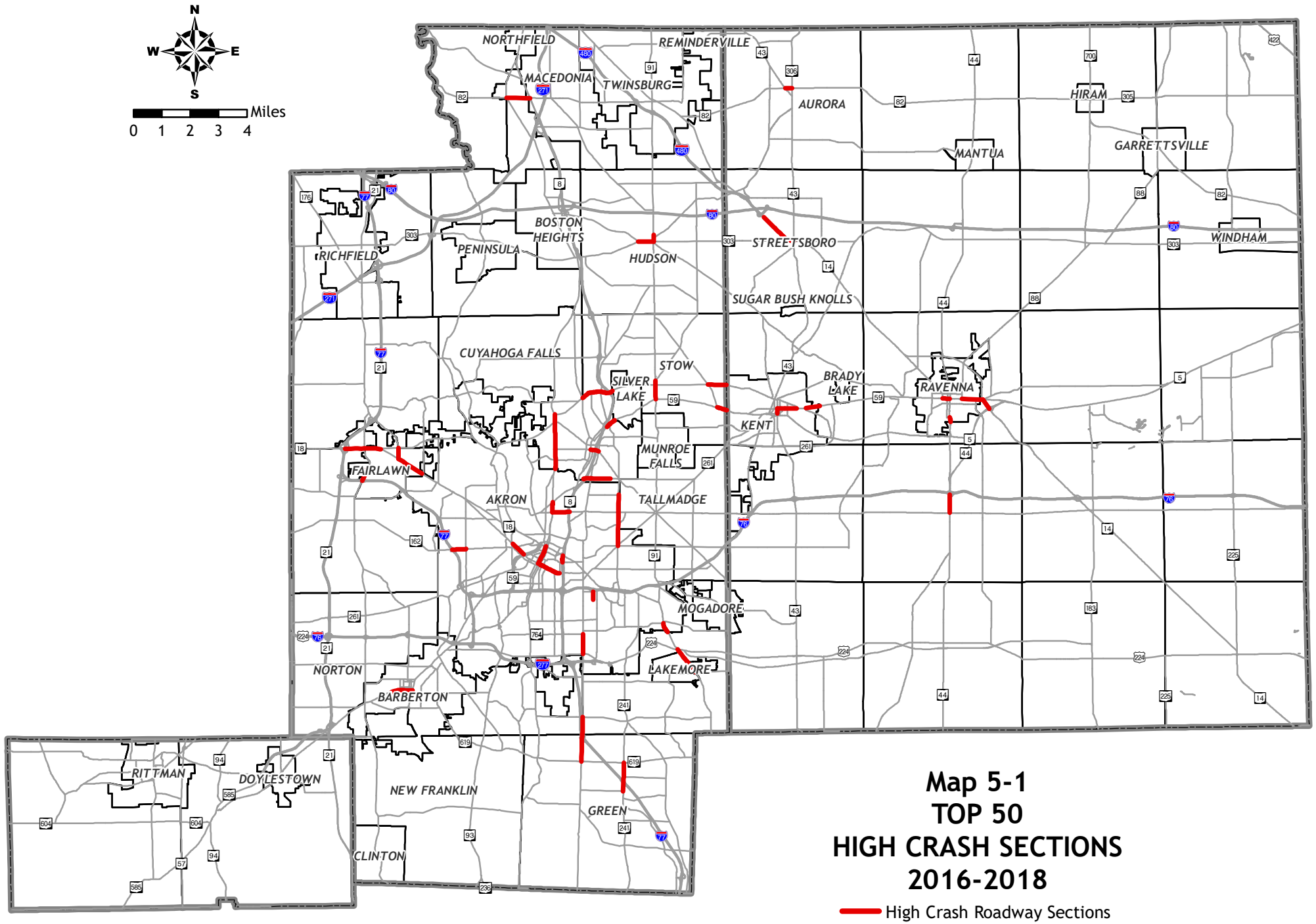
HIGH CRASH ROADWAY SECTIONS

RANKED BY COMPOSITE SCORE

2016-2018

Rank	Roadway Section	From	To	Length (miles)	Average Daily Traffic	Total Crashes	Crashes per mile per year	Crash Rate	Severity Index	Bike Related	Ped Related	Location
150	E Buchtel Ave	Fountain St	E Market St (SR 18)	0.38	4,500	12	10	6.33	1.17		1	Akron
151	E Tallmadge Ave (SR 261)	Home Ave	Brittain Rd	1.15	16,690	50	14	2.37	1.28			Akron
151	Tallmadge Rd (CR 18)	Summit County Line	Sunnybrook Rd (CR 11)	1.06	27,333	39	12	1.23	1.51			Por Co-Brimfield Twp
153	S Broadway St	S Main St	Bartges St	0.92	12,173	35	13	2.86	1.29			Akron
154	SR 59	Alpha Dr	SR 261	0.40	19,184	13	11	1.55	1.62			Por Co-Franklin Twp
155	SR 43	I-76	Kent South Corp Line	1.61	27,333	57	12	1.18	1.56	1		Por Co-Brimfield Twp
156	E Thornton St	S Main St	Grant St	0.43	13,291	18	14	2.89	1.11			Akron
157	Sumner St	Voris St	E Exchange St	0.67	1,000	20	10	27.42	1.00			Akron
158	W Main St (SR 59)	Spaulding Dr	Longmere Dr	0.51	19,213	22	14	2.07	1.27			Kent
159	Second St	Broad Blvd	Oakwood Dr	0.39	9,700	14	12	3.41	1.14			Cuyahoga Falls
160	SR 8	I-271 ramps	SR 82	1.47	27,762	58	13	1.30	1.38			Macedonia
161	Kent Rd (SR 59)	Stow West Corp Line	Darrow Rd (SR 91)	0.58	15,330	21	12	2.17	1.38			Stow
162	E Exchange St	Spicer St	E Market St (SR 18)	0.91	15,120	33	12	2.19	1.36		2	Akron
163	Franklin Ave	W Summit St	E Main St	0.27	27,333	12	15	1.51	1.17			Kent
164	Second St	Oakwood Dr	Front St	0.63	5,570	19	10	4.96	1.00			Cuyahoga Falls
165	E Main St (SR 59)	Luther Av	Horning Rd	0.32	25,916	14	14	1.53	1.14			Kent
166	Hill St/E Buchtel Ave	University Ave	S Union St	0.33	29,263	13	13	1.22	1.31		1	Akron
167	South Ave (SR 91)	Tallmadge SCL	Tallmadge Circle	1.11	11,651	37	11	2.61	1.27			Tallmadge
168	N Cleveland-Massillon Rd (CR 17)	Medina Rd (SR 18)	Ghent Rd (CR 98)	1.32	13,700	41	10	2.07	1.39			Sum Co-Bath Twp
169	Fishcreek Rd	Stow Rd	Graham Rd	1.63	27,333	51	10	1.04	1.47			Stow
170	Copley Rd (SR 162)	East Ave	Diagonal Rd/S Portage Path	0.38	12,430	12	11	2.33	1.33		1	Akron
171	Fountain St	E Exchange St	Buchtel Ave	0.38	29,263	14	12	1.16	1.29			Akron
172	N Portage Path	Merriman Rd	Portage Trail	0.28	16,600	10	12	1.97	1.20			Akron
173	Wheatley Rd (SR 176)	I-77	Brecksville Rd	0.60	10,651	18	10	2.58	1.22			Richfield
174	S Depeyster St	E Summit St	E Main St	0.25	11,591	8	10	2.48	1.25			Kent
175	Macedonia Commons Blvd	SR 8	Aurora Rd	0.71	29,263	23	11	1.01	1.35			Macedonia
176	E Market St (SR 18)	Main St	Forge St	0.64	18,222	21	11	1.64	1.19			Akron
177	S&N Main St	Bowery St	M.L. King Blvd (SR 59)	0.44	18,392	14	11	1.57	1.29			Akron
178	S Water St (SR 43)	Kent South Corp Line	SR 261	0.34	27,333	11	11	1.09	1.18			Kent
179	S Main St	Bartges St	Exchange St	0.54	29,263	18	11	1.03	1.00		1	Akron

