Akron Metropolitan Area Transportation Study
Policy Committee
The Venue
10 Tallmadge Circle
Tallmadge, Ohio 44278

Thursday, May 16, 2024
1:30 p.m.

Agenda

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

2. **Minutes**
   - A. March 28, 2024 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**
   - A. AMATS *Active Transportation Plan*. – **Motion Requested** — Attachment 4A
   - B. AMATS *Areawide Roundabout Study*. – **Motion Requested** — Attachment 4B

5. **New Business**

6. **Resolutions**
   - A. **Resolution 2024-10** – Approving the FY 2025 Transportation Planning Work Program and Budget. – **Motion Required** — Attachment 6A
   - B. **Resolution 2024-11** – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan. – **Motion Required** — Attachment 6B
   - C. **Resolution 2024-12** – Certification of the Urban Transportation Planning Process. – **Motion Required** — Attachment 6C
   - D. **Resolution 2024-13** – To Add Newly Awarded Funds for METRO RTA and PARTA (FY 2024-2027 TIP Amendment #6). – **Motion Required** — Attachment 6D
   - E. **Resolution 2024-14** – Approving Amendment #7 to the FY 2024-2027 Transportation Improvement Program to add three projects, revise funding / move from group to individual project for one project and delete one project. – **Motion Required** — Attachment 6E

- MORE -

7. **Other Business**

8. **Adjournment**

Next Regular Meeting:
Thursday, August 8, 2024 - 1:30 PM
The Venue
10 Tallmadge Circle
Tallmadge, Ohio 44278

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

Akron Metropolitan Area Transportation Study
Technical Advisory Committee
The Venue
10 Tallmadge Circle
Tallmadge, Ohio 44278

Thursday, May 9, 2024
1:30 p.m.

Agenda

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

2. **Minutes**
   A. March 21, 2024 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**
   A. AMATS *Active Transportation Plan*. – **Motion Requested** — Attachment 4A

   B. AMATS *Areawide Roundabout Study*. – **Motion Requested** — Attachment 4B

5. **New Business**

6. **Resolutions**
   A. **Resolution 2024-10** – Approving the FY 2025 Transportation Planning Work Program and Budget. – **Motion Required** — Attachment 6A

   B. **Resolution 2024-11** – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan. – **Motion Required** — Attachment 6B

   C. **Resolution 2024-12** – Certification of the Urban Transportation Planning Process. – **Motion Required** — Attachment 6C

   D. **Resolution 2024-13** – To Add Newly Awarded Funds for METRO RTA and PARTA (FY 2024-2027 TIP Amendment #6). – **Motion Required** — Attachment 6D

   E. **Resolution 2024-14** – Approving Amendment #7 to the FY 2024-2027 Transportation Improvement Program to add three projects, revise funding / move from group to individual project for one project and delete one project. – **Motion Required** — Attachment 6E

7. **Other Business**

- MORE -

8. **Adjournment**

Next Regular Meeting:
Thursday, August 1, 2024 - 1:30 PM
The Venue
10 Tallmadge Circle
Tallmadge, Ohio 44278

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

Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Virtual Meeting

Thursday, May 9, 2024
6:30 p.m.

Agenda

1. **Welcome**

2. **Introductions**

3. **Items**
   A. Presentation regarding Attachment 4A – AMATS *Active Transportation Plan*.

   B. Presentation regarding Attachment 4B – AMATS *Areawide Roundabout Study*.

4. **Open Discussion**

5. **Adjournment 7:45 P.M.**
   Next Regular Meeting:
   Thursday, August 1, 2024 - 6:30 p.m.

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

Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, March 28, 2024 – 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 Jenkins called the meeting to order. The attending members constituted a quorum.

The **chairman** noted that AMATS Planning Administrator Matt Stewart would present select items in the absence of AMATS Director Curtis Baker.

B. Audience Participation

None.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the January 25, 2024 meeting.

Motion
Paul Adamson *made a motion to approve the minutes and it was seconded by* ***William B. Judge****. The motion was approved by a voice vote.*

III. Staff Reports

A. Financial Progress Report

Matt Stewart presented Attachment 3A.

