



**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 3, 2015
6:30 p.m.

Agenda

1. Welcome

2. Review of Last Meeting Summary

A. July 16, 2015

Attachment 2A

3. Discussion Item

A. Presentation on ODOT Statewide and U.S. Bicycle Route Development
- Guest Speaker, ODOT District 4 Transportation Engineer Chad Root

B. 2015 Pedestrian Plan

C. 2016 AMATS CIC Meeting Calendar

4. Open Discussion

5. Adjournment 7:45PM

Next Regular Meeting:

Thursday, January 21, 2016 - 6:30 PM

Location – Akron-Summit County Main Public Library

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

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, July 16, 2015 – 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:

Joseph Heisler
Kyle Julian
Bill Maki

Charly Murphy
Todd Shaver
Ron Shultz

Staff:

Curtis Baker, Planning Administrator
Krista Beniston, Planning Coordinator
Heather Davis Reidl, Mobility Planner
Eugene Paczelt, Transportation Engineer
Jason Segedy, Director

I. Welcome

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

II. Review of Last Meeting Summary

A. April 30, 2015

Mr. Baker presented the summary of the April 30, 2015 meeting of the CIC.

The meeting attendees introduced themselves.

III. Discussion Items

A. North Hill Better Block

Krista Beniston presented an overview of the North Hill Better Block Event that occurred May 15-17 at the corner of North Main Street and East Cuyahoga Falls Avenue in Akron's North Hill neighborhood.

An attendee praised the North Hill Better Block event and expressed support for the concepts espoused by the Better Block Program.

B. Akron Property Inventory Report

Jason Segedy introduced Kyle Julian, the director of urban planning for the East Akron Neighborhood Development Corporation (EANDC).

Mr. Julian explained the EANDC's role in the development of the *Akron Property Inventory Report* prepared by the Western Reserve Land Conservancy's Thriving Communities Institute. **Mr. Julian** presented the report, its findings and how the EANDC is using the report.

Mr. Julian said that the EANDC engaged the Cleveland Urban Design Collaborative (CUDC) to address the problem of vacant land in depressed areas. **Mr. Julian** described several projects recently completed by the EANDC to transform vacant land into neighborhood assets using CUDC-identified strategies.

There was discussion regarding how ownership, liens, zoning codes, and related issues impact the EANDC and its revitalization efforts.

IV. Open Discussion

None.

V. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC will be **6:30 p.m.** on **Thursday, November 19** in **Meeting Room 1** of the **Akron-Summit County Public Library - Main Library** located at **60 South High Street** in **Akron**.

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: 2015 Pedestrian Plan

DATE: December 3, 2015

The *2015 Pedestrian Plan* is an update to the *AMATS Regional Pedestrian Plan* prepared by the agency three years ago. This item will be used as an input in the development of the upcoming Regional Transportation Plan.

The 2015 update builds on the foundation of the original plan. AMATS prepared this update with two purposes: To serve as a planning resource and to present a bold vision for the region. The *2015 Pedestrian Plan* identifies and describes planning and implementation strategies for communities to consider as they weigh pedestrian improvements. The plan also presents a vision of community pedestrian networks that promote safety, connectivity and vibrancy.

These three goals - safety, connectivity and vibrancy - are characteristics promoted by AMATS in its pursuit of sound pedestrian planning. The *2015 Pedestrian Plan* contains sections devoted to each concept and presents detailed approaches for their promotion.

The *2015 Pedestrian Plan* also includes analyses of existing conditions and unfolding trends impacting the area's pedestrian networks. The new *2015 Sidewalk Inventory* and the *2010-2012 Pedestrian-Related Crashes* map are key components of these analyses. The update also addresses the issue of equity in transportation planning.

The *2015 Pedestrian Plan* has been available for public review on the agency web site, amatsplanning.org, and through social media since Nov. 6, 2015. This item was presented to the AMATS Citizens Involvement Committee for consideration during the committee's Dec. 3, 2015 meeting. A motion for Policy Committee approval of the *2015 Pedestrian Plan* is requested. The Staff recommends approval of this item.



December 2015

2015 | PEDESTRIAN PLAN



EXECUTIVE SUMMARY

THE PATH AHEAD

There is an old adage that states, “The journey of a thousand miles begins with a single step.” The Akron Metropolitan Area Transportation Study (AMATS) took its first step in meaningful pedestrian planning for the Greater Akron area when it released *The AMATS Regional Pedestrian Plan* in 2012. That document, which was an outgrowth of the agency’s Connecting Communities initiative, analyzed the area’s then-current pedestrian environment and facilities and identified future pedestrian needs. It heralded a new path for transportation planning in the Greater Akron area as for the first time the region’s pedestrian network was treated as an asset on par with our area’s highways, transit systems and trail networks.

Now this latest Pedestrian Plan follows the path of the AMATS initial plan, but takes additional steps forward to regional walkability. Walking is an important and - until recently - frequently overlooked facet of an area’s transportation system. Sound pedestrian infrastructure promotes safety, mobility, economic growth, social interaction and health benefits for all users of the transportation system.

It’s important to remember, that at some point during their travels, most people are pedestrians. The purpose of this plan is to promote a pedestrian-friendly environment where public spaces, including streets and off-street paths, offer a high level of convenience, efficiency, quality of experience and safety throughout the Greater Akron area. When walking is easy, enjoyable and safe, residents can easily integrate walking into their daily lives for transportation and experience the health benefits of regular physical activity.



EXISTING CONDITIONS

WHERE WE ARE

A pretty straightforward definition of the word “walkability” is that it is a measure of how conducive an area is to walking. By that standard, how walkable is the Greater Akron area? Has the region improved its walkability since the first *AMATS Regional Pedestrian Plan* identified 260 sidewalk and crosswalk gaps? A look at the latest regional Sidewalk Inventory will give us a clearer picture.