Red denotes that the segment had at least one fatality



Map 5-1
TOP 50
HIGH CRASH SECTIONS
2016-2018

High Crash Roadway Sections

Table 5-2

HIGH CRASH INTERSECTIONS

RANKED BY COMPOSITE SCORE

2016-2018

Rank	Street	Intersecting Street(s)	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Bike Related	Ped Related	Location
1	S Maple St (SR 162)	Rhodes Ave	13,195	43	2.98	1.84	1		Akron
2	S Maple St (SR 162)	W Cedar St	13,820	36	2.38	1.83	1		Akron
3	SR 14/SR 303	SR 43	41,044	135	3.00	1.47			Streetsboro
4	Darrow Rd (SR 91)	Graham Rd	34,456	80	2.12	1.53			Stow
5	S Broadway St	E Miller Ave	16,680	40	2.19	1.65		2	Akron
6	Portage Trail	2nd St	29,350	61	1.90	1.56			Cuyahoga Falls
7	W Market St (SR 18)	Smith Rd	24,604	44	1.63	1.77			Fairlawn
8	Vernon Odom Blvd (SR 261)	Superior Ave	13,265	32	2.20	1.75			Akron
9	E Tallmadge Ave (SR 261)	Home Ave	29,800	57	1.75	1.56			Akron
10	SR 14	Brook Valley Trail/Shady Lake Dr	31,551	49	1.42	1.94			Streetsboro
11	S Broadway St	E Thornton St	19,670	53	2.46	1.45			Akron
12	Graham Rd	Fishcreek Rd	28,940	55	1.74	1.55	1		Stow
13	Opportunity Pkwy (SR 261)	Dart Ave	12,938	31	2.19	1.71			Akron
14	MLK Jr. Blvd (SR 59)	N Broadway St (SR 261)	22,402	46	1.88	1.57			Akron
15	S Miller Rd	Ridgewood Rd /I-77 Ramps	28,552	52	1.66	1.58			Fairlawn
16	SR 43	Tallmadge Rd	19,640	34	1.58	2.09		2	Portage Co-Brimfield Twp
17	Bellows St	Crosier St	3,230	27	7.63	1.67			Akron
18	N Howard St	Glenwood Ave	10,360	25	2.20	1.80			Akron
18	SR 14	Mondial Pkwy/Singletary Dr	31,551	53	1.53	1.57			Streetsboro
20	Riverview Rd	Ira Rd	5,266	22	3.82	1.82			Cuyahoga Falls
21	MLK Jr. Blvd (SR 59)	N High St (SR 261)	25,308	40	1.44	1.75		1	Akron
22	W Exchange St	Rand Ave	14,630	31	1.94	1.65			Akron
23	Vernon Odom Blvd (SR 261)	S Hawkins Ave	18,960	45	2.17	1.44			Akron
24	E Exchange St	Spicer St	22,975	46	1.83	1.48	1		Akron
25	Darrow Rd (SR 91)	Glenwood Dr	19,320	64	3.03	1.28			Twinsburg
26	E Market St (SR 18)	Case Ave	19,260	44	2.09	1.45		2	Akron
27	SR 261	Franklin Ave/Sunnybrook Rd	10,762	23	1.95	2.22			Kent
28	Brookmont Dr	Brookwall Dr	6,020	20	3.03	1.80			Fairlawn
29	E Turkeyfoot Lake Rd (SR 619)	Arlington Rd	29,089	50	1.57	1.52			Green
30	Mantua St (SR 43)	SR 261	28,953	56	1.77	1.43			Kent
31	Steels Corners Rd	Wyoga Lake Rd	16,569	38	2.09	1.47			Cuyahoga Falls
32	Old Forge Rd	Mogadore Rd	2,320	20	7.87	1.70			Portage Co-Brimfield Twp
33	S Arlington St	E Waterloo Rd	21,783	40	1.68	1.50			Akron
34	SR 43	I-76 Ramps/Edson Rd	51,626	59	3.24	1.24			Portage Co-Brimfield Twp
34	Portage Trail	State Rd	34,965	86	2.25	1.26		1	Cuyahoga Falls
36	Tallmadge Circle		38,034	249	5.98	1.15	1		Tallmadge
37	SR 303	Akron Cleveland Rd/SR 8 Ramps	20,971	50	2.18	1.36			Boston Heights
38	Medina Rd (SR 18)	Springside Dr	37,789	51	1.23	1.71			Summit Co-Bath Twp
39	Glenwood Ave	SR 8 Ramps/Gorge Blvd	10,988	38	3.16	1.37			Akron
40	N Mantua St (SR 43)	Fairchild Ave	28,500	49	1.57	1.49	1		Kent
41	E Market St (SR 18)	Mogadore Rd/I-76 Ramps	37,408	63	1.54	1.44	1	1	Akron
41	S Main St	Miller Ave/Old Main St	10,010	29	2.65	1.52	1		Akron
43	Northeast Ave (SR 261)	E Howe Rd/N Munroe Ave	18,426	57	2.83	1.25			Tallmadge
44	W Cedar St	Rand Ave	13,120	24	1.67	2.00			Akron

Table 5-2

HIGH CRASH INTERSECTIONS

RANKED BY COMPOSITE SCORE

2016-2018

Rank	Street	Intersecting Street(s)	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Bike Related	Ped Related	Location
45	Medina Rd (SR 18)	Crystal Lake Rd/Montrose West Ave	48,380	66	1.25	1.58			Summit Co-Bath Twp
46	Brittain Rd	Eastland Ave/Eastwood Ave	21,735	48	2.02	1.38		1	Akron
47	State St (SR 619)	Wooster Rd N (SR 619)	23,600	39	1.51	1.56			Barberton
48	S High St	Selle St	14,420	28	1.77	1.64			Akron
49	SR 8	Aurora Rd (SR 82)	35,035	80	2.09	1.25			Macedonia
50	Tallmadge Ave	N Howard St	16,050	33	1.88	1.48	1	1	Akron
51	N Broadway St (SR 261)	Journal Alley	4,449	24	4.93	1.50			Akron
52	Broad Blvd	Tallmadge Rd/Newberry St	23,415	52	2.03	1.31		1	Cuyahoga Falls
53	E Market St (SR 18)	Arlington St	20,105	33	1.50	1.61			Akron
54	2nd St	Northland St	5,570	19	3.12	1.63			Cuyahoga Falls
55	S Arlington Rd	Killian Rd	23,130	34	1.34	1.71			Summit Co-Springfield Twp
56	Tallmadge Rd	IR-76 Ramps/Mogadore Rd(W Jct)/Mogadore Rd	28,195	39	1.26	1.67	1		Portage Co-Brimfield Twp
57	Howe Ave	Brittain Rd/Bailey Rd/Tallmadge Rd/NW Ave	25,560	59	2.11	1.24			Cuyahoga Falls
58	Triplett Blvd (SR 764)	Kelly Ave/Lindsay Ave	15,507	25	1.47	2.12			Akron
59	Canton Rd (SR 91)	Mogadore Rd	21,399	37	1.58	1.49			Akron
60	Brown St	E Thornton St	6,570	19	2.64	1.63	1		Akron
61	E Market St (SR 18)	Main St	27,289	46	1.54	1.43			Akron
62	Broad Blvd	SR 8 Ramps	40,437	71	1.60	1.31		2	Cuyahoga Falls
63	Corporate Woods Cir	Corporate Woods Pkwy	5,850	29	4.53	1.41			Green
64	E Waterloo Rd (US 224)	Canton Rd (SR 91/CR 66)	34,854	55	1.44	1.44			Summit Co-Springfield Twp
65	US 224	SR 225	8,338	17	1.86	2.41	1		Portage Co-Deerfield Twp
66	SR 14	SR 44/N Chestnut St	22,175	31	1.28	1.84			Ravenna
67	Broad Blvd	2nd St	21,395	33	1.41	1.61			Cuyahoga Falls
68	SR 8	Highland Ave	47,792	90	1.72	1.22			Macedonia
69	W Market St (SR 18)	Portage Path	17,525	41	2.14	1.29		3	Akron
70	E Aurora Rd (SR 82)	S Bedford Rd/Freeway Dr	16,725	39	2.13	1.31			Macedonia
71	S Main St	Swartz Rd/US 224 EB Ramps	28,268	46	1.49	1.43			Akron
72	Carroll St	Goodkirk St	16,160	34	1.92	1.41			Akron
73	Archwood Ave	Coventry St	8,340	20	2.19	1.60	1		Akron
74	W Exchange St	Wabash Ave	12,640	31	2.24	1.39			Akron
75	Manchester Rd (SR 93)	W Wilbeth Rd (SR 764)	14,850	37	2.28	1.27			Akron
76	S Broadway St (SR 261)	E Exchange St	31,166	61	1.79	1.20		2	Akron
77	SR 261	Campus Center Dr	16,785	29	1.58	1.55			Kent
78	SR 88	SR 305	4,743	13	2.50	1.92			Portage Co-Hiram Twp
79	Carroll St	Fountain St	6,930	33	4.35	1.24		1	Akron
80	S Arlington St	S Case Av/Johnston St	15,285	28	1.67	1.50			Akron
81	Dart Av	W Thornton St	11,850	22	1.70	1.64		1	Akron
82	Howe Ave	Buchholzer Blvd	20,890	38	1.66	1.37		1	Cuyahoga Falls
83	Copley Rd (SR 162)	I-77 Ramps/St Micheals Ave	11,293	35	2.83	1.23	1		Akron
84	E Wilbeth Rd (SR 764)	Coventry St/I-77 SB Ramp	12,909	33	2.33	1.30			Akron
85	W Exchange St	Dart Av	15,160	25	1.51	1.64			Akron
86	E Tallmadge Ave (SR 261)	Gorge Blvd/SR 8 NB Off-ramp	25,743	46	1.63	1.30			Akron
87	S Maple St (SR 162)	W Exchange St	18,367	25	1.24	2.16	1		Akron