Motion
Bobbie Beshara *made a motion to approve the Financial Progress Report and it was seconded by* ***Bob Finney****. The motion was approved by a voice vote.*

C. Technical Progress Report

Mr. Stewart said that FY 2024 funding applications are available for the federal Safe Streets For All (SS4A) Program. The due date to apply for implementation

grants is May 16. The due dates to apply for planning and demonstration grants are April 4 and Aug. 29.

Mr. Stewart described the new federal Active Transportation Infrastructure Investment Program. AMATS can provide Notice of Funding Availability (NOFA) information to potential applicants. An April 9 informational webinar is scheduled regarding this grant program.

AMATS plans to launch a new agency website soon.

Several input documents are being developed for the upcoming long-range *Transportation Outlook 2050*.

C. AMATS Federal Funds Report

Amy Prater presented Attachment 3C.

Ms. Prater presented tables concerning STBG, CRP, CMAQ, and TASA Funding Program and Balances dated March 11, 2024.

IV. Old Business

A. Draft Active Transportation Plan Recommendations.

Mr. Stewart presented Attachment 4A.

Motion
Paul Adamson *made a motion to approve the Draft Active Transportation Plan Recommendations and it was seconded by* ***Carol Siciliano-Kilway****. The motion was approved by a voice vote.*

V. New Business

A. *AMATS Roundabout Study* Update.

Mr. Stewart presented Attachment 5A.

Thomas Sheridan asked whether a proposed project in Hudson, which was recently discussed during a meeting with AMATS and ODOT officials, could be considered a roundabout. **Mr. Stewart** said that a category of *Potential Roundabouts* will be included in the upcoming *AMATS Roundabout Study* and that the project could be included in that category.

VI. Resolutions

A. Resolution 2024-07 – Approving Projects to be Funded under the Surface Transportation Block Grant (STBG) Program.

Ms. Prater presented Attachment 6A.

Motion
Thomas Sheridan *made a motion to approve Resolution 2024-07 and it was seconded by* ***Joe Paradise****. The motion was approved.*

B. Resolution 2024-08 – Approving Amendment #5 to the FY 2024-2027 Transportation Improvement Program to revise funding for three projects and add six new projects.

Ms. Prater presented Attachment 6B.

Motion
Carol Siciliano-Kilway *made a motion to approve Resolution 2024-08 and it was seconded by* ***William B. Judge****. The motion was approved.*

C. Resolution 2024-09 – Connecting Communities Planning Grant Recommendations.

Matt Mullen presented Attachment 6C.

Motion
Joe Paradise *made a motion to approve Resolution 2024-09 and it was seconded by* ***Amy Mohr****. The motion was approved.*

VII. Other Business

None.

VIII. Adjournment

A. ***Motion***
Bob Finney *made a motion to adjourn the meeting and it was seconded by* ***Carol Siciliano-Kilway****. The motion was approved.*

The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m**. on **Thursday, May 16**, **2024**.