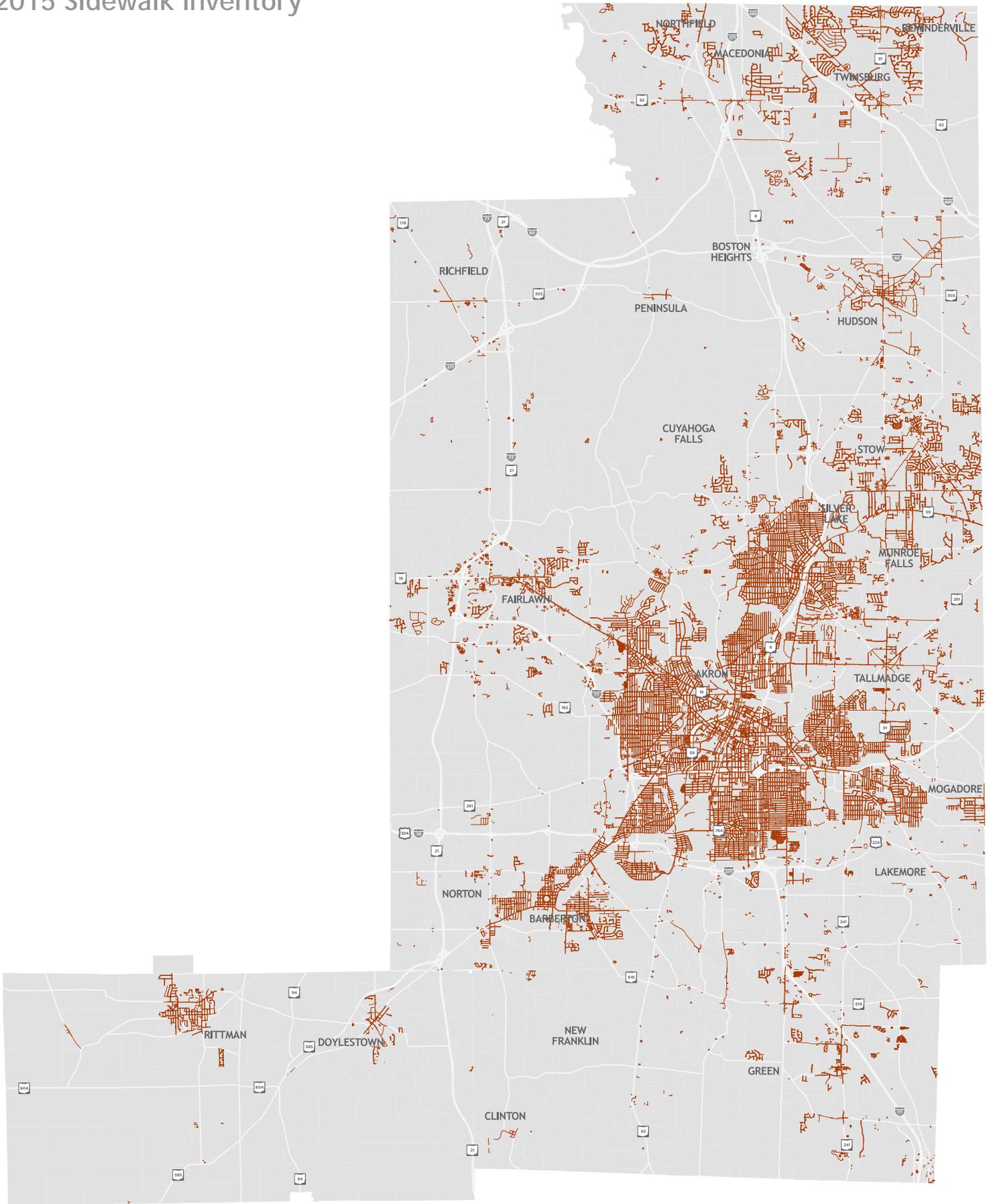
2015 Sidewalk Inventory

The *2015 Sidewalk Inventory* captures all existing sidewalks in our region based on aerial photo data from 2012. It is an update to the AMATS Sidewalk Inventory which used 2010 aerial photographs.

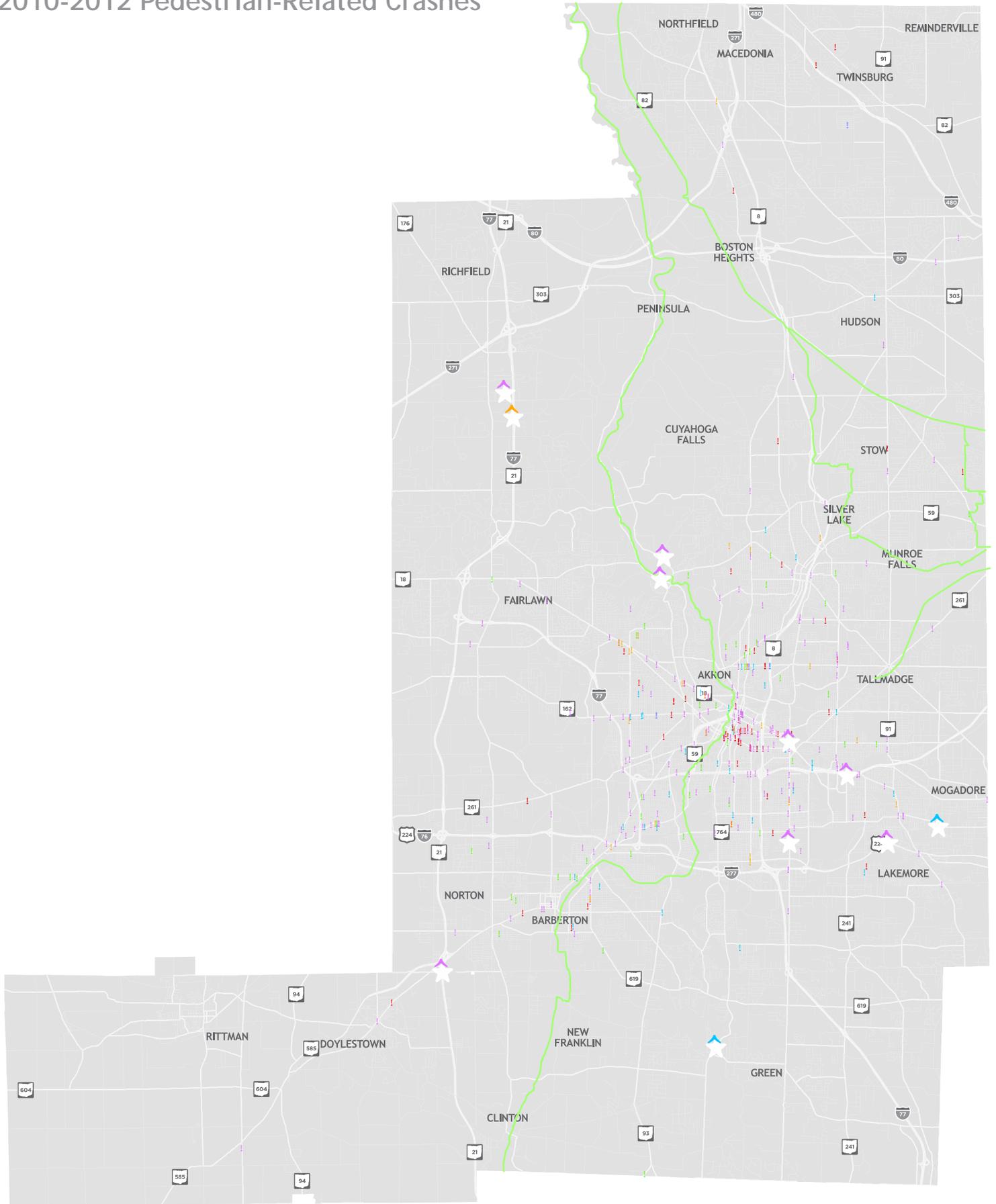
The region continues to have a strong sidewalk network in all of its most urban cities. Perhaps not surprisingly, the older, more established communities, such as Akron, Barberton, Cuyahoga Falls, Kent and Ravenna, tend to have more extensive networks.

Some of the larger and more rapidly growing communities in our region continue to lack a significant inventory of sidewalks, but that situation is changing. It is these younger more suburban communities that pose some of the greatest challenges in establishing and fostering new pedestrian networks. Many of these communities develop without features such as an established downtown central area or grid-like residential areas from which networks can grow. However, many of these younger communities are recognizing the importance of pedestrian travel and 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 are examples of this burgeoning suburban approach.

2015 Sidewalk Inventory



2010-2012 Pedestrian-Related Crashes





TRENDS

WHERE WE ARE HEADED

In the preceding section, we looked at where the Greater Akron area stands in terms of its current level of walkability and related issues. In this section, we turn our focus to what the region will be like if these current conditions and trends remain unchanged. Will our pedestrian system have unmet needs or will it be a vibrant part of a sustainable regional transportation system in the coming years?

To answer these questions, we must consider what changes may be on the horizon for the region. We will begin by analyzing AMATS-prepared forecasts for the area's population and employment levels.

Population and Employment

According to the *AMATS 2040 Planning Data Forecast*, the region is expected to experience a slight increase in population of 2.4 percent between 2015 and 2040. Similarly, the region's employment is expected to see moderate, but healthy growth of 7.6 percent over the same period.

Portage and Summit counties are expected to hold to these same population and employment trends as the region at large. Portage County's population is expected to grow by 7.5 percent and its employment by 5.4 percent while Summit County's population is expected to grow by 0.8 percent and its employment by 8.1 percent. The Wayne County portion of the Greater Akron area consisting Chippewa and Milton townships and the city of Rittman is expected to see population growth of 3.1 percent and employment growth of 4.6 percent during the period.

At the subarea level, future population growth should be the strongest in northwestern Portage County and northern



WHERE WE WANT TO BE

Where do we want the Greater Akron area to be in terms of walkability? It seems like a simple question. It's also a question that can generate more than one answer.

There are three overall goals for the region's pedestrian system which guide the strategies and recommendations presented in this Pedestrian Plan. They are to create a safe, connected and vibrant pedestrian network throughout the AMATS area. Providing infrastructure that is safe and connects people to destinations and activity centers is critical in creating a walkable community. Creating places that are pedestrian friendly and inviting are also key components.

So, how do we in the Greater Akron area make these goals an everyday reality for our region? Fortunately, there's a host of pedestrian planning practices available to us that point the way. These practices are described below and grouped by goal headings.

AMATS recognizes that appropriate pedestrian practices will likely vary greatly in a region as diverse as ours. A practice suited for densely populated, highly urban downtown Akron probably won't work in many of the rural townships throughout the Greater Akron area. What makes a good pedestrian environment depends on community context. To help communities determine which practices are the most appropriate for them to pursue, the Pedestrian Plan includes Appendix B - Planning Areas Defined.

SAFETY

A sense of safety is an important consideration as people make the choice to walk. The AMATS *2010-2012 Pedestrian Crashes Report* found that, of the 459 total pedestrian/vehicle crashes in the AMATS area during the three-year period, 86 percent of these crashes resulted in an injury and - worse yet - 11 percent resulted in death. Fortunately, there are a variety of planning and engineering practices that can promote pedestrian safety when walking along and across roadways. Among the safety practices available to Greater Akron area communities are those involving road diets, sidewalks and crosswalks.

Road Diets

A road diet is a traffic-calming strategy that 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 reallocated for other uses such as bike lanes, bus lanes, parking, pedestrian refuge islands, or more sidewalk space. A recent example of a road diet can be found on Copley Road in Akron shown in the before and after picture below.