Table 5-2

HIGH CRASH INTERSECTIONS

RANKED BY COMPOSITE SCORE

2016-2018

Rank	Street	Intersecting Street(s)	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Bike Related	Ped Related	Location
88	SR 14	Alliance Rd	6,318	13	1.88	2.38			Portage Co-Atwood Twp
89	Wooster Rd N (SR 619)	East Ave/Kenmore Blvd/I-76 WB Ramps	17,485	34	1.78	1.35			Barberton
90	E Tallmadge Ave (SR 261)	Brittain Rd	27,066	45	1.52	1.36		1	Akron
91	W Market St (SR 18)	Miller Rd	35,580	61	1.57	1.23			Fairlawn
92	Tallmadge Rd	Walmart Dr	11,580	20	1.58	1.70			Portage Co-Brimfield Twp
93	E Waterloo Rd/US 224	George Washington Blvd (SR 241)	29,982	49	1.49	1.33			Akron
93	Grant St	E South St	11,405	29	2.32	1.34			Akron
95	Merriman Rd	N Portage Path	27,703	53	1.75	1.15			Akron
96	N Howard St	North St	23,192	36	1.42	1.44			Akron
97	S Main St	Waterloo Rd	26,295	35	1.22	1.57			Akron
98	Tallmadge Rd	Sandy Lake Rd	6,390	13	1.86	2.08			Portage Co-Brimfield Twp
99	Kelly Ave	E Waterloo Rd/Emmitt Rd	13,473	31	2.10	1.32			Akron
100	W Exchange St (SR 261)	Locust St (SR 261)	12,491	36	2.63	1.17			Akron
101	SR 82	Chamberlain Rd	7,650	14	1.67	2.14			Portage Co-Mantua Twp
102	Massillon Rd (SR 241)	Steese Rd	15,897	37	2.13	1.22			Green
103	Massillon Rd (SR 241)	Boettler Rd	30,976	40	1.18	1.55	1		Green
104	W Exchange St	S Portage Path/Hyde Ave	12,610	21	1.52	1.67			Akron
105	Darrow Rd (SR 91)	Terex Rd	25,550	34	1.22	1.59			Hudson
106	Massillon Rd (SR 241)	E Turkeyfoot Lake Rd (SR 619)	23,098	33	1.30	1.55			Green
107	Hudson Dr	Terex Rd	13,820	31	2.05	1.32			Hudson
108	E Aurora Rd (SR 82)	Hadden Rd/Wilcox Dr	20,299	31	1.39	1.52			Twinsburg
109	SR 21	Eastern Rd	21,149	28	1.21	1.79			Norton
110	SR 585	Eastern Rd	17,404	25	1.31	1.72			Norton
111	Dart Ave	Euclid Ave	6,830	15	2.01	1.67			Akron
112	S Arlington St	5th Ave	14,700	27	1.68	1.44		1	Akron
113	Graham Rd	SR 8 Ramps	61,814	71	1.05	1.51			Cuyahoga Falls
114	Cleveland Massillon Rd	Eastern Rd	7,182	13	1.65	2.23			Norton
115	Dart Av	W State St	6,750	30	4.06	1.20			Akron
116	S Main St	Turkeyfoot Lake Rd (SR 619)	23,448	32	1.25	1.56			Green
117	E Tallmadge Ave (SR 261)	Dayton St	18,305	30	1.50	1.47	1		Akron
118	Archwood Ave	Inman St	9,760	23	2.15	1.43			Akron
119	Vernon Odom Blvd (SR 261)	East Ave	13,633	24	1.61	1.50		2	Akron
119	Copley Rd (SR 162)	S Hawkins Ave	21,599	35	1.48	1.40		1	Akron
121	Graham Rd	Wyoga Lake Rd/Oakwood Dr	27,015	36	1.22	1.50			Cuyahoga Falls
122	E Waterloo Rd	Coventry St/I-77 NB On-ramp	15,440	23	1.36	1.70			Akron
123	Manchester Rd (SR 93)	W Waterloo Rd	24,013	45	1.71	1.18		1	Akron
124	Copley Rd (SR 162)	Diagonal Rd/S Portage Path	13,580	20	1.34	1.80			Akron
125	E Exchange St	S Arlington St	17,960	28	1.42	1.50			Akron
125	State Rd	Bath Rd	21,745	36	1.51	1.33			Cuyahoga Falls
125	Broadview Rd (SR 176)	Wheatley Rd (SR 176)/Brecksville Rd	16,661	24	1.32	1.67			Richfield
128	Massillon Rd (SR 241)	I-77 Ramps	67,721	79	1.07	1.46			Green
129	Cleveland Canton Rd (SR 43)	Frost Rd	23,673	30	1.16	1.67			Streetsboro
130	E Aurora Rd (SR 82)	Darrow Rd (SR 91)	28,485	48	1.54	1.21			Twinsburg

Table 5-2

HIGH CRASH INTERSECTIONS

RANKED BY COMPOSITE SCORE

2016-2018

Rank	Street	Intersecting Street(s)	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Bike Related	Ped Related	Location
131	Eastern Rd	Portage St/Wooster Rd W	3,997	11	2.51	1.73			Wayne Co-Chippewa Twp
132	Bartges St	Dart Ave	6,845	13	1.73	1.77			Akron
133	East Ave	Euclid Ave	6,460	12	1.70	2.00			Akron
134	W Market St (SR 18)	Maple St	21,356	35	1.50	1.34	1	1	Akron
135	E Market St (SR 18)	E Exchange St	14,160	21	1.35	1.67			Akron
136	Front St (SR 59)	Hudson Dr	26,846	38	1.29	1.42		1	Cuyahoga Falls
137	S Broadway St (SR 261)	E Mill St	14,925	25	1.53	1.48		2	Akron
138	Graham Rd	Hudson Dr	34,465	53	1.40	1.23			Cuyahoga Falls
139	Vernon Odom Blvd (SR 261)	Collier Rd	7,643	13	1.55	2.00			Akron
140	Manchester Rd (SR 93)	I-277/US 224 WB Off-ramp	25,883	41	1.45	1.29		1	Akron
141	Summit St	Powder Mill Rd	6,970	18	2.36	1.44			Portage Co-Franklin Twp
142	Cleveland Massillon Rd	Brookwall Dr	22,105	29	1.20	1.62			Fairlawn
143	Portage Trail	Valley Rd	20,975	31	1.35	1.45			Cuyahoga Falls
144	East Ave	I-76 WB Off-ramp/Rosemond Ave	6,121	24	3.58	1.25			Akron
145	Rhodes Ave	W Thornton St	8,930	16	1.64	1.63			Akron
146	Howe Ave	Main St	44,728	67	1.37	1.18			Cuyahoga Falls
147	W Bath Rd	Northampton Rd	9,016	16	1.62	1.63			Cuyahoga Falls
148	Brittain Rd	Evans Ave	15,380	25	1.48	1.48			Akron
149	Darrow Rd (SR 91)	Norton Rd	27,850	32	1.05	1.69			Stow
150	Eastland Ave	Chapman Dr	5,500	11	1.83	1.91			Akron
151	Cleveland Massillon Rd	I-77 Ramps	39,564	52	1.20	1.35			Fairlawn
152	Copley Rd (SR 162)	Frederick Blvd	10,378	18	1.58	1.56		1	Akron
153	SR 261	Summit Rd	19,823	28	1.29	1.50			Portage Co-Franklin Twp
154	W Main St (SR 59)	Sycamore St	13,990	21	1.37	1.57			Ravenna
155	SR 14	Market Square Dr	36,235	46	1.16	1.39			Streetsboro
156	E Aurora Rd (SR 82)	Macedonia Commons Blvd/I-271 SB Ramp	26,818	37	1.26	1.38	1		Macedonia
157	Buchtel Ave	Fountain St	8,400	18	1.96	1.44		1	Akron
158	Portage Trail	Northampton Rd	23,279	36	1.41	1.28			Cuyahoga Falls
159	N Main St (SR 261)	Olive St	9,884	15	1.39	1.80	1	1	Akron
160	Grant St	Crosier St	3,230	11	3.11	1.55			Akron
161	E Waterloo Rd/US 224	Hilbish Ave	25,215	30	1.09	1.60			Akron
162	Wadsworth Rd (SR 57)	Easton Rd (SR 604)	7,619	12	1.44	2.50			Wayne Co-Chippewa Twp
163	E Tallmadge Ave (SR 261)	N Main St (SR 261)	23,125	31	1.22	1.45			Akron
164	Buchtel Ave	Goodkirk St	18,240	28	1.40	1.43		1	Akron
165	Massillon Rd (SR 241)	Raber Rd	24,417	33	1.23	1.42			Green
166	E Turkeyfoot Lake Rd (SR 619)	Myersville Rd	12,347	18	1.33	1.67			Green
167	North Ave (SR 91)	Howe Rd	21,955	32	1.33	1.38			Tallmadge
168	E Glenwood Av	Dan St/Fouse Ave	6,780	19	2.56	1.32			Akron
169	Howe Ave	SR 8 Ramps	54,514	64	1.07	1.34			Cuyahoga Falls
170	W Market St (SR 18)	Medina Rd (SR 18)/Cleveland Massillon Rd	45,676	64	1.28	1.13			Summit Co-Bath Twp
171	Smith Rd	Riverview Rd	14,690	21	1.31	1.57			Akron
172	Hines Hill Rd	Valley View Rd	5,200	16	2.81	1.38			Hudson
173	S Arlington St	Archwood Ave	18,480	27	1.33	1.44	1	1	Akron