AMATS POLICY COMMITTEE
2024 ATTENDANCE

M Denotes Member Present **A Denotes Alternate Present**	**Jan 25**	**Mar 28**	**May 16**	**Aug 8**	**Sept 26**	**Dec 12**
AKRON – Mayor Shammas Malik (DiFiore) (Vollman)	A	A				
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)						
BARBERTON - Mayor William B. Judge (Teodecki) (Wearstler)	M	M				
BOSTON HEIGHTS – Mayor Ron Antal (Maccarone)						
CLINTON - Mayor William C. McDaniel						
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)	A					
DOYLESTOWN - Mayor Terry Lindeman						
FAIRLAWN - Mayor Russell Sharnsky (Staten) (Visca)		A				
GARRETTSVILLE - Mayor Rick Patrick (Klamer)						
GREEN - Mayor Rocco Yeargin (Wax Carr)	M					
HIRAM - Mayor Ann Haynam (McGee)						
HUDSON – Thomas Sheridan (Comeriato)	M	M				
KENT – City Mgr. David Ruller (Baker) (Bowling)	A					
LAKEMORE – Mayor Richard Cole (Fast)	A					
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)						
MANTUA - Mayor Tammy Meyer (Klemm)						
METRO – Dawn Distler	M	A				
MOGADORE - Mayor Michael Rick						
MUNROE FALLS - Mayor Allen Mavrides (Bowery)	M					
NEW FRANKLIN - Mayor Paul Adamson (Ganoe) (Kepler)	M	M				
NORTHFIELD – Mayor Jenn Domzalski (Hipps)						
NORTON – Administrative Officer Dennis Loughry (Binsley)	A					
ODOT – Gery Noirot (Phillis) (Root)	M					
PARTA – Claudia Amrhein (Baba) (Forbes) (Proseus) (Schrader)	M	A				
PENINSULA - Mayor Daniel R. Schneider, Jr.						
PORTAGE COUNTY COMM. - Anthony J. Badalamenti (Mann)						
PORTAGE COUNTY COMM. – Mike Tinlin (Long)						
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)		A				
PORTAGE COUNTY ENGINEER – Larry Jenkins (Steigerwald)	M	M				
RAVENNA - Mayor Frank Seman (Finney) (DiSalvo)	A	A				
REMINDERVILLE - Mayor Sam Alonso (Krock)						
RICHFIELD - Mayor Michael Wheeler (Frantz) (Waldemarson)	A					
RITTMAN – City Mgr. Bobbie Beshara (Robertson) (Neumeyer)		M				
SILVER LAKE – Mayor Therese Dunphy (Housley)						
STOW - Mayor John Pribonic (McCleary)	A	A				
STREETSBORO - Mayor Glenn M. Broska (Cieszkowski) (Czekaj)	A	A				
SUGAR BUSH KNOLLS - Mayor Jeffrey A. Coffee						
SUMMIT COUNTY ENGINEER-Al Brubaker (Fulton) (Hauber) (Paradise)	A	A				
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Tubbs)						
SUMMIT COUNTY COMM. & ECON. DEV. – Diane Miller-Dawson	M					
SUMMIT COUNTY COMM. & ECON. DEV. – David Lukas						
TALLMADGE - Mayor Carol Siciliano-Kilway (Kidder)	M	M				
TWINSBURG - Mayor Sam Scaffide (Mohr)	A	A				
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)						
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)						
WINDHAM – Mayor Lawrence Cunningham, Jr.						

AMATS POLICY COMMITTEE
2024 ATTENDANCE

OBSERVERS AND STAFF MEMBERS PRESENT

NAME	REPRESENTING
Mr. Seth Bush	AMATS
Mr. Jeff Gardner	AMATS
Mr. Matt Mullen	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. Matt Stewart	AMATS
Mr. Rick Bohan	Signal Akron
Ms. Amy Proseus	PARTA
Ms. Gert Wilms	METRO

Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, March 21, 2024 – 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 Finney** called the meeting to order. The attending members constituted a quorum.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the January 18, 2024 meeting.

Motion
John H. Cieszkowski, Jr. *made a motion to approve the minutes and it was seconded by* ***Amy Mohr****. The motion was approved by a voice vote.*

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion
Bobbie Beshara *made a motion to approve the Financial Progress Report and it was seconded by* ***Amy Mohr****. The motion was approved by a voice vote.*

B. Technical Progress Report

Matt Stewart said that several input documents are being developed for the upcoming long-range *Transportation Outlook 2050*.

FY 2024 funding applications are available for the federal Safe Streets For All (SS4A) Program. The due date to apply for implementation grants is May 16. The due dates to apply for planning and demonstration grants are April 4 and Aug. 29.

Mr. Stewart described the new federal Active Transportation Infrastructure Investment Program. AMATS can provide Notice of Funding Availability (NOFA) information to potential applicants. An April 9 informational webinar is scheduled regarding this grant program.

C. AMATS Federal Funds Report

Amy Prater presented Attachment 3C.

Ms. