RECOMMENDATIONS

Over the past four years, AMATS has completed a number of reports and studies analyzing greater Akron's transportation system. This analysis has led to a number of recommendations to improve and strengthen the area's transportation network. Recommendations included in *Transportation Outlook 2035 (TO2035)* include infrastructure improvements as well as policies intended to ensure our system remains an asset to the region from now until 2035.

TO2035 includes highway, transit, bicycle and pedestrian infrastructure and policy recommendations. The recommendations included in *TO2035* are financially constrained and conform to federal air quality requirements.

HIGHWAY RECOMMENDATIONS

Highways are the most critical element of the region's transportation system. The recommendations contained in *TO2035* aim to preserve the existing system as well as improve the safety and efficiency of the system. The following section contains policy and highway infrastructure recommendations to improve and maintain the region's highway network.

Funding

AMATS receives federal transportation dollars to fund highway improvements. These funds can be used for many types of projects including resurfacing, turn lanes and traffic signals, and major widening projects.

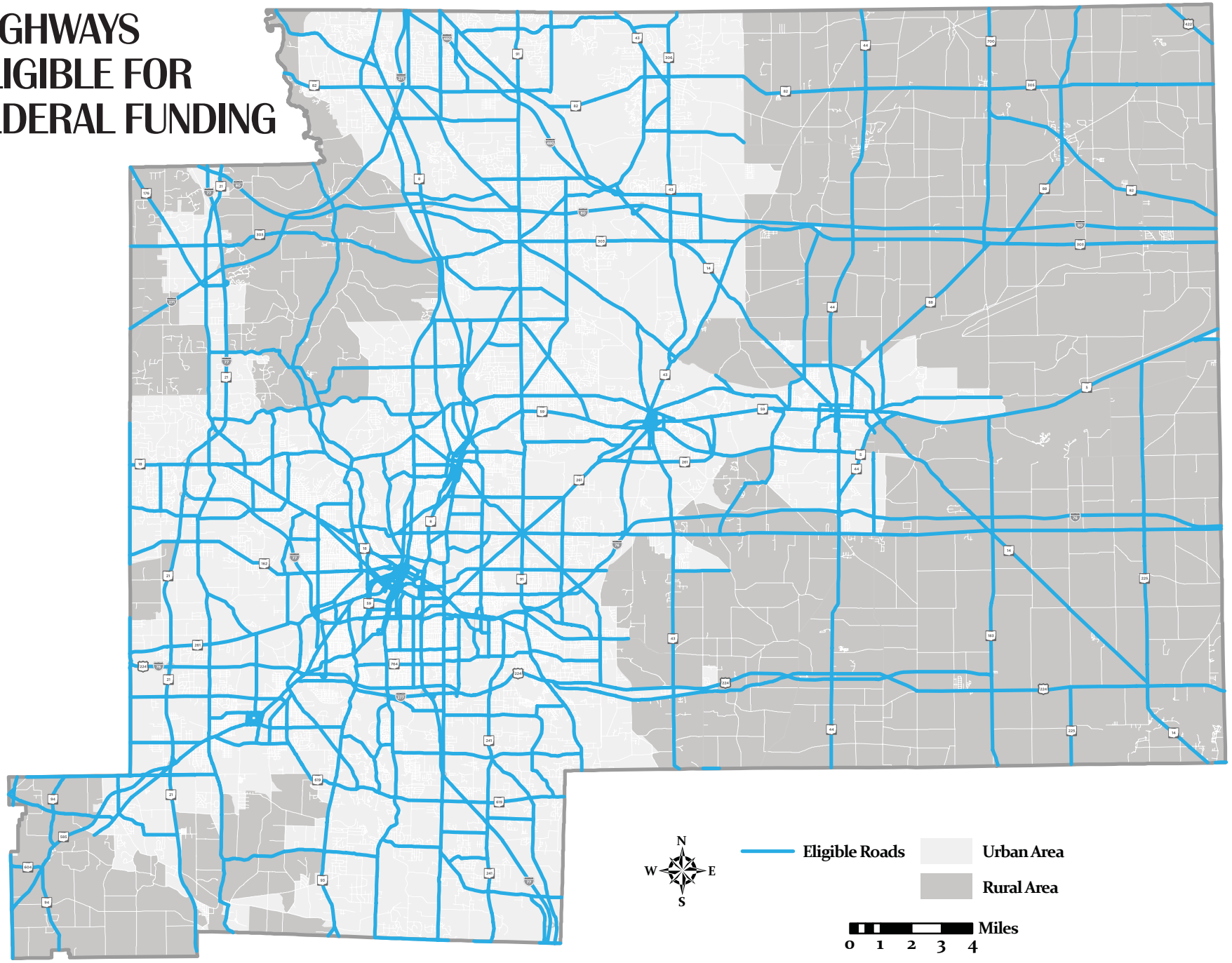
The agency's funding comes from two major sources, the Surface Transportation Program (STP) and the Congestion Mitigation/Air Quality Program (CMAQ). The STP program is the most versatile type of funding and can be used on any type of project. CMAQ funding can only be used on projects which improve air quality and relieve congestion.

Federal funds may only be invested on roadways that are contained in the Federal Functional Classification of Highways (p. 55). Local roadways (like streets in a residential subdivision) are not eligible for funding.

AMATS receives around $15 million annually for highway improvements. While this funding is a substantial source of revenue for highway projects, it is not the only funding available. ODOT receives funds from federal and state gasoline taxes. Counties and municipalities also receive federal and state funding. Discretionary funding, also known as earmarks, can be made available for highway projects when written into federal legislation.

Any highway project using federal funding must be consistent with *Transportation Outlook*, regardless of whether AMATS provided the funding. *Transportation Outlook* is important because it gives the authority to local officials to collectively determine how federal funds are spent.