Road diets have been used successfully across the nation and the process is endorsed by the Federal Highway Administration (FHWA) to promote safety. Our agency compiled the AMATS Road Diet Analysis, which identifies 60 candidates for road diets across the Greater Akron area. The analysis is a useful planning resource that:

- Defines and provides a visual explanation of the road diet concept.
- Identifies pre-existing road diet locations in the AMATS area.
- Develops a methodology to identify potential road diet locations with declining traffic volumes and excess capacity.



Before



After

Maintenance – In order to create a safe, comfortable pedestrian environment, sidewalks exhibiting deteriorated pavement or those that frequently pose weather-related hazards should be addressed by communities as quickly as possible. Maintenance refers not only to ensuring that sidewalks remain as level as possible, but also ensuring that alternative routes are provided and clearly labeled when repairs block sidewalk access.

Separation from the Street – Sidewalks should be buffered from the streets that they run along, particularly along wide arterial streets carrying fast moving traffic. 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. Whenever possible, new sidewalks constructed in our region should be separated or “buffered” from traffic through such means as on-street parking, landscaping, and street furniture.

Width – Sidewalk width can vary depending on the context of the surrounding area. Narrower sidewalks are typically found in residential areas. Federal guidelines suggest that sidewalks in residential areas be no less than 60” in width – generally enough space that two people using mobility devices or strollers may pass. Wider sidewalks should be provided in areas of significant pedestrian activity.



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 – This is a relatively new concept to our region. 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 2010-2012 Pedestrian Crashes Report* found that more than 20 percent of total area pedestrian/vehicle crashes occurred at mid-block locations. The frequency and severity of these crashes spurred the agency to compile the *AMATS Mid-Block Crossing Analysis*. The analysis identifies 41 potential mid-block crossing locations throughout the Greater Akron area and recommends potential safety improvements such as raised crosswalks, pedestrian islands and bump-outs. (These improvement strategies are more fully defined in this section and Appendix A - Definition of Terms.)

A variety of strategies are available to create safe mid-block crossing locations for pedestrians. Rarely is only one strategy used at mid-block crossings. Frequently, two or more are used in combination to maximize effectiveness. Sound mid-block crossings should exhibit the following characteristics:

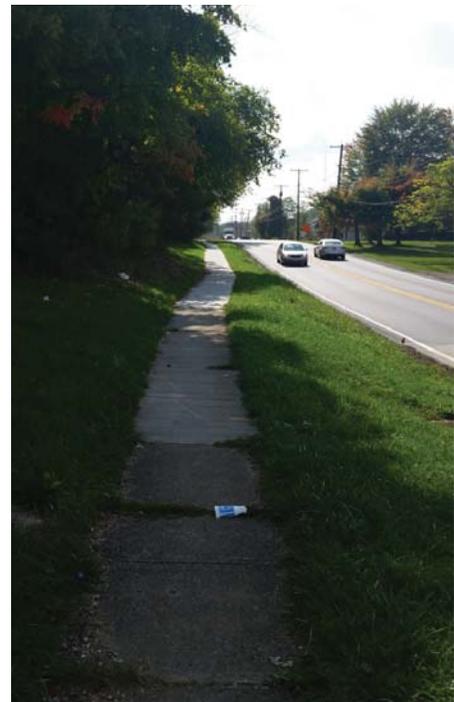
- Crossing the street is simple and convenient for pedestrians.
- Excellent pedestrian and location visibility.
- Slowed or controlled vehicle speeds in the pedestrian crossing area.
- Driver awareness of the crossing location.
- Drivers yield the right-of-way to pedestrians crossing legally.



CONNECTIVITY

Connectivity refers to the degree to which transportation networks such as streets, sidewalks, and trails link people to their destinations. Since the late 1950s, the land use patterns and practices of Greater Akron area communities have tended to focus on vehicular travel. An unintended consequence of this focus has been a failure of the region to tap its pedestrian network of sidewalks as a resource.

Direct, convenient connections to destinations encourage pedestrians to travel by foot rather than car. Over the last several years here is a new awareness and willingness by area communities to view their pedestrian networks as assets. The area is making strides at promoting regional connectivity by filling in the many remaining gaps in its sidewalk and trail systems.



S Prospect St, Ravenna



State Rd, Cuyahoga Falls

VIBRANCY

Being a pedestrian traveling through the Greater Akron area should be about more than simply reaching a destination safely and easily. It should also be enjoyable and interesting. It should be vibrant.

To promote vibrancy, the area's pedestrian network should invite people to walk and feature pleasurable and interesting places. Walking is supported by mixing land uses and engaging streetscapes that combine to create a pedestrian-friendly network. Among the pedestrian-friendly strategies which Greater Akron area communities should consider are:

Land Use – Land use patterns should mesh and foster pedestrian travel regardless of whether they are for residential or commercial uses. Examples of sound land use practices are:

Mixed-Use Development

This approach blends a combination of residential, commercial, cultural, institutional, or industrial uses while providing ample pedestrian connections. Mixed-use developments tend to foster pedestrian-friendly environments because of the reduced distances between housing, workplaces, retail businesses, and other destinations.

Infill Development

This approach reuses or repurposes land or existing developed sites within urban and suburban areas. Infill development conserves a community's financial resources by using existing infrastructure, increases walkability by contributing to safe and attractive pedestrian environments, and creates new opportunities for mixed-use neighborhoods that recapture the "sense of place" that newer developments tend to lack.

Parking – Many of our region's current parking practices work to deter pedestrian activity by making it unattractive or downright dangerous. Despite these difficulties, pedestrian-friendly parking solutions are available. These solutions include:

- Constructing buildings up to the street and providing parking behind them typically with alleyway access.
- Implementing shared-parking provisions where different land uses experience peak parking demand at different times of the day, e.g., offices require parking during the day while restaurants and hotels rely on it in the evening.
- Providing parking in multi-level garages and incorporate active uses such as retail and offices at the street level.
- Incorporating well-marked and/or landscaped pedestrian walkways and refuges into the design of large parking lots.
- Incorporating access management to minimize driveways thereby reducing vehicle/pedestrian conflict points.
- Improving aesthetic appeal by masking parking lots with vegetation, attractive fencing, artwork, and similar amenities.