Table 5-2

HIGH CRASH INTERSECTIONS

RANKED BY COMPOSITE SCORE

2016-2018

Rank	Street	Intersecting Street(s)	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Bike Related	Ped Related	Location
174	S Broadway St (SR 261)	University Ave	17,870	26	1.33	1.46			Akron
175	E Market St (SR 18)	Hilbish Ave/Verdun Dr	18,442	22	1.09	1.82		1	Akron
176	Olde Eight Rd	Twinsburg Rd	8,755	13	1.36	1.92			Summit Co-Northfield Ctr Twp
177	Vernon Odom Blvd (SR 261)	Rand St/Rhodes Ave	9,069	16	1.61	1.50			Akron
178	S Arlington Rd	Arlington Ridge	22,860	32	1.28	1.38			Green
179	E Cuyahoga Falls Ave	Patterson Ave/Murray Ave	14,835	19	1.17	1.74	1	1	Akron
180	E Market St (SR 18)	Canton Rd (SR 91)/Robindale Ave	19,416	31	1.46	1.26			Akron
181	Kent Rd (SR 59)	Marsh Rd	19,340	22	1.04	2.00			Stow
182	Wooster Rd W	31st St	21,810	26	1.09	1.62			Barberton
183	SR 261	Middlebury Rd	10,385	18	1.58	1.44			Kent
184	E Market St (SR 18)	Buchtel Ave/Cotter Ave	21,410	25	1.07	1.64		2	Akron
185	Cottage Grove Rd	Moore Rd	5,335	12	2.05	1.50			Green
186	Manchester Rd (SR 93)	E State St/State Mill Rd	17,969	24	1.22	1.50			Summit Co-Coventry Twp
186	SR 82	Mantua Center Rd	10,720	14	1.19	2.14			Portage Co-Mantua Twp
188	Grant St	North Conn St/South Conn St	12,210	21	1.57	1.38	1	1	Akron
188	Main St (SR 91)	Streetsboro Rd (SR 303)	35,205	44	1.14	1.32	1		Hudson
190	E Tallmadge Ave	Blaine Ave	10,880	16	1.34	1.63			Akron
191	Wadsworth Rd (SR 261)	S Hametown Rd	7,354	11	1.37	2.27			Norton
192	Darrow Rd (SR 91)	Eastwood Ave	20,092	27	1.23	1.44			Akron
193	Innovation Way (SR 241)	3rd Ave/I-76 WB ramps	9,330	13	1.27	1.92			Akron
194	Memorial Pkwy	Merriman Rd	18,165	27	1.36	1.37			Akron
195	S Water St (SR 43)	Beryl Dr	17,992	20	1.02	2.00			Kent
196	Lakeshore Blvd	W South St/Boulevard St	9,780	16	1.49	1.50			Akron
197	Gougler Ave (SR 43)	River (SR 43)/W Main St	16,325	21	1.17	1.57		3	Kent
198	Archwood Ave	Hammel St	9,000	14	1.42	1.57			Akron
199	Graham Rd	State Rd	23,191	30	1.18	1.40			Cuyahoga Falls
200	East Ave	Russell Ave	4,795	15	2.86	1.27		1	Akron
201	E Market St (SR 18)	Broadway (SR 261)	27,825	34	1.12	1.35			Akron
202	S Main St	Wilbeth Rd (SR 764)	20,443	26	1.16	1.46	1		Akron
203	Wooster Rd N	W Hopocan Ave	11,360	18	1.45	1.44	1		Barberton
204	E Main St (SR 59)	Lincoln St	22,370	30	1.22	1.33	1	1	Kent
205	S Water St (SR 43)	Bowman Dr/Cherry St	18,298	23	1.15	1.52			Kent
206	E Wilbeth Rd (SR 764)	Allendale Ave	9,634	13	1.23	1.77		1	Akron
207	State Rd	Chestnut Blvd	18,315	23	1.15	1.52			Cuyahoga Falls
208	S Main St	Killian Rd	15,720	19	1.10	1.63			Summit Co-Coventry Twp
209	Highland Rd	Valley View Rd	19,455	30	1.41	1.20			Macedonia
210	Wooster Rd N	Wooster Rd W/Robinson Ave	16,623	23	1.26	1.43			Barberton
211	S Water St (SR 43)	Haymaker Pkwy (SR 59)	32,649	42	1.17	1.19			Kent
212	Grant St	Cole Ave	5,695	10	1.60	1.60			Akron
213	W Cedar St (SR 261)	Locust St (SR 261)	12,591	19	1.38	1.42		1	Akron
214	Grant St	E Thornton St	8,990	13	1.32	1.62			Akron
215	SR 88	SR 303 (E Jct)	8,466	11	1.19	2.82			Portage Co-Freedom Twp
216	Brittain Rd	Goodyear Blvd	12,700	19	1.37	1.42			Akron