HIGHWAYS ELIGIBLE FOR FEDERAL FUNDING



RECOMMEDATIONS

Fix-It-First

The importance of maintaining and preserving the existing highway system cannot be understated. Over the past 60 years the United States has developed an incredible roadway network that has allowed the efficient movement of people and goods. In the last few years it has become apparent that the system we have built is beginning to deteriorate.

In 2012, AMATS estimated that to maintain the existing system through 2035 would cost $2.5 billion. These cost estimates have increased by over $300 million since AMATS last completed the study in 2009. Most of the cost increase is due to the continued inflation in construction costs. The longer large preservation projects are put off, the more expensive they become.

TO2035 recommends a regional Fix-It-First policy. Since 2008, AMATS has devoted 20 percent of its funds for a local resurfacing program. This program has been incredibly successful and popular throughout the region. AMATS will continue this program and recommends providing additional AMATS Surface Transportation Funds for the program.

Regional Pavement Condition Rating Program

Because preservation is such an important element of *TO2035*, it requires that data be collected to identify the region's greatest preservation needs. AMATS recommends that the region formally adopts a pavement condition rating program to uniformly rate the pavement conditions in the region. This program will drastically help AMATS identify projects as well as evaluate the health of the entire regional system.

Operational and Safety Projects are Consistent with Transportation Outlook 2035

While it is important to develop a plan for the next 20 years, it is also necessary to provide flexibility to the planning process to allow for unseen developments. To that end, AMATS maintains its policy that projects that improve safety conditions or contain operational improvements are consistent with *TO2035*. This includes railroad grade separation projects. AMATS has set aside $30 million over the next 22 years for unspecified safety and operation improvements.

Reduce Congestion by Promoting Carpooling and Other Alternative Modes of Transportation

While congestion is not the main focus of *TO2035*, it is still an important issue that can negatively impact the transportation system. In order to help curb congestion, AMATS will continue to promote *Ohio Rideshare*[1] and *Switching-Gears*[2]. *Ohio Rideshare* is a website that allows users to find carpool partners to share rides with to and from work. *Switching-Gears* is a bicycle advocacy website that promotes bicycle commuting in the region.

Complete Streets Policy

TO2035 recommends creating a complete streets policy as part of the AMATS Funding Policy Guidelines. The complete streets policy should ensure that communities are considering pedestrians, bicyclists and transit riders when they develop a highway infrastructure project.

Update to the Connecting Communities Initiative

In 2010, AMATS completed the *Connecting Communities Initiative – A Guide to Integrating Land Use and Transportation*. While the slow economy has hampered housing and commercial development, it is important that such developments consider the impacts they can cause the transportation system and vice versa. *TO2035* recommends updating the *Connecting Communities* report to evaluate how the region has changed in the last three years and how AMATS can continue to promote land use and transportation integration.

1 *www.OhioRideshare.com*
2 *www.Switching-Gears.org*

$4.3 Billion of Highway Transportation Infrastructure Investments

TO2035 recommends over $4.3 billion of highway infrastructure investments through 2035. This funding includes over $2.5 billion for preservation of the existing system. Over $300 million is recommended for Akron's Central Interchange and Main/Broadway interchange and includes $118 million for specific projects throughout greater Akron.

The table on page 58 shows projects recommended in *TO2035*. All projects are financially constrained and conform to air quality requirements.

Beaver Construction. Kent, OH. 2013.

HIGHWAY RECOMMENDATIONS

Freeway Recommendations

ID	Location	Recommendation	Limits	Description	Purpose and Need	Current Cost
1	Akron	I-76/77	Main / Broadway Interchange	Reconfigure	(ODOT Trac)	$ 97,000,000
2	Akron	I-76/77	RT 8 (Central Interchange)	Reconfigure	(ODOT Trac)	$ 196,800,000
3	Multiple Communities	I-76	Medina County Line to State St	Widening	Capacity	$ 100,000,000
4	Akron	SR 8	Perkins St to E Glenwood Ave	Bridge Replacement	Preservation	Preservation
5	Akron	SR 59 (Innerbelt)	W Cedar St to N Howard St	Study	Improve Traffic Flow	$ 250,000
						$ 394,050,000