Internal Circulation – In areas where large parking lots exist, it is important to ensure that there are adequate internal pathways for pedestrian circulation. Parking lots that do not include internal sidewalks are unattractive and can create potentially dangerous conditions when pedestrians are required to travel in areas where drivers are entering and exiting parking stalls and do not expect to see pedestrians. Internal circulation systems should include sidewalks accessible from every parking stall.

Streetscapes – A pedestrian-friendly streetscape is one that provides a sense of excitement and encourages pedestrians to explore and mingle in the area. Great streetscapes contain few gaps in the street-wall, contain buildings with interesting architectural features, and mix a variety of land uses. Generally, streetscapes are built to pedestrian scale, provide a sense of security from the vehicular traffic, and include easily traversable streets so that activity can move fluidly from one side of the street or block to another.

AMATS prepared an Urban Streetscape Rating System, which rates streetscapes on a scale of “A” for exciting and “E” for those devoid of pedestrian appeal. This system is included as Appendix C - Urban Streetscape Rating System in this plan. Please note that the ratings generally apply to any downtown, town center or urban planning area. Suburban and other less densely developed planning areas are difficult to rate using this method as they were typically built with an emphasis on automobile accessibility.

Street Furniture – Street furniture has many benefits to pedestrians, from offering them a place to sit and talk to providing shelter from the rain. Street furniture typically includes, but is not limited to:

- Benches
- Pedestrian-scaled lighting
- Bicycle racks/storage lockers
- Pedestrian shelter such as bus shelters, gazebos, and awnings.
- Outdoor amphitheaters, fireplaces, game tables and other social gathering places.

Street furniture can vary greatly, from simple yet functional pieces to those exhibiting elaborate design. Ideally, street furniture will complement the prevailing architectural features and general “feel” of a neighborhood. For instance, classic wrought iron themes may be most appropriate in an older historical neighborhood whereas whimsical pieces would work best in a neighborhood known for its artistic flair.

Public Art – Public art serves many purposes – from a lovely fountain or statue that serves as a neighborhood focal point or gathering place, to murals that add a touch of color and recall the history of a particular area.

Lighting - Quality outdoor lighting can help establish a pedestrian-friendly environment, especially in business districts. Crosswalks, in particular, should be given special attention so that pedestrians waiting at curbside or in the crosswalk are visible to drivers. Places with significant pedestrian activity or with walkable business districts should consider supplementing their existing roadway lighting with pedestrian-oriented lamps. The design of these poles, like other pieces of street furniture, should be coordinated to fit the overall character of the locale.

Street Trees/Landscaping – Planted areas, landscaping, and street trees can greatly enhance the attractiveness of a locale or a business district. These improvements also provide benefits for stormwater management. Elements of “green streets,” such as trees, planted buffers and curb extensions, stormwater planters, rain gardens, and bioswales, can significantly reduce stormwater runoff and improve natural stormwater filtration.

A common complaint about street trees is that their roots may crack the pavement. If planted properly so that they receive adequate water, the root structure is less likely to spread toward the surface. Street trees should be small trees of native species, with canopies that stay relatively compressed. Additionally, municipalities may want to avoid trees that drop fruit or berries.



Downtown Kent Redevelopment





RECOMMENDATIONS

HOW WE GET THERE

In the preceding sections, we looked at the current state of the Greater Akron area's pedestrian system. We've also considered what kind of a system that we want to pursue for our region and the tools available to us to do so. Now that we know where we want to be with regards to walkability, the question remains: How do we get there?

A partial answer to that question may be found in the following recommendations offered by AMATS for the consideration of the area's communities. Our agency believes that the regional vision of creating safe, comfortable pedestrian environments for everyone and of any ability can be achieved through the pursuit of these recommendations by our member communities.

For the purposes of brevity and simplicity, this plan offers seven general recommendations for the consideration of communities with the Greater Akron area. These seven recommendations are:

1. *Special Emphasis on Multi-Modal Areas.*
Communities should place special emphasis on providing high-quality, well-maintained pedestrian infrastructure in multi-modal areas, which are places where multiple modes of transportation converge. Examples of such areas include transit stops, trailheads, Cuyahoga Valley Scenic Railway stations, and similar locations. Smooth sidewalks, high-visibility crosswalks, pedestrian shelter and ample lighting are examples of the amenities that should be provided in these locations.
2. *Incorporate High Quality Pedestrian/Urban Design to Create Attractive Pedestrian Areas.*
Although sidewalks and crosswalks help a pedestrian get through an area, the interesting environments created by high-quality urban design actually attracts pedestrians to an area. Attractive environments not only draw visitors, but encourage them to stay and conduct business there.

Whenever possible, land owners and developers should incorporate pedestrian amenities to lessen negative impacts and improve the overall appeal of an area. Giant Eagle's Portage Crossing Market District in Cuyahoga Falls is a recent example of a pedestrian-friendly parking lot. The store's lot features wide sidewalks for pedestrians to move safely while avoiding vehicles entering and exiting the area.

7. *Develop and implement pedestrian counting programs.*

AMATS has undertaken pedestrian and bicycle counts in select locales of the Greater Akron area to gain a better understanding of pedestrian demand at those locations. We recommend that local communities do likewise, particularly in areas where pedestrian infrastructure is thought to be insufficient or in locations where extensions may be necessary.

Accurate pedestrian counts provide hard evidence of area pedestrian demand and may be used as an official warrant to justify the provision of additional or enhanced pedestrian infrastructure. The availability of pedestrian count data is important during the application process for a variety of funding sources.

Member communities are by no means limited to the recommendations or strategies presented herein and, in fact, are encouraged by AMATS to consider and pursue other pedestrian-friendly strategies that may be suited to their respective needs and standards.