Table 5-2

HIGH CRASH INTERSECTIONS

RANKED BY COMPOSITE SCORE

2016-2018

Rank	Street	Intersecting Street(s)	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Bike Related	Ped Related	Location
217	State Rd	Sackett Ave	16,515	26	1.44	1.23		1	Cuyahoga Falls
218	Dart Ave	W Center St/Locust St	7,610	13	1.56	1.46			Akron
219	Brown St	Stanton Ave	7,030	10	1.30	2.00			Akron
220	Mt Eaton Rd (SR 94)	SR 585/Easton Rd (SR 604)	12,016	14	1.06	2.00			Wayne Co-Chippewa Twp
221	N Arlington St	E Buchtel Ave	10,530	18	1.56	1.33			Akron
222	N Arlington St	Hazel St	7,445	16	1.96	1.25	1		Akron
222	Cleveland Canton Rd (SR 43)	Cherokee Trail/Pike Pkwy	18,061	24	1.21	1.42			Streetsboro
224	Copley Rd (SR 162)	Madison Ave	14,005	16	1.04	1.88	1		Akron
225	Manchester Rd (SR 93)	Carnegie Ave	25,394	31	1.11	1.32			Akron
226	Eastland Ave	Mohawk Ave	5,500	13	2.16	1.31			Akron
227	Middleton Rd	Stow Rd	9,399	12	1.17	1.83			Hudson
228	Grant St	E Voris St	9,445	18	1.74	1.22			Akron
229	Mogadore Rd	E Howe Rd	10,590	13	1.12	1.77			Portage Co-Brimfield Twp
230	S Broadway St	Selle St	4,449	11	2.26	1.36		1	Akron
231	Massillon Rd (SR 241)	Corporate Woods Cir/Thorn Dr	24,652	29	1.07	1.41			Green
232	S Arlington Rd	Moore Rd	21,740	25	1.05	1.48			Green
232	E Streetsboro Rd (SR 303)	Stow Rd	15,667	19	1.11	1.53			Hudson
234	S Main St	Firestone Blvd	13,215	16	1.11	1.63	1		Akron
235	Gougler Ave (SR 43)	Park Ave	7,490	15	1.83	1.27			Kent
236	Vernon Odom Blvd (SR 261)	Frederick Blvd	17,201	19	1.01	1.63			Akron
237	Lovers Ln	Infirmary Rd	7,270	10	1.26	1.80			Portage Co-Ravenna Twp
238	Canton Rd (SR 91)	Gilchrist Rd	23,839	30	1.15	1.27			Akron
239	Sumner St	Wheeler St	3,000	13	3.96	1.00			Akron
240	SR 57	SR 585	15,522	17	1.00	1.71			Wayne Co-Chippewa Twp
240	State Rd	Steels Corners Rd	22,625	30	1.21	1.20			Cuyahoga Falls
242	Cuyahoga Falls Ave	N Howard St	10,970	14	1.17	1.57			Akron
243	SR 43	Randolph Rd	10,238	12	1.07	2.00			Portage Co-Suffield Twp
244	Main St (SR 59)	Chestnut St	19,227	23	1.09	1.43		2	Ravenna
245	N Chestnut St	Loomis Pkwy	9,410	12	1.16	1.67			Ravenna
246	W Exchange St (SR 261)	W Bowery St	12,394	20	1.47	1.20		1	Akron
247	S Arlington Rd	Chenoweth Rd/I-77 NB On-ramp	19,720	25	1.16	1.32			Summit Co-Coventry Twp
248	Home Ave	Moe Dr	10,495	12	1.04	2.00			Akron
249	Graybill Rd	Mayfair Rd	8,195	12	1.34	1.50			Green
250	E Wilbeth Rd (SR 764)	Brown St	15,620	20	1.17	1.40			Akron
251	Aurora Rd (SR 43)	W Garfield Rd (SR 82)	21,522	27	1.15	1.30			Aurora
252	S Arlington St (SR 764)	E Wilbeth Rd (SR 764)	19,508	24	1.12	1.33			Akron
253	West Ave (SR 261)	Thomas Rd	15,937	18	1.03	1.56			Tallmadge
254	Wooster Rd N	Norton Ave	17,240	19	1.01	1.53		1	Barberton
255	Newton St	Goodyear Blvd	9,640	16	1.52	1.25			Akron
256	W Market St (SR 18)	Highland Ave	12,360	15	1.11	1.53	1		Akron
257	Bellows St	Steiner Ave	7,030	10	1.30	1.60			Akron
258	W Exchange St	Elmdale Ave	11,825	14	1.08	1.57	1		Akron
259	Newton St	Pioneer St	3,750	11	2.68	1.18			Akron

Table 5-2

HIGH CRASH INTERSECTIONS

RANKED BY COMPOSITE SCORE

2016-2018

Rank	Street	Intersecting Street(s)	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Bike Related	Ped Related	Location
260	S Main St	Thornton St	21,280	27	1.16	1.22			Akron
261	Glenwood Dr	Liberty Rd	15,865	23	1.32	1.17			Twinsburg
262	Hines Hill Rd	Olde Eight Rd	6,193	11	1.62	1.36			Boston Heights
262	Horning Rd	Loop Rd	3,825	11	2.63	1.18			Kent
264	Oakwood Dr	4th St/Thomas Ct	7,715	13	1.54	1.31			Cuyahoga Falls
265	Grant St	Archwood Ave	8,875	12	1.23	1.50	1	1	Akron
266	W Market St (SR 18)	Elmdale Ave/Kenilworth Dr	15,980	19	1.09	1.42	1		Akron
267	Northampton Rd	Canyon Brook Dr	3,815	11	2.63	1.00			Cuyahoga Falls
268	Seasons Rd	SR 8 SB Ramps	10,407	16	1.40	1.25			Stow
269	Brown St	Lovers Lane	8,950	10	1.02	2.20	1	1	Akron
269	W Bath Rd	Yellow Creek Rd	8,450	10	1.08	1.80			Cuyahoga Falls
271	E Wilbeth Rd (SR 764)	Sylvan Ave	10,034	13	1.18	1.46			Akron
272	E Wilbeth Rd (SR 764)	Allendale Ave/I-77 Ramp	14,689	19	1.18	1.32			Akron
273	Gilchrist Rd	Skeleton Rd	8,425	11	1.19	1.55			Summit Co-Springfield Twp
274	Streetsboro Rd (SR 303)	Diagonal Rd	8,588	10	1.06	1.80			Streetsboro
275	E Wilbeth Rd (SR 764)	Inman St	10,779	12	1.02	1.67			Akron
276	5th Ave SE (SR 619)	Conservatory Dr	9,630	11	1.04	1.73			Barberton
277	Brown St	Cole Ave	8,700	11	1.15	1.55			Akron
278	Brittain Rd	Independence Ave	12,770	18	1.29	1.22			Akron
279	Bellows St	Archwood Ave	10,034	11	1.00	1.73			Akron
280	S Broadway St (SR 261)	E Buchtel Ave	7,258	13	1.64	1.00			Akron
281	3rd Ave	Fuller St	6,347	12	1.73	1.17			Akron
282	Akron Peninsula Rd	Steels Corners Rd	6,192	10	1.47	1.40			Cuyahoga Falls
283	Brown St	Archwood Ave	14,010	17	1.11	1.35	1		Akron
284	Seasons Rd	Wyoga Lake Rd	11,805	14	1.08	1.43			Cuyahoga Falls
285	E Wilbeth Rd (SR 764)	Hammel St	11,164	13	1.06	1.46			Akron
286	Kelly Ave	3rd Ave	11,835	14	1.08	1.43	1		Akron
287	Manchester Rd (SR 93)	Nimisila Rd	11,842	14	1.08	1.43			New Franklin
288	Carroll St	Spicer St	10,360	12	1.06	1.50	1		Akron
289	Main St (SR 303)	Riverview Rd	11,374	15	1.20	1.27			Peninsula
290	E Streetsboro Rd (SR 303)	Oviatt St	9,700	11	1.04	1.55			Hudson
291	Haymaker Pkwy (SR 59)	E Main St (SR 59)/Willow St	15,845	19	1.10	1.21		2	Kent
292	SR 44	SR 303	11,833	13	1.00	1.46			Portage Co-Shalersville Twp
293	Vernon Odom Blvd (SR 261)	I-77 SB Ramps	17,173	20	1.06	1.20		1	Akron
294	E Turkeyfoot Lake Rd (SR 619)	Pickle Rd	13,494	15	1.02	1.40			Green
295	Eastwood Ave	Ute Ave	7,415	10	1.23	1.40		1	Akron
296	W Exchange St	Bonnie Brae Ave	10,680	13	1.11	1.31			Akron
297	Norton Ave	Barber Rd/4th St NW	14,530	17	1.07	1.24			Barberton
298	Triplett Blvd (SR 764)	Hilbish Ave	17,046	19	1.02	1.21			Akron
299	S Hawkins Ave	Diagonal Rd	14,950	18	1.10	1.11			Akron
300	N Portage Path	Garman Rd	14,648	17	1.06	1.24			Akron
301	N Main St (SR 261)	York St	8,339	12	1.31	1.17			Akron
301	Hazel St	Eastwood Ave/Garry Rd	7,450	11	1.35	1.18		1	Akron

Table 5-2

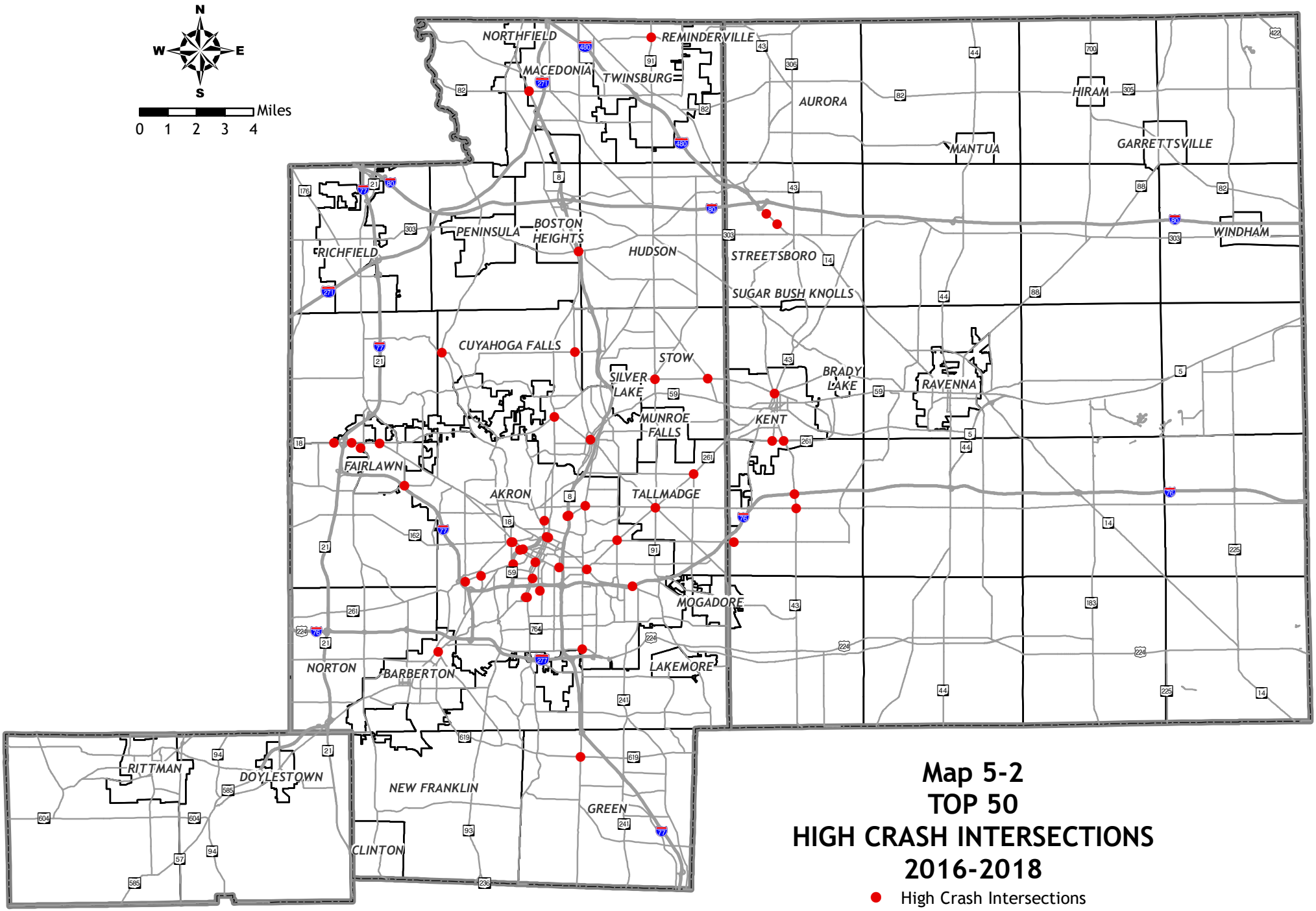
HIGH CRASH INTERSECTIONS

RANKED BY COMPOSITE SCORE

2016-2018

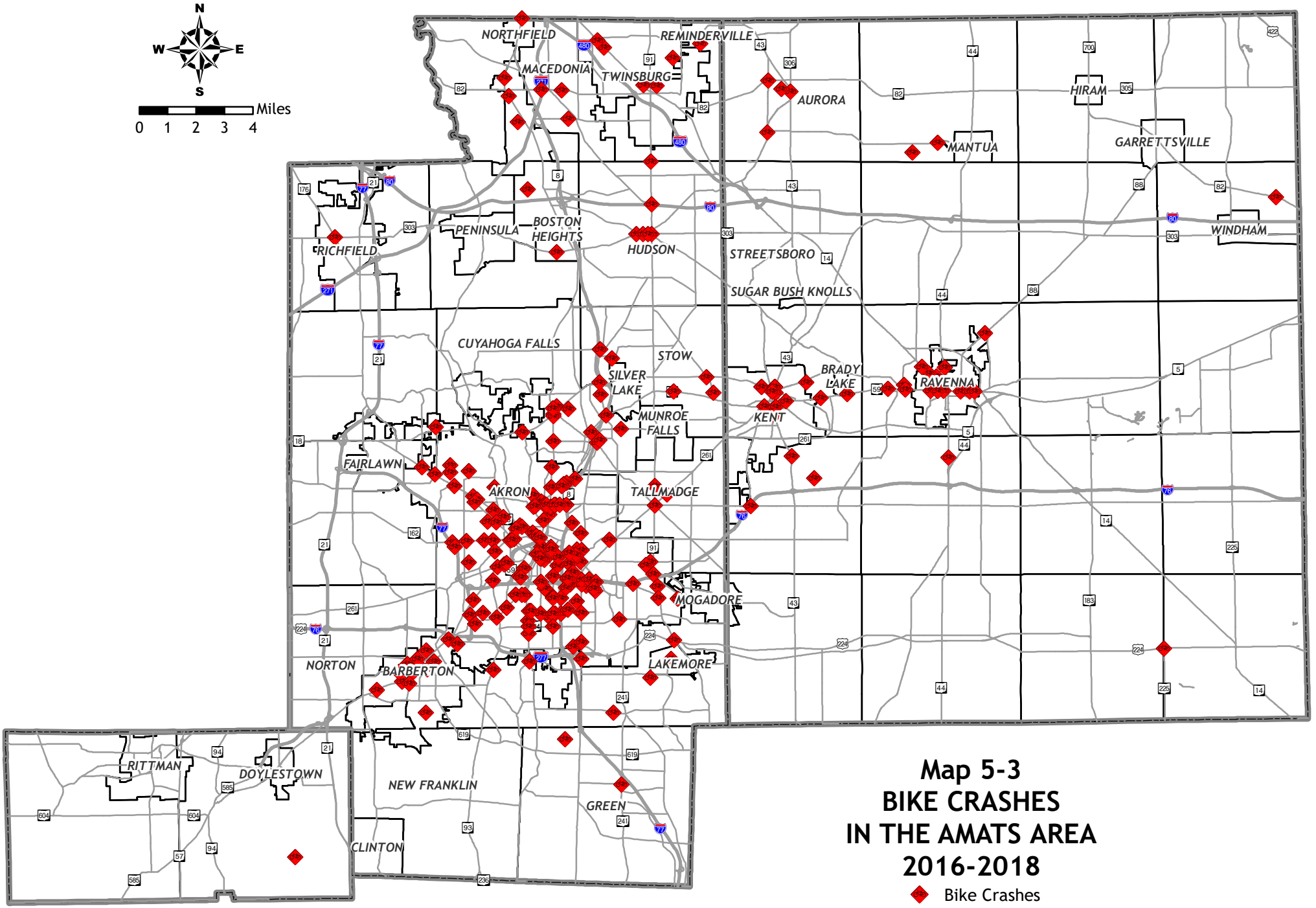
Rank	Street	Intersecting Street(s)	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Bike Related	Ped Related	Location
303	E Buchtel Ave	S College St	9,935	12	1.10	1.33		2	Akron
304	Wolf Ledges Pkwy	E Thornton St	12,145	14	1.05	1.29			Akron
305	Garman Rd	Castle Blvd	10,320	12	1.06	1.33			Akron
306	Tallmadge Rd	Cascades Blvd	11,615	14	1.10	1.14			Portage Co-Brimfield Twp
307	E Market St (SR 18)	Innovation Way (SR 241)	11,721	14	1.09	1.14		1	Akron
308	E Aurora Rd (SR 82)	Golden Link Blvd	15,150	17	1.02	1.12			Summit Co-Northfield Ctr Twp
309	E Caston Rd	Cottage Grove Rd	8,900	11	1.13	1.18			Green
310	Twinsburg Rd	Valley View Rd	9450	11	1.06	1.18			Macedonia
311	Wooster Rd N	W Lake Ave	9265	11	1.08	1.00			Barberton