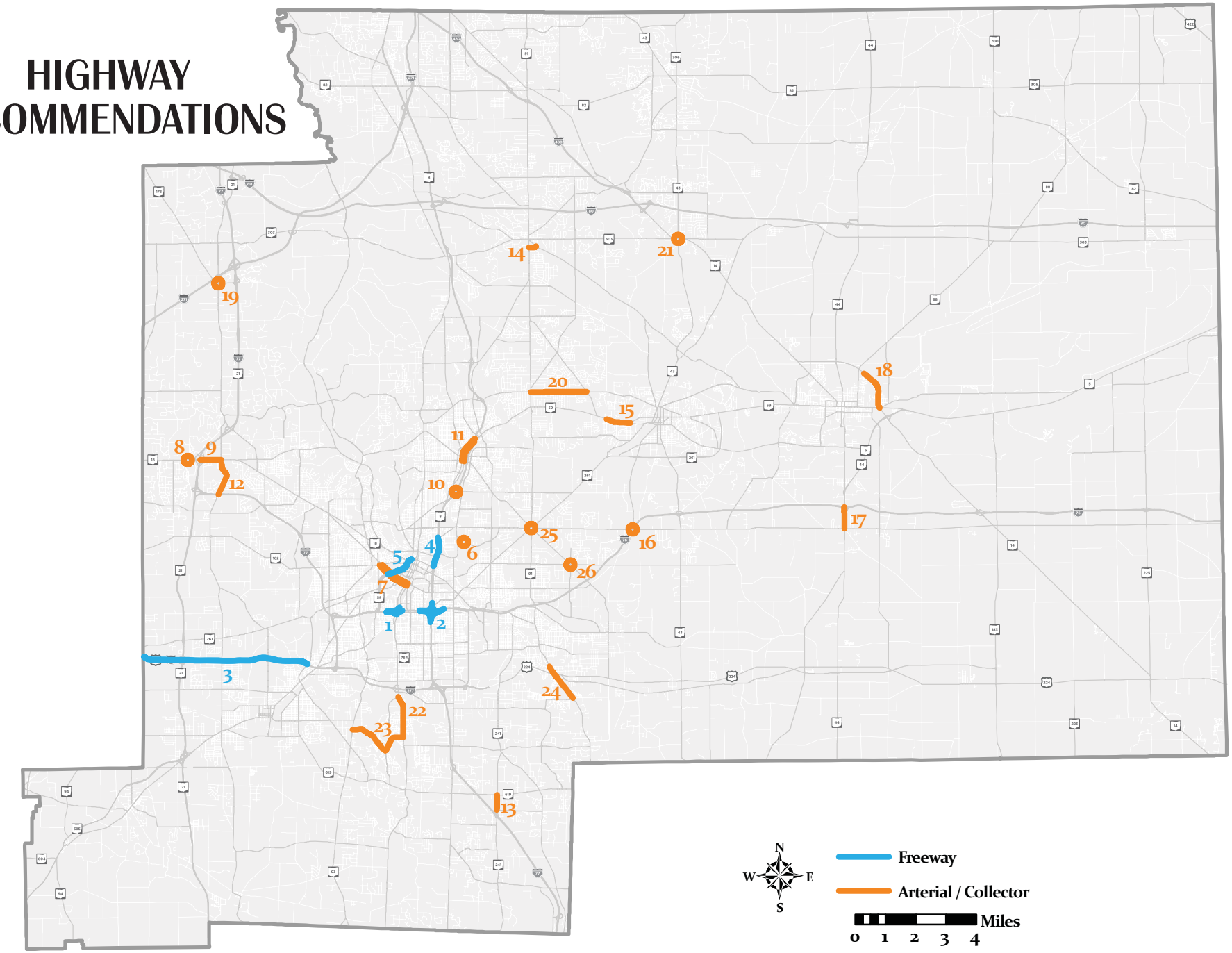
Arterial and Intersection Recommendations

ID	Location	Recommendation	Limits	Description	Purpose and Need	Current Cost
6	Akron	Evans Ave	Akron Secondary / CSX	Bridge Grade Separation	Improve Safety	$ 8,000,000
7	Akron	Cedar St / Exchange St	S Maple St to S Broadway St	Reconfigure to two-way traffic	Improve Traffic Flow	$ 5,000,000
8	Copley	SR 18	Heritage Woods Dr to Montrose West Ave	Relocate Montrose West Ave to Heritage Woods Dr	Alleviate Congestion / Improve Safety	$ 9,000,000
9	Copley / Fairlawn / Bath	SR 18	Heritage Woods Dr to S Smith Rd	Montrose Traffic Study	Improve Traffic Flow	$ 250,000
10	Cuyahoga Falls	SR 8	Howe Ave Interchange	Reconfigure Howe Ave Interchange	Improve Traffic Flow	$ 30,000,000
11	Cuyahoga Falls	Front St / Second St	Broad Blvd to SR 8	Traffic Study - Reconfigure to two-way traffic	Improve Traffic Flow	$ 250,000
12	Fairlawn	Cleveland-Massillon Rd	I-77 to Brookwall Dr	Widen	Alleviate Congestion	$ 5,200,000
13	Green	Massillon Rd	Raber Rd to SR 619	Widen to five lanes	Alleviate Congestion	$ 5,000,000
14	Hudson	Oviatt St Connector	S Main St to Ravenna St	New Road	Alleviate Congestion / Improve Traffic Flow	$ 8,500,000
15	Kent	SR 59	Kent W Corp Line to W Main St	Reconstruct, Turn Lanes, Signal Coordination	Alleviate Congestion	$ 4,500,000
16	Portage County	Tallmadge Rd	I-76 Interchange	Interchange	Improve Safety / Improve Traffic Flow	$ 4,300,000
17	Portage County	SR 44	Tallmade Rd (CR 18) to I-76	Traffic Study	Improve Safety	$ 250,000
18	Ravenna	SR 14/44	SR 59 (E Main St) to N Freedom St (SR 88)	Traffic Study	Improve Safety	$ 250,000
19	Richfield	SR 176 (Wheatley Rd)	Brecksville Rd Interchange	Operational Improvements	Alleviate Congestion	$ 1,000,000
20	Stow	Graham Rd	SR 91 (Darrow Rd) to Fishcreek Rd	Additional Capacity, Operational Improvements	Alleviate Congestion	$ 6,400,000
21	Streetsboro	SR 14/303	SR 43 Interchange	Streetsboro Town Center Study	Alleviate Congestion / Improve Safety	$ 250,000
22	Summit County	S Main St	Portage Lakes Dr to N Turkeyfoot Rd	Reconstruction	Preservation	$ 10,200,000
23	Summit County	Portage Lakes Dr	Manchester Rd to S Main St	Roadway and Erosion Study	Improve Traffic Flow	$ 100,000
24	Summit County	Canton Rd	Sanitarium Rd to Farmdale Rd	Operational Improvements, Loons, Reconstruct	Preservation	$ 10,000,000
25	Tallmadge	SR 91	Tallmadge Circle	Bypass	Improve Safety	$ 8,000,000
26	Tallmadge	Southeast Ave	Eastwood Ave / S Munroe Rd Interchange	Roundabout	Improve Safety	$ 2,000,000
	Regionwide	Bike and Pedestrian		Unspecified Improvements	Bike and Pedestrian Improvements	$ 30,000,000
	Regionwide	Safety and Operational		Unspecified Improvements	Improve Safety / Improve Traffic Flow	$ 20,000,000
	Regionwide	Transit		Unspecified Improvements	Transit Improvements	$ 16,400,000
						$ 184,850,000

Highway Recommendations

Total Current Cost	**$ 578,900,000**

HIGHWAY RECOMMENDATIONS



TRANSIT RECOMMENDATIONS

The availability of a comprehensive, reliable transit network is key to helping those who lack, or are unable to use, automobile transportation to get to work, have access to shopping and services and complete other important daily tasks. A convenient transit network can also draw choice-riders: those who have access to automobiles, but choose to use transit for reasons of affordability and convenience. The recommendations contained in *TO2035* will work to preserve the existing transit system, provide enhanced service in key high-volume corridors and allow for strategic expansion into new communities that contain high densities of jobs, retail and other attractions.