AMATS is pleased to report that, since the approval of the *AMATS Regional Pedestrian Plan* in 2012, the Greater Akron area has made progress on a number of the recommendations identified in that plan. Among the most notable achievements are the inclusion of Complete Streets principles as criteria in the *AMATS Funding Policy Guidelines* and the creation of pedestrian improvement overlay zones, which are utilized during the agency's ongoing compilation of crash data.

address how transportation funding, project selection and planning can complement land uses that encourage investment and revitalization of established neighborhoods.

Connecting Communities urges improvements to pedestrian planning and facilities through targeted investments based on comprehensive analyses. Since its launch in 2010, the initiative's Connecting Communities Planning Grant Program has sponsored studies in the Montrose area and in the communities of Akron, Barberton, Boston Heights, Kent, Ravenna and Richfield. Many of the recommendations of these studies are being pursued by AMATS and their respective community sponsors. This initiative will continue to be a resource available to the region for the foreseeable future.

Transportation Alternatives Program

The AMATS-administered Transportation Alternatives Program (TAP) is a tremendous resource available to Greater Akron area communities. This program provides funding for the development of pedestrian facilities throughout the region. Currently, the TAP provides funding for several categories of pedestrian improvement-type projects including:

- On-Road and Off-Road Trail Facilities - Funds the planning, design and construction of pedestrian and bike infrastructure.
- Safe Routes for Non-Drivers - Funds pedestrian and bicycle infrastructure for children, older adults and those with disabilities.
- Abandoned Railroad Corridors for Trails - Funds the conversion of old railroad corridors into useful trails for pedestrians and cyclists.
- Community Improvement Activities - Right-of-way improvements, including billboard issues, historical preservation and vegetation management and erosion control, i.e., landscaping.

All TAP projects must relate to surface transportation and address a transportation need, use or benefit. Preliminary engineering, right-of-way and construction are eligible project costs. Planning is an eligible project phase only for Safe Routes to School (SRTS) District Travel Plans provided that the sponsor has first pursued and secured funding from the Ohio Department of Transportation SRTS Program.

According to the Federal Highway Administration (FHWA), road diets are among the FHWA's Proven Safety Countermeasures. If work to benefit eligible TAP activities would cause impacts to a highway, requiring reconstruction resulting in a road diet, then TAP funds may cover most costs of a road diet.

Streetscaping and corridor landscaping projects may be eligible for TAP funds under the program's "community improvement activities" category if sponsored by an eligible entity and selected through the required competitive process. Lighting for pedestrian facilities may also be eligible if they are a component of other eligible TAP categories. Project sponsors are urged to consider energy-efficient methods and options that reduce light pollution.

Safe Routes to School



The Ohio Safe Routes to School (SRTS) Program is funded by the Federal Highway Administration (FHWA) and administered by the Ohio Department of Transportation (ODOT). The program supports projects and programs that enable and encourage walking and bicycling to and from school. A School Travel Plan (STP) is the written document that outlines a community's intentions for enabling students to engage in active transportation, i.e., walking or bicycling, as they travel to and from school. STPs are required for funding requests made through the ODOT

SRTS program. The STP is created by a team and involves key community stakeholders in identifying both barriers to active transportation and a set of solutions to address them.

In 2013, AMATS joined representatives from the Akron Public Schools, the city of Akron, and various other local organizations in an SRTS Planning Team, which was responsible for preparing an STP for Akron. Other Greater Akron area communities with active SRTS Programs include Aurora, Barberton, Hudson, Stow-Munroe Falls and Streetsboro. Along with establishing educational programs, many of these communities are pursuing connectivity improvements such as new crosswalks, sidewalks, signals and other pedestrian facilities.

For more information about the Ohio Safe Routes to School Program, visit the program web site at <http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/ActiveTransportation/Pages/SRTS.aspx>.

Better Block

A demonstration tool that rebuilds an area using grassroots efforts to show the potential to create a great walkable, vibrant neighborhood center. Better Block projects are collaborative sessions in which groups develop solutions to design problems. These events allow communities to engage in the "complete streets" buildout process and provide feedback to community stakeholders in real time. Better Block projects show how communities can come together to transform blighted blocks into vibrant neighborhood destinations.

During Better Block projects, event organizers use available community resources to convert downtrodden locales into pedestrian-friendly and bike-friendly destinations for people of all ages. These projects typically involve establishing temporary facilities such as makeshift bike lanes, cafe seating, trees, plants, lighting, and pop-up businesses to show the potential for revitalized economic activity in an area. The before and after of the Akron North Hill Better Block is below.

Better Blocks events are gaining in popularity and help cities rapidly implement infrastructure and policy changes. For more information, visit the Better Block web site at betterblock.org or contact the group via email at info@teambetterblock.com.





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Leading Pedestrian Interval (LPI)

Signal timing that provides the walk signal several seconds before vehicles are given a green signal. 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

Crossings 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

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)

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.

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.

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.

Sidewalk

A 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.

Safe Routes to School (SRTS)

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.

Trail

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 (TA)

The TA Program is a federal funding program to support the construction of trails, sidewalks, lighting and traffic signals to support pedestrian and bicycle safety.

Thoroughfare

A transportation route connecting one location to another.

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

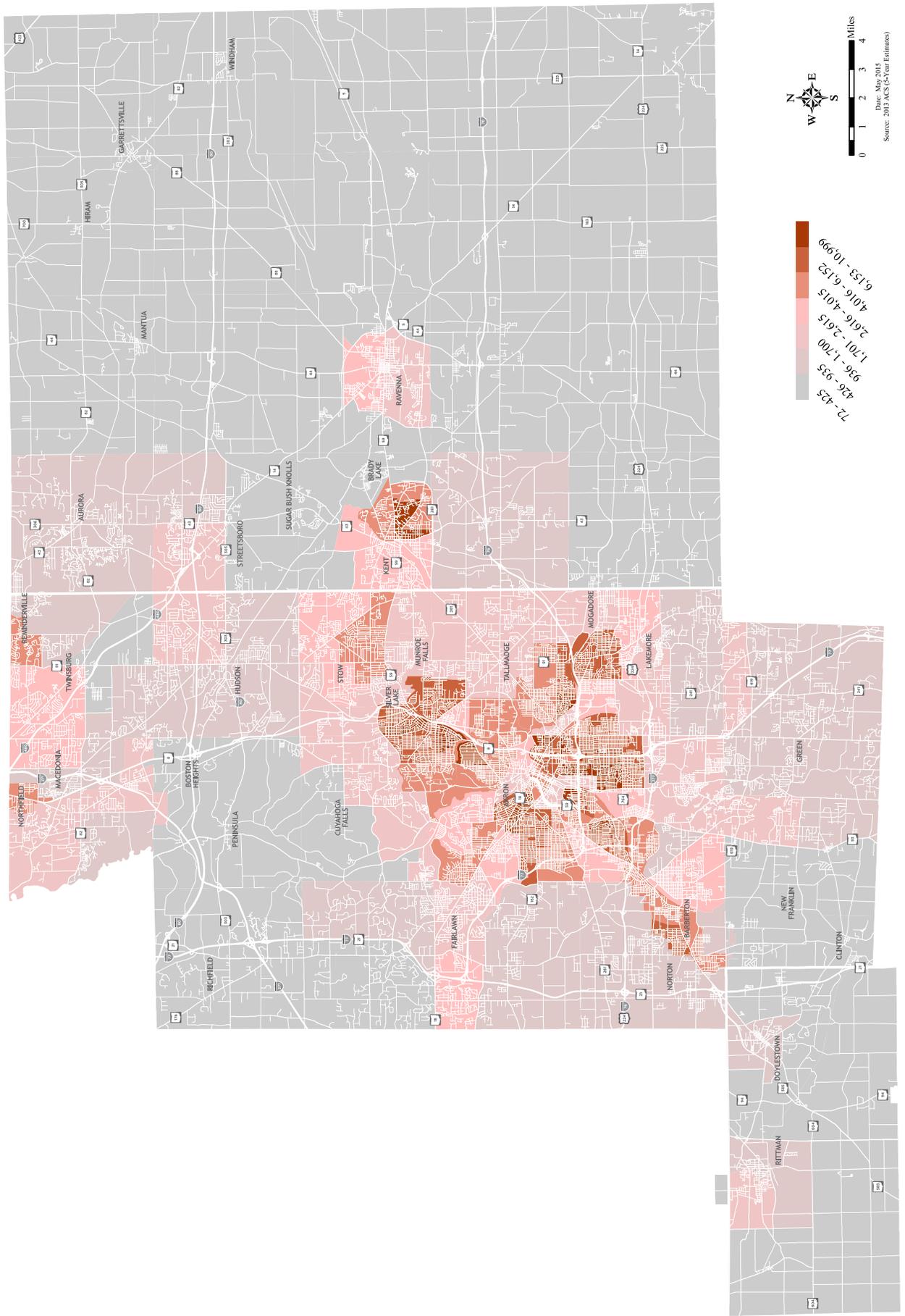
Rural areas consist of large tracts of agricultural, park or vacant land. Housing is predominantly along country roads and is very low-density and auto-dependent. There are no sidewalks and transit is limited to individual door-to-door service.

Appendix D - Maps & Demographics

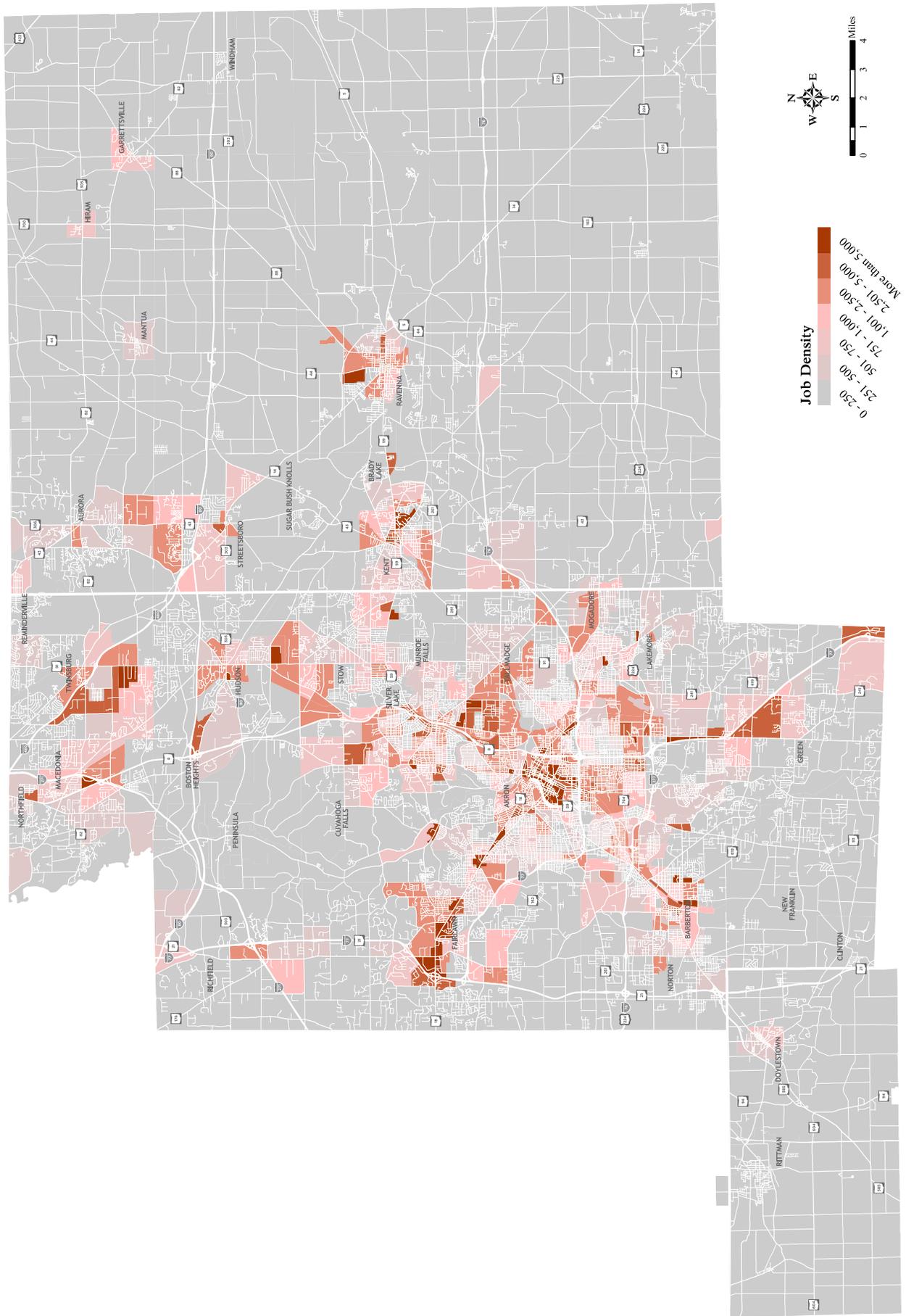
The following pages include maps depicting data that was used in the development of the Pedestrian Plan and will continue to be used for implementation within projects throughout the years to come.