Red denotes that the intersection had at least one fatality



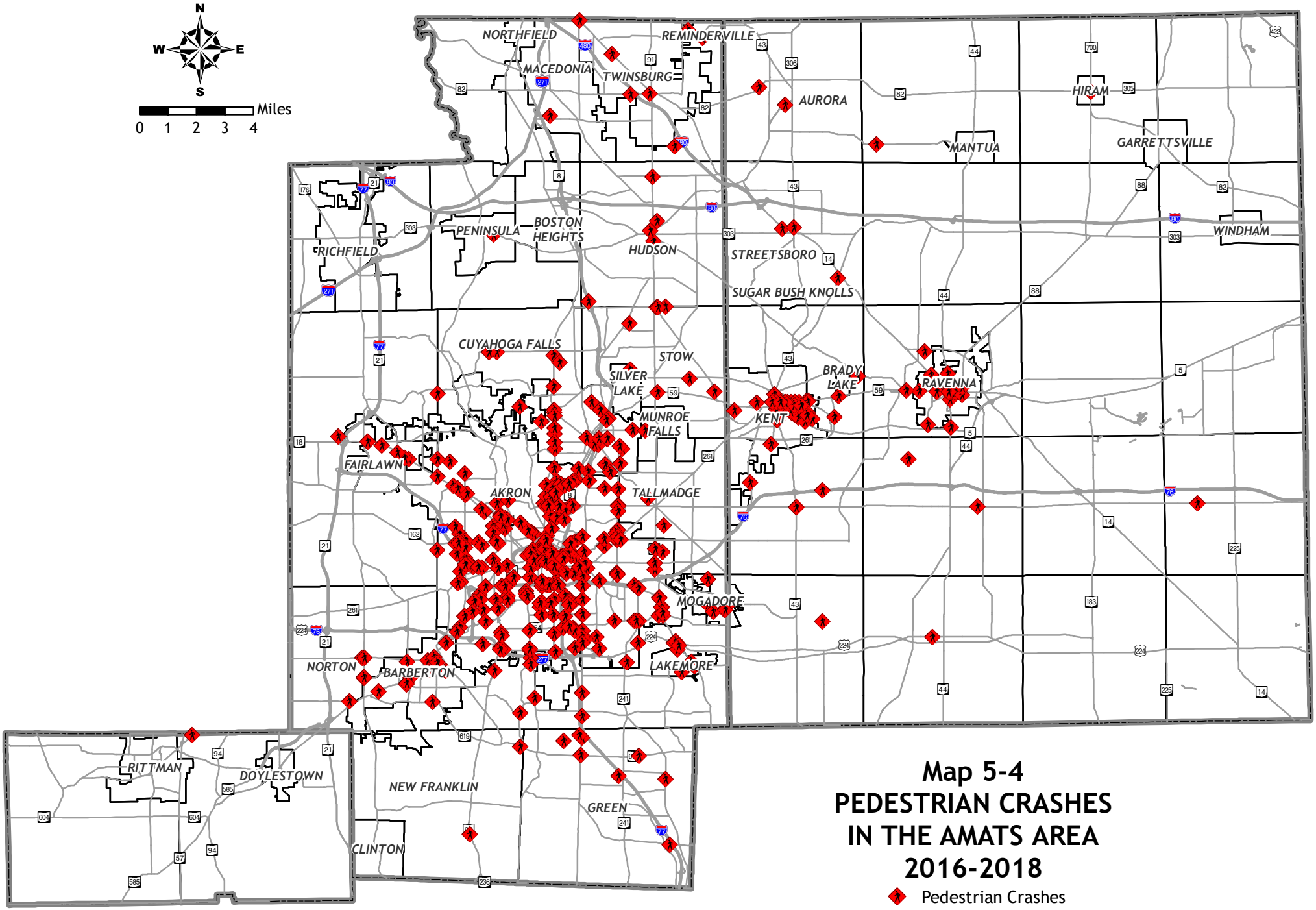
Map 5-2
TOP 50
HIGH CRASH INTERSECTIONS
2016-2018

● High Crash Intersections



Map 5-3
BIKE CRASHES
IN THE AMATS AREA
2016-2018

Bike Crashes



Map 5-4
PEDESTRIAN CRASHES IN THE AMATS AREA 2016-2018

Pedestrian Crashes

APPENDIX A – Crash Formulas

Roadway Sections

Crashes Per Mile Per Year = $\frac{\text{(3 year crash total)}}{\text{(3 years)(section length)}}$ = crashes per mile per year

Crash Rate = $\frac{\text{(3 year crash total) 1,000,000}}{\text{(3 years)(ADT)(365 days/year)(section length)}}$

= crashes per million vehicle miles traveled

Intersections

Crash Rate = $\frac{\text{(3 year crash total) 1,000,000}}{\text{(3 years)(intersection approach volume/day)(365 days/year)}}$

= crashes per million approach vehicles

Roadway Sections and Intersections

Severity Index = $\frac{\text{12 (fatal crashes)+3 (injury crashes)+1 (property damage crashes)}}{\text{(total crashes)}}$

Composite Score (Lowest composite score = highest ranked location)

Roadway Section Composite Score =

(Crashes Per Mile Per Year Rank) 40% + (Crash Rate Rank) 30% + (Severity Index Rank) 30%

Intersection Composite Score =

(Total Crashes Rank) 40% + (Crash Rate Rank) 30% + (Severity Index Rank) 30%

APPENDIX B – Bicycle and Pedestrian Safety Tips

Safety Tips for Drivers Encountering Bike Riders

- Bicyclists are required to ride as far to the right of the road as practicable, but are legally permitted to utilize the full traffic lane when necessary to protect their own safety.
- Bicyclists should be treated like any other slow-moving vehicle: they should only be passed when there are no oncoming cars and sight lines are clear. When passing a bicyclist, ensure there is a minimum of 3 feet between your car and the bicycle.
- Beware of bicyclists who might be in your blind spot or are otherwise difficult to see.
- Exercise extra caution when approaching children on bikes and at multi-use path crossings.

Safety Tips for Bike Riders

- Bicyclists are required to follow the same rules of the road as other drivers: stop at stop signs and red lights, and ride in the same direction as other traffic.
- Bicyclists should position themselves at least a few feet from the curb, and should especially avoid riding in the gutter. When parked cars are present, steer clear of the "door zone".
- Bicyclists should not weave in and out of traffic or pass queued traffic at a stop sign or traffic light, unless a bike lane is provided.
- In most cases, bicyclists should not ride on sidewalks. This is especially important in urban areas, as motorists are less likely to see bicyclists behind parked cars, street trees, and other obstacles.
- Bicyclists should yield to pedestrians at crosswalks and on multi-use paths and sidewalks (where sidewalk riding is permitted).
- Bicyclists can promote safe interactions with motorists by being courteous yet assertive. Examples include riding single file or pulling over when cars are backed up behind your group, using hand signals and making eye contact, and using the full lane when it is unsafe for cars to pass.

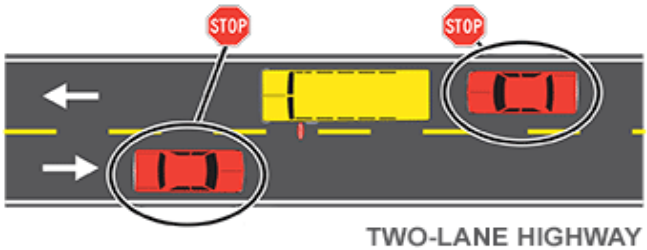
Safety Tips for Drivers Encountering Pedestrians

- Drivers must yield the right of way to pedestrians crossing in marked or unmarked crosswalks (there is technically a crosswalk at every street or road intersection, even if it's not marked).
- At signals, drivers must yield to pedestrians when the WALK signal is displayed.
- Distracted driving is an increasingly common cause of crashes and poses particular concerns for pedestrians, who are often less visible and more susceptible to injury than other motorists.

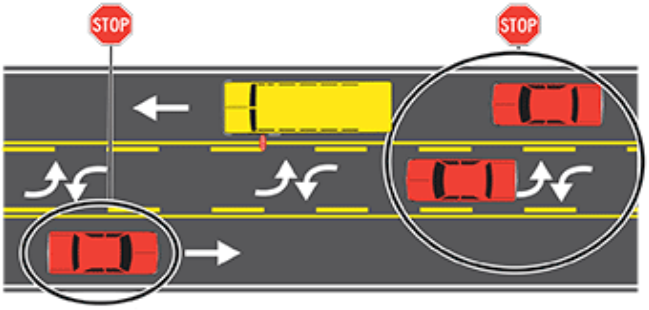
Safety Tips for Pedestrians

- Pedestrians must cross at intersections or midblock crosswalks.
- Pedestrians must obey WALK/DON'T WALK signals where provided, and otherwise cross with the green light. A flashing DON'T WALK signal indicates that it is too late to begin crossing, but that if already in the crosswalk, you should continue walking to the other side.
- Pedestrian distraction is just as dangerous as driver distraction. Pedestrians should turn off their handheld devices, mp3 players, etc. when crossing the street or walking in busy areas.
- Pedestrians generally should not assume that they are visible to drivers, or that drivers will follow the rules of the road.
- Pedestrians should give drivers plenty of time to stop before entering a crosswalk.
- When a sidewalk is not available, pedestrians should walk facing traffic.
- At night, pedestrians should wear reflective clothing and also consider using flashing lights.

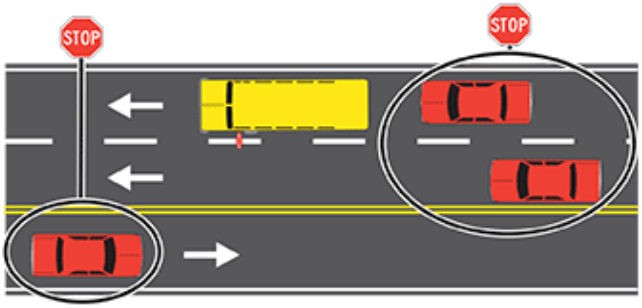
APPENDIX C School Bus Stopping Laws



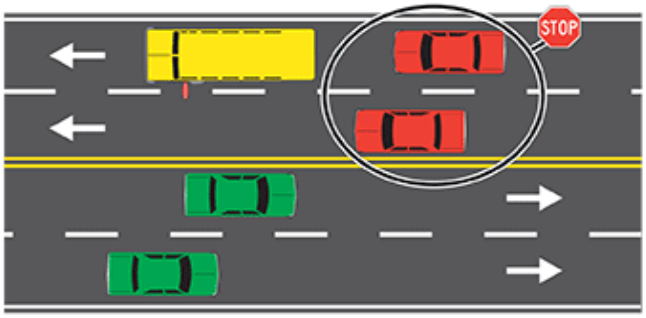
TWO-LANE HIGHWAY



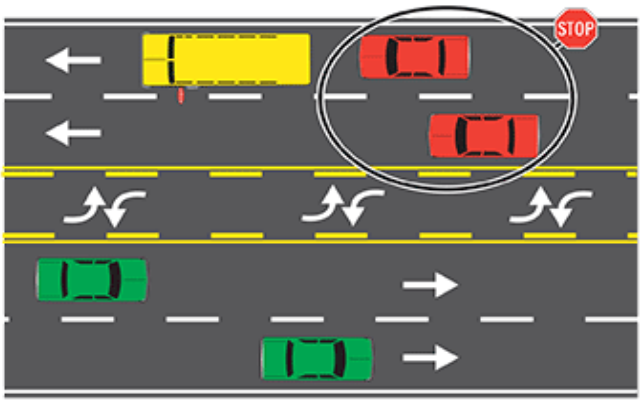
TWO-LANE HIGHWAY WITH CENTER TURN LANE



THREE-LANE HIGHWAY



FOUR-LANE HIGHWAY



FOUR-LANE HIGHWAY WITH CENTER TURN LANE

Attachment 6F

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: **Policy Committee**
Technical Advisory Committee
Citizens Involvement Committee

FROM: **AMATS Staff**

RE: **Resolution 2019-23** Approving Amendment #25 to the Transportation Improvement Program FY 2018-2021 to add additional funding to an existing project.

DATE: **December 4, 2019**

The City of Stow has recently requested an additional $100,000 of TASA funds for the right of way phase of the SR 91 Sidewalks project (PID 107814). This is a TASA project that was approved by AMATS in the 2017 round of funding. The project calls for construction of new sidewalks along SR 91 in Stow. The project is 1.60 miles long and begins 500 feet south of Conwill Road and ends 375 feet south of Fishcreek Road. The Final right of way plans will be submitted in about two weeks and the current cost estimate is $175,000-$200,000. ODOT requires the full right of way acquisition process which is $4000- $4500 per parcel plus settlement cost. Stow is short a minimum of $100,000. The current funding is $74,131 for right of way in FY 2020 and $516,050 for construction in FY 2021. If the additional $100,000 is approved the total TASA funding will be $690,181 which is under the TASA maximum of $700,000. There is currently a balance of $455,345 in TASA funds for FY 2020. Stow plans to start the right of way acquisition process soon after the first of the year and it will take nine months to a year to complete. This additional funding has been presented to the TAC TIP Subcommittee on Tuesday December 3rd. The TAC TIP Subcommittee approved the additional funding.

STAFF COMMENTS

As with all TIP amendments, considerations with respect to public participation, financial capability, air quality, environmental justice and Plan consistency are important. Sufficient funding is forecasted from federal and state sources for this amendment. The new projects listed meet all amendment requirements mentioned above. Therefore this amendment does not cause any negative impact.

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2019-23. This Resolution approves the amendment to the TIP FY 2018-2021. The Staff recommends approval.

RESOLUTION NUMBER 2019-23

OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY

Approving Amendment #25 to the Transportation Improvement Program FY 2018-2021 to revise the funding to one existing project.

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County and,

WHEREAS, it is the responsibility of this Committee to develop and maintain the Transportation Improvement Program (TIP) and,

WHEREAS, this Committee has been requested to amend the AMATS FY 2018-2021 Transportation Improvement Program to revise the funding to one existing project

1. **SR 91 Sidewalks (PID 107814) –** Is a TASA funded project in the City of Stow to construct new sidewalks along SR 91 where none currently exist. The project begins 500 feet south of Conwill Road and ends 375 feet south of Fishcreek Road. The current funding is $74,131 for right of way in FY 2020 and $516,050 for construction in FY 2021. Stow is requesting an additional $100,000 of TASA funding for right of way in FY 2020.

WHEREAS, the necessary public involvement has been carried out as described in the AMATS Public Participation Plan and,

WHEREAS, the amendment has been judged to be air quality neutral and is, therefore, excluded from additional regional air quality conformity analysis and,

WHEREAS, the environmental justice impacts of this amendment has been considered consistent with "Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations" and,

WHEREAS, this Committee has analyzed this request and found this amendment to be consistent with Transportation Outlook, the Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

RESOLUTION NUMBER 2019-23 (Continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the Transportation Improvement Program FY 2018-2021 as previously specified.

2. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.

3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.

4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.

5. That this Committee affirms conformity with environmental justice requirements.

6. That this Committee affirms consistency with Transportation Outlook, the Regional Transportation Plan.

7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

_____

Mayor Bobbie Beshara, 2019 Chairwoman
Metropolitan Transportation Policy Committee

_____

Date

AMENDMENT #25- 12/19/19

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2018-2021

TABLE H-3

HIGHWAY IMPROVEMENTS

PID #	CO-RTE-SECTION	LENGTH	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2018	2019	2020	2021	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
107814	**SUM-SR 91**-9.96 Sidewalks **(Revise Funding)**	1.60	STOW SR 91 (DARROW RD) FROM 500 FEET SOUTH OF CONWILL RD TO 375 FEET SOUTH OF FISHCREEK RD	NEW SIDEWALKS	TASA LOCAL	R R		**174.1** ~~74.1~~ ~~18.5~~ **43.5**			**885.9** ~~760.9~~	STOW	EXEMPT

2020 AMATS COMMITTEE MEETINGS

January

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			HOLIDAY AMATS CLOSED 1 New Year's Day	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16 T C	17	18
19	HOLIDAY AMATS CLOSED 20 Martin Luther King Jr.'s Birthday Observed	21	22	23 P	24	25
26	27	28	29	30	31	

February

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	HOLIDAY AMATS CLOSED 17 George Washington's Birthday Observed	18	19	20	21	22
23	24	25	26	27	28	29

March

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5 T C	6	7
8	9	10	11 P	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

April

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

May

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4	5	6 T	7 C	8	9
10	11	12	13	14 P	15	16
17	18	19	20	21	22	23
24 31	HOLIDAY AMATS CLOSED 25 Memorial Day	26	27	28	29	30

June

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18 T C	19	20
21	22	23	24	25 P	26	27
28	29	30				

July

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	HOLIDAY AMATS CLOSED 3 Independence Day Observed	4 Independence Day
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

August

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23 30	24 31	25	26	27	28	29

September

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6	HOLIDAY AMATS CLOSED 7 Labor Day	8	9	10	11	12
13	14	15	16	17 T C	18	19
20	21	22	23	24 P	25	26
27	28	29	30			

October

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8	9 ANNUAL MEETING	10
11	HOLIDAY AMATS CLOSED 12 Columbus Day Observed	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

November

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
8	9	10	HOLIDAY AMATS CLOSED 11 Veteran's Day	12	13	14
15	16	17	18	19	20	21
22	23	24	25	HOLIDAY AMATS CLOSED 26 Thanksgiving	HOLIDAY AMATS CLOSED 27	28
29	30					

December

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6	7	8	9	10 T C	11	12
13	14	15	16	17 P	18	19
20	21	22	23	24	HOLIDAY AMATS CLOSED 25 Christmas	26
27	28	29	30	31		

C - Citizens Involvement Committee (CIC) 6:30pm T - Technical Advisory Committee (TAC) 1:30pm P - Policy Committee 1:30pm