Funding

AMATS receives federal transportation dollars to fund transit projects and improvements. Most of this federal transit funding comes from programs specifically dedicated to transit, although transit may also receive a portion of the funds from certain programs typically focused on highways.

Federal transit funds are typically used for capital expenses, such as for the purchase of new buses, bus shelters, preventive maintenance and garage or office facilities. Operating expenses, such as bus operator salaries and fuel, are typically paid for through local sources (county-wide transit-dedicated sales taxes, fare box revenues, etc.). However, certain funding programs may be used to supplement operating expenses on a limited basis.

The Federal Transit Administration's (FTA) Urbanized Area Formula Program (Sec. 5307) is the largest source of federal transit funding. The FTA uses a formula to allocate funding to urbanized areas throughout the country. AMATS receives approximately $6.6 million annually for the Akron Urbanized Area, and an additional $600-700,000 portion for areas lying within the Cleveland Urbanized Area. These funds are split between METRO RTA and PARTA, generally in proportion to their respective county's share of the total regional population.

The Congestion Mitigation/Air Quality Program (CMAQ) provides funds that may be used on projects demonstrating an improvement in air quality and congestion reduction. Although the majority of this funding is typically programmed with regional highway projects, AMATS traditionally dedicates a portion to local transit projects.

Other federal transit funding programs include the Specialized Transportation Program (Sec. 5310), which allocates funding to public transit agencies and non-profit providers of transportation to aid in the transportation of older or disabled individuals, and the Transportation Alternatives Program (TAP), which may be used by transit agencies to improve non-driver access to public transportation.

Other sources of transit funding are periodically made available from the federal government or the Ohio Department of Transportation, often in the form of competitive grant programs. The FTA's State of Good Repair program is one such example, and has been used by METRO and PARTA to purchase several new buses in recent years.

Any transit project using federal funding must be consistent with *TO2035*, regardless of whether AMATS provides the funding.

RECOMMENDATIONS

Fix-It-First

The majority of federal transit funding will be used to preserve the existing transit network, assets and supporting facilities in the AMATS region. Transit service isn't useful unless it is predictable and dependable. *TO2035* continues AMATS' longstanding policy of working with METRO and PARTA to ensure that they have the resources necessary to maintain existing levels of service and continue to serve their existing customer base.

Service Enhancement

To achieve the most efficient use of the existing public transportation system, additional ridership needs to be drawn in. Enhancing the existing service, particularly in corridors containing dense employment, attractions and residential areas, is one way of attracting new ridership. Decreasing the waiting time between buses, expanding the hours and days of service, and providing safe, attractive and comfortable waiting environments are all potential strategies to attract additional transit users. *TO2035* recommends that AMATS work with METRO and PARTA to explore and implement these and other strategies, whenever practical.

Cross-County Service

Since most transit agencies are funded primarily through county-wide transit-dedicated sales taxes, they face significant political pressure to confine service within the county borders. Philosophically, the primary role of a transit agency should be to get their ridership to wherever it is that they need to go. Northeast Ohio is a region of many counties and overlapping urban areas, and the demand to travel between them is significant. METRO, PARTA and SARTA (the Stark County/Canton public transit agency) currently provide service to limited cross-county destinations. *TO2035* recommends a more integrated, regional transit network – between Summit and Portage Counties and beyond.

Coordination

AMATS is dedicated to ensuring that all the region's transportation assets are working together, achieving maximum operational and financial efficiency. Coordination between multiple transit agencies, social service agencies and other providers of transportation is key to realizing this goal. Increasing the efficiency of the region's demand-response transportation services for the elderly and those with disabilities is of utmost importance. AMATS has helped fund NEO Ride – an effort (led by PARTA) to build a software platform in which all participating agencies may coordinate the use of their individual assets to move passengers wherever they need to go, and in the most efficient, cost-effective way possible. *TO2035* recommends that AMATS should continue to support this important endeavor.

Rail Portfolio Preservation

METRO RTA currently holds a portfolio of rail corridors which connect Akron to other key cities, both within the AMATS region and beyond. Although passenger rail does not seem feasible in the foreseeable future, there has been documented interest in the implementation of freight operations within METRO's right-of-way. Whatever the end result may be – freight rail, passenger rail or as multi-use pedestrian and bicycle trails – AMATS feels that it is important to maintain a public right-of-way in these key regional corridors. *TO2035* recommends nearly $3 million in rail improvements to preserve these vital regional assets.

$1.7 Billion of Public Transit Investment

TO2035 recommends over $1.7 billion of investment in the region's public transportation system through 2035. Of that investment, $1.4 billion will be dedicated to general operating expenses of the existing system, $240 million will be reinvested to preserve the existing system and approximately $76 million will be allocated toward expansion of the regional public transportation system.

The table on the following page shows the projects recommended in *TO2035*. All projects are financially constrained and conform to air quality requirements.

TRANSIT RECOMMENDATIONS

METRO

Annual Operating Expenses - Base Service	**$**	**(38,443,000)**

Capital Costs - Base Service	**$**	**(10,500,000)**
Chapel Hill Turnaround		
Maintenance Facility		
Intermodal Facility Rehab		
Ghent Park and Ride Lot Rehab		
Fuel Facility		
Annual Bus Fleet Expenditures		
Bus Shelter and Stop Enhancements		

Annual Operating Expenses - Additional Service	**$**	**(3,372,000)**
West Market St - Arlington		
Copley Rd		
Kenmore		
Howard - State St		
Twinsburg - Macedonia		
Northern Summit		
Southern Summit		

Capital Expenses - Additional Service	**$**	**(9,800,000)**
West Market St - Arlington		
Copley Rd		
Kenmore		
Howard - State St		
Twinsburg - Macedonia		
Northern Summit		
Southern Summit		
Park and Ride Facilities		
Sandyville Rail Line Bridge Replacements		
Akron Secondary Rail Line Barlow and Seasons Rd Upgrade		

Total Current Cost	**$**	**(62,115,000)**

PARTA

Annual Operating Expenses - Base Service	**$**	**(8,000,000)**

Capital Expenditures - Base Service	**$**	**(1,550,000)**
Annual Bus Fleet Expenditures		
Bus Shelter and Stop Enhancements		

Annual Operating Expenses - Additional Service	**$**	**(280,000)**
Additional Saturday and Sunday Service on existing routes		
Ravenna to Streetsboro Service		

Capital Expenses - Additional Service	**$**	**(2,500,000)**
Kent Central Gateway Rehab		
Ravenna to Streetsboro Service		
Streetsboro Park and Ride Lot		

Total Current Cost	**$**	**(12,330,000)**

Coordinated Public Transportation Programs

Cross-County Service Feasibility Study	$	(250,000)
Stow-Kent Transfer Facility	$	(1,000,000)

Coordinated Public Transportation Human Services Programs		
Annual 5310 Program / Mobility Management Program	$	(250,000)

Total Current Cost	**$**	**(1,500,000)**

Transit Recommendations

Total Current Cost	**$**	**(75,945,000)**

BICYCLE & PEDESTRIAN RECOMMENDATIONS

Bicycle and pedestrian facilities are an important part of the transportation system as both a transportation choice and a recreational amenity. They are a sustainable alternative to driving and improve access and mobility for many people. More than just a pleasant amenity, the bikeability and walkability of a community have direct economic, health, social and environmental impacts. Making the greater Akron area a more bicycle and pedestrian friendly region will connect people and places, promote a healthy lifestyle and stimulate positive economic impacts.

Interest in bicycling and walking as an alternative to driving has continued to grow. In 2012, AMATS completed a Bike Plan and a Pedestrian Plan. These plans represent a significant shift in the region's and AMATS' priorities and investments. Bike planning in the region has historically focused on recreational trails, such as the Ohio & Erie Canal Towpath Trail, while pedestrian planning and improvements have typically been an afterthought. Creating and promoting complementary on-road bike facilities, such as bike lanes, is now also a regional priority as well as enhancing the region's pedestrian environment and facilities.

The recommendations contained in *TO2035* will expand the on-road and off-road (trails) bike system and the pedestrian system through additional facilities as well as make safety improvements. The following section contains policy and infrastructure recommendations to improve the region's bike and pedestrian network.

Funding

AMATS receives federal funding for bicycle and pedestrian improvements through the Transportation Alternatives (TA) program, formerly known as the Transportation Enhancements (TE) program. This funding provides approximately $1 million each year that can be used for bike and pedestrian improvements.

Due to the cost of bike and pedestrian infrastructure, AMATS funding usually cannot pay for an entire trail, bike lane or sidewalk. Most regional bike and pedestrian infrastructure have been paid for using a variety of federal, state and local sources. While AMATS continues to provide funds for bike and pedestrian projects, the most successful projects leverage additional funds. Member communities are expected to seek additional funding.

Any bicycle or pedestrian project using federal funds must be consistent with *Transportation Outlook 2035*, regardless of whether AMATS provided the funding. *TO2035* is important because it gives local officials the authority to collectively determine how federal funds are allocated.

Robert A. Walker. Kent, OH. 2013.

RECOMMENDATIONS

Bicycle and Pedestrian Projects are Consistent with Transportation Outlook 2035

While it is important to develop a long-range plan, it is also necessary to provide flexibility in the planning process to allow for unseen developments. To that end, it is AMATS' policy that projects that increase bicycle and pedestrian use as an alternate mode of transportation and that improve safety conditions are consistent with *TO2035*.

Promote Bicycling as a Viable Transportation Choice

Bicycling is an important part of a sustainable and comprehensive transportation system. Traditionally, AMATS has focused bicycle improvements on off-road trails. While trails are a popular amenity, planning for and investing in on-road infrastructure is critical to making bicycling an alternative to driving. AMATS has been encouraging on-road biking through several initiatives. AMATS created a *Bike User Map* to help cyclists plan rides in the region, based on their individual comfort level and ability. The *Bike User Map* rates major area roadways and encourages cyclists of all abilities to ride on roadways that best suit their individual skill levels. AMATS also launched Switching-Gears.org, devoted to improving and supporting bicycling in the region. The website will provide a regional public forum for cyclists, to receive feedback on AMATS initiatives and to create a centralized place for bicycling information, such as routes and local rides.

Encourage Pedestrian Friendly Design

Whereas sidewalks and crosswalks form the physical pathways to facilitate pedestrian activity, pedestrian friendly design is the general term used to describe the aesthetic treatments available to create an environment or "place" that pedestrians desire to go to. There are no cut-and-dry formulas for the implementation of good pedestrian design – community context is very important. Pedestrian friendly design could include a streetscape that provides a mix of things to do, has street furniture or public art and has buildings up to the street with parking in the back.

Create Pedestrian Improvement Overlay Zones

AMATS should develop multiple pedestrian improvement overlay zones, which will designate areas of particular concern in regards to potential for pedestrian and automobile conflicts. These are most likely to include major retail/commercial areas located in suburban or exurban areas, which exhibit high potential for pedestrian attraction, yet see very little of this activity due to a dangerous environment. Areas located within pedestrian improvement zones should incorporate pedestrian friendly design in new developments, and retrofit existing developments with pedestrian improvements.

"pedestrian friendly design is the general term used to describe the aesthetic treatments available to create an environment or "place" that pedestrians desire to go to"

Stemnock, Suzanne. Kent, OH. 2013.

Rudlosky, Bill. Kent, OH. 2013.

Encourage Completion of Sidewalk/ Crosswalk Gaps

As part of its pedestrian planning process, AMATS analyzed the regional pedestrian infrastructure network, particularly along existing and proposed transit lines. Transit lines serve as an excellent proxy to determine where sidewalks and crosswalks are needed, because they run along federally classified roads (the only ones eligible for AMATS funding), through areas of high population and employment density, and are corridors which contain high levels of pedestrian activity. Recommendations are not limited to sidewalks along transit lines, however. All communities in the AMATS region were analyzed, and any significant gaps were included.

Bicycle and Pedestrian Count Program

Lack of documentation on usage and demand is one of the challenges facing bicycle and pedestrian investments. It is important to have accurate and consistent data to analyze the need and target locations for future facilities and measure the benefits of investments. In 2012, AMATS completed its first year of bicycle and pedestrian counts for the region using the National

Bike and Pedestrian Documentation Project (NBPD) method. AMATS partnered with the City of Akron and Kent State University to complete three counts in approximately ten locations. AMATS will continue to grow the program and partner with more communities and organizations to improve documentation on the use and demand of bicycle and pedestrian facilities in the region.

Bike-N-Brainstorm

AMATS has begun Bike-N-Brainstorm events where we partner with communities to engage cyclists on a particular corridor to make it more bicycle friendly. Participants ride in a group along an on-road route, stopping at various points to discuss how to ride on the road safely and potential improvements for different areas. After the ride, a brainstorming session is held to discuss improvements to make the corridor safer for bicyclists and encourage biking. AMATS, partnering with the City of Akron, hosted two successful Bike-N-Brainstorm events in 2012 and will continue the program into 2013, partnering with additional organizations.

Benchmarking

Benchmarking is used to measure performance to compare one's self or agency with others to identify strengths and weaknesses, and to learn how to improve. It can also be used to identify and adopt best practices and track progress. AMATS began benchmarking the area's existing bike network to that of other cities of similar size, demographics and weather conditions, including Madison, WI, Ann Arbor, MI, Grand Rapids, MI, Dayton, OH and Rochester, NY. Miles of bike lanes, miles of trails and innovative infrastructure were used as indicators for comparison. By far, Madison has been the most successful in developing bike infrastructure, with Ann Arbor a close second and Akron significantly lagging. Looking to these cities for best practices will help the AMATS area further develop the existing bicycle network.

$30 Million of Bicycle and Pedestrian Investments

TO2035 recommends $30 million of bicycle and pedestrian improvements through 2035. This funding includes on-road bicycle improvements, such as bike lanes, and pedestrian improvements, as well as bicycle trails.

The table on the following page shows the bicycle and pedestrian projects recommended in *TO2035*. All projects are financially constrained and conform to air quality requirements.

Bike-N-Brainstorm

BICYCLE RECOMMENDATIONS

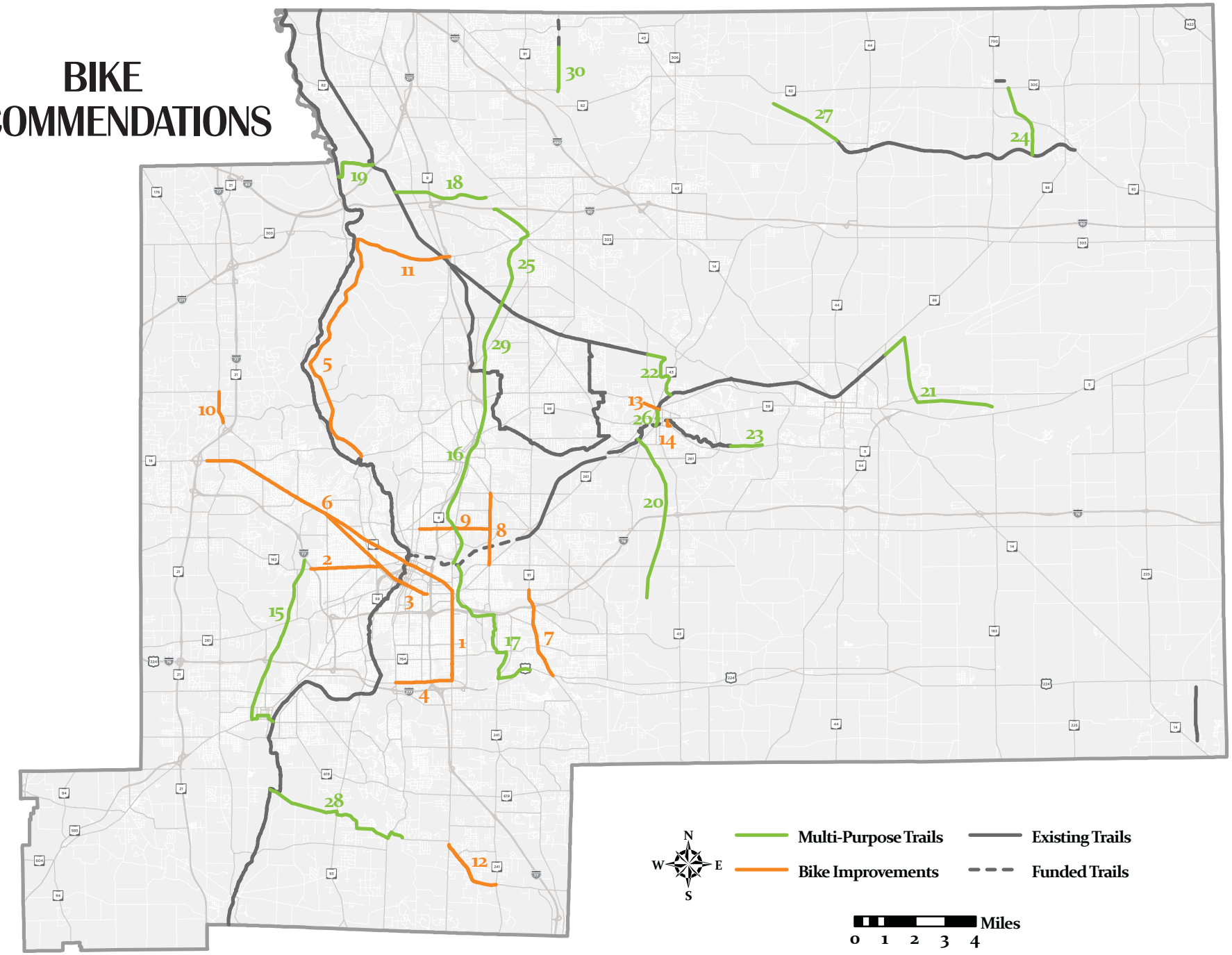
On-Road Bike Recommendations

Map #	*Community*	*Road*	*Limits*	*Miles*	*Type*
1	Akron	S Arlington St	E Waterloo Rd to E Market St	2.90	Bike Improvements
2	Akron	Copley Rd	I-77 to W Exchange St	2.20	Bike Improvements
3	Akron	Exchange St	S Hawkins Ave to Spicer St	4.20	Bike Improvements
4	Akron	Waterloo Rd	S Main St to S Arlington St	1.80	Bike Improvements
5	Akron / Boston Township / Cuyahoga Falls / Peninsula	Akron Peninsula Rd	N Portage Path to SR 303	8.50	Bike Improvements
6	Akron / Fairlawn	W Market St	Springside Dr to N Arlington St	9.30	Bike Improvements
7	Akron / Springfield Township	Canton Rd	E Waterloo Rd to Newton St	3.00	Bike Improvements
8	Akron / Tallmadge	Brittain Rd	Eastwood Ave to Howe Ave	2.40	Bike Improvements
9	Akron / Tallmadge	Tallmadge Rd	N Main St to Brittain Rd	2.30	Bike Improvements
10	Bath	Cleveland-Massillon Rd	Ghent Rd to W Bath Rd	1.10	Bike Improvements
11	Boston Heights / Peninsula	SR 303	Akron Peninsula Rd to Chittenden Rd	3.20	Bike Improvements
12	Green	Greensburg Rd	S Arlington Rd to Massillon Rd	2.20	Bike Improvements
13	Kent	Fairchild Ave	Majors Lane to Water St	0.50	Bike Improvements
14	Kent	Summit St / Willow St	S Willow St to S Lincoln St / E Summit St to E Erie St	0.30	Bike Improvements
	Various Bike Improvements	Regionwide			
			Total Current Cost	**$**	**(701,200)**

Multipurpose Trail Recommendations

Map #	*Community*	*Trail*	*Limits*	*Miles*	*Type*
15	Akron / Barberton / Copley Township / Norton	Pigeon Creek	Towpath Trail to Copley Rd	6.59	Off-Road Multipurpose Trail
16	Akron / Cuyahoga Falls / Silver Lake	Veterans	Freedom Trail to Graham Rd	5.77	Off-Road Multipurpose Trail
17	Akron / Springfield Township	Springfield / Adam's Run	Freedom Trail to Springfield Lake / Kubler St	6.41	Off-Road Multipurpose Trail
18	Boston Heights / Hudson	Veterans (Heights-to-Hudson)	Bike and Hike Trail to W Prospect St	3.09	Off-Road Multipurpose Trail
19	Boston Township / Sagamore Hills Township	Stanford	Towpath Trail to Bike and Hike Trail	1.59	Off-Road Multipurpose Trail
20	Brimfield Township / Kent	Mogadore Lake	Mogadore Lake to Portage Hike and Bike Trail	5.60	Off-Road Multipurpose Trail
21	Charlestown Township / Ravenna Township	Portage Hike and Bike	Portage Hike and Bike Trail to Rock Spring Rd	5.52	Off-Road Multipurpose Trail
22	Franklin Township / Kent	Portage Hike and Bike	Portage Hike and Bike Trail (Crain Ave) to Bike and Hike Trail (Hudson Rd)	2.26	Off-Road Multipurpose Trail
23	Franklin Township / Kent / Ravenna Township	Portage Hike and Bike	Esplanade / Dix Stadium to Lakewood Rd	1.05	Off-Road Multipurpose Trail
24	Hiram / Hiram Township	Hiram Extension	SR 305 to Headwaters Trail	2.49	Off-Road Multipurpose Trail
25	Hudson	Veterans	Seasons Rd to W Prospect St	4.59	Off-Road Multipurpose Trail
26	Kent	Portage Hike and Bike	Portage Hike and Bike Trail (Tannery Park) to Portage Hike and Bike Trail (Crain Ave)	0.60	Off-Road Multipurpose Trail
27	Mantua Township	Headwaters	Chamberlain Rd to Mennonite Rd	2.43	Off-Road Multipurpose Trail
28	New Franklin	Southern	Towpath Trail to Nimisila Reservoir	7.47	Off-Road Multipurpose Trail
29	Stow	Veterans	Springdale Rd to Seasons Rd	1.84	Off-Road Multipurpose Trail
30	Twinsburg	Liberty	Cannon Rd to Post Rd	1.47	Off-Road Multipurpose Trail
			Total Current Cost	**$**	**(55,295,216)**

BIKE RECOMMENDATIONS

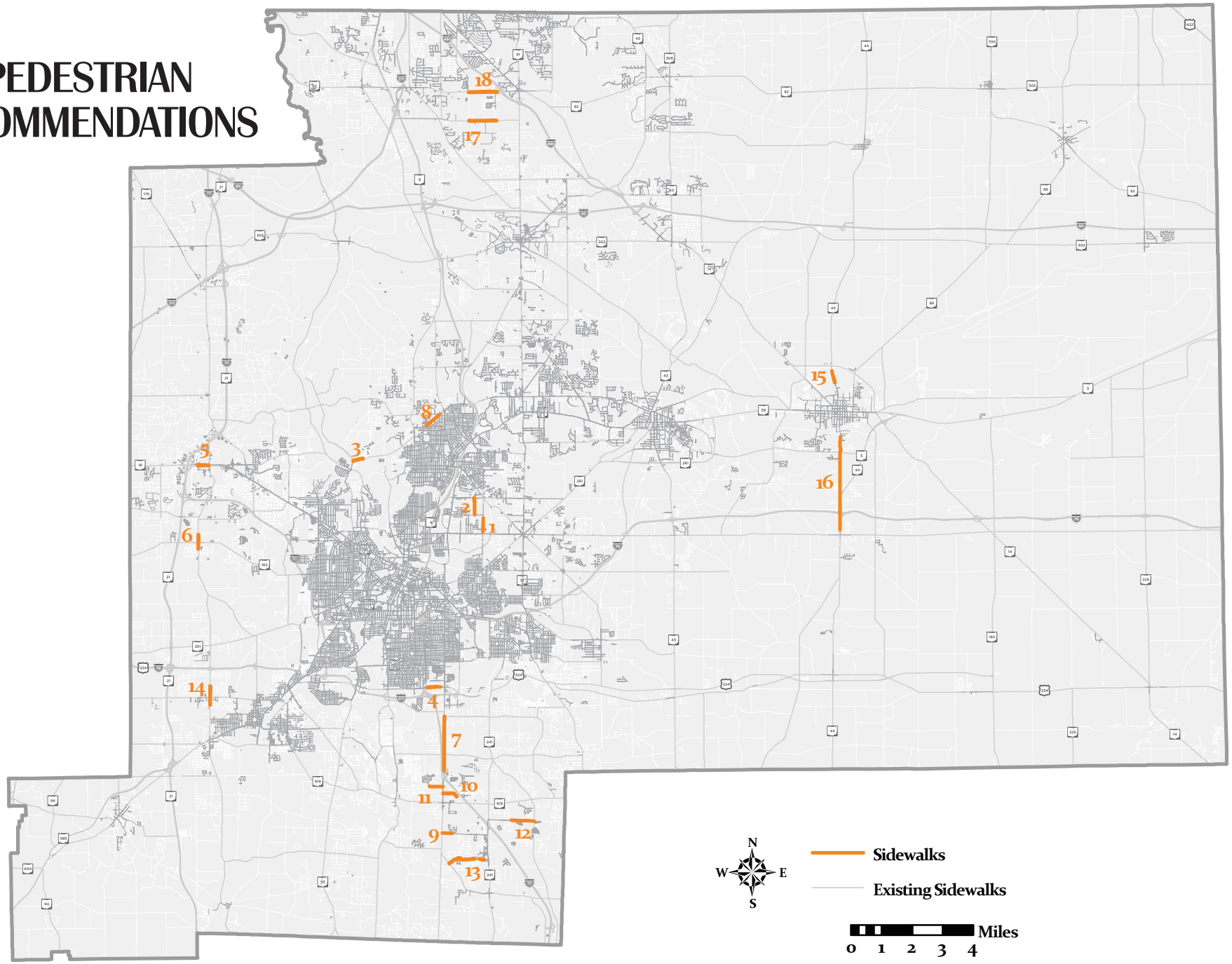


PEDESTRIAN RECOMMENDATIONS

Pedestrian Recommendations

Map #	*Community*	*Road*	*Limits*	*Miles*	*Type*
1	Akron	Brittain Rd	Tallmadge Ave to Yorkshire Dr	0.45	New Sidewalk (E Side)
2	Akron	Buchholzer Blvd	Independence Ave to Howe Ave	0.40	New Sidewalk (E Side)
3	Akron	Portage Trail	N Portage Path to Treetop Trail	0.67	New Sidewalk (N & S Side)
4	Akron	Waterloo Rd	I-77 to S Arlington St	0.83	New Sidewalk (N & S Side)
5	Bath Township / Copley Township	SR 18 / Medina Rd	Springside Dr to Cleveland-Massillon Rd	0.78	New Sidewalk (N & S Side)
6	Copley Township	Cleveland-Massillon Rd	Hammond Blvd to Commerce Dr	0.90	New Sidewalk (W Side)
7	Coventry Township / Springfield Township	S Arlington Rd	I-77 to Krumroy Rd	3.63	New Sidewalk (E & W Side)
8	Cuyahoga Falls	Graham Rd	Prange Dr to E Bath Rd	0.56	New Sidewalk (N Side)
9	Green	Boettler Rd	S Arlington Rd to Kenway Blvd	0.30	New Sidewalk
10	Green	Interstate Parkway	S Arlington Rd to terminus	0.95	New Sidewalk (N & S Side)
11	Green	Moore Rd	S Main St to S Arlington Rd	1.50	New Sidewalk (1 Side)
12	Green	Raber Rd	Massillon Rd to Kreighbaum Rd	2.30	New Sidewalk (N & S Side)
13	Green	Steese Rd	Greensburg Rd to Town Crossing Blvd	1.20	New Sidewalk (N & S Side)
14	Norton	Cleveland-Massillon Rd	Weber Dr to Shellhart Dr	1.80	New Sidewalk (E & W Side)
15	Ravenna	Chestnut St	Ravenna High School to SR 14	0.21	New Sidewalk (W Side)
16	Ravenna Township / Rootstown Township	SR 44 / S Prospect St	Rootstown Elementary School to Ravenna S Corp Line	2.98	New Sidewalk
17	Twinsburg	Highland Rd	Chamberlin Rd to Hadden Rd	1.71	New Sidewalk (N & S Side)
18	Twinsburg	SR 82	Chamberlin Rd to Wilcox Dr	1.91	New Sidewalk (N & S Side)
	Various Sidewalk Gaps	Regionwide			
			Total Current Cost	**$**	**(17,473,592)**

Bicycle and Pedestrian Recommendations

Total Current Cost	**$**	**(73,470,008)**

PEDESTRIAN RECOMMENDATIONS