AMATS Population Change 2010 - 2040	43
Population Density (People / Square Mile) by Census Tract	44
AMATS Employment Change 2010 - 2040	45
2010 Job Density	46
AMATS Area Schools	47
Percent Low Income Population by Census Tract	48

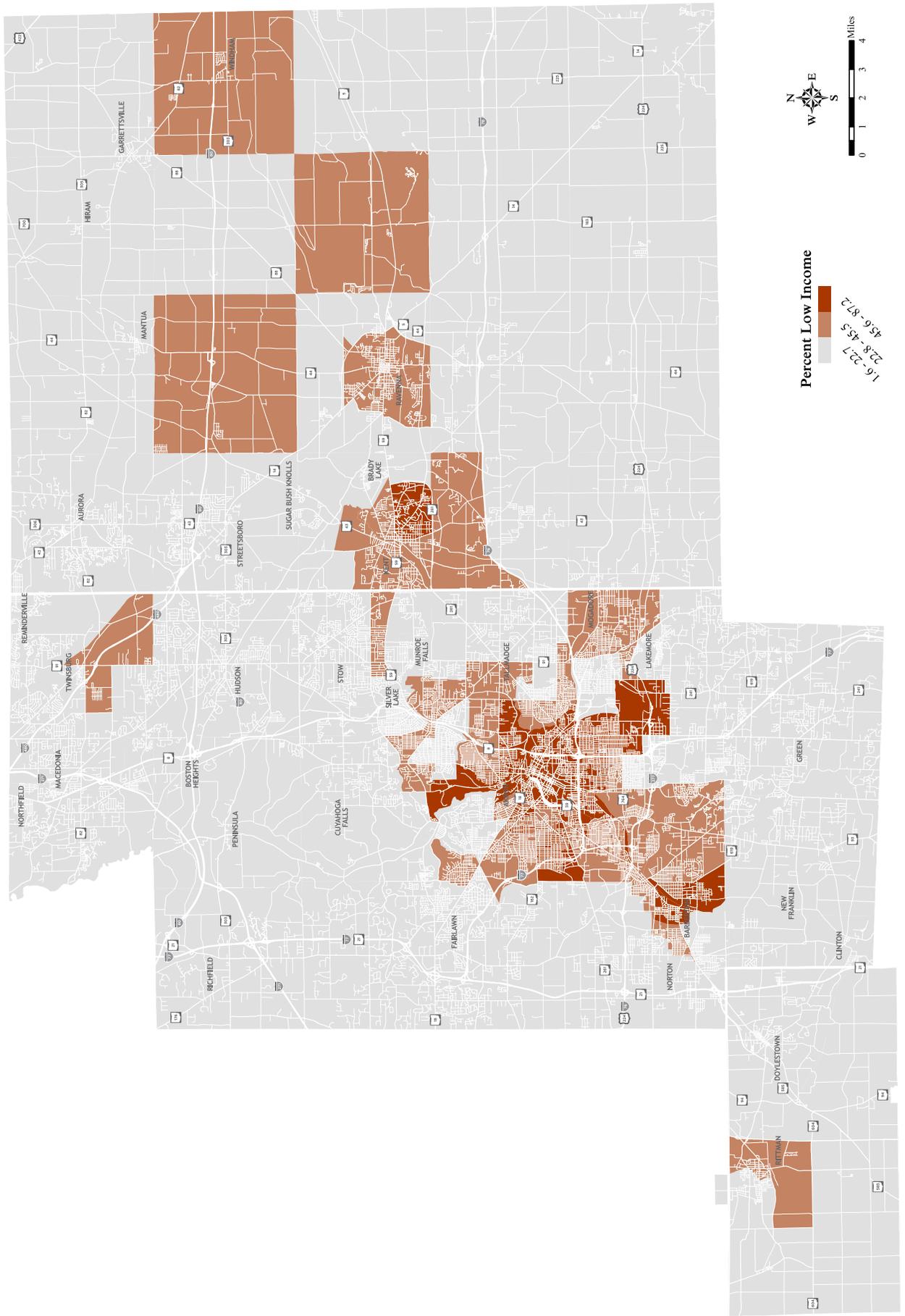
Population Density (People / Square Mile) by Census Tract



2010 Job Density



Percent Low Income Population by Census Tract



2016 AMATS COMMITTEE MEETINGS

January

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

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	19	20	21	22	23	24
25	26	27	28	29	30	

July

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

September

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

October

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

December

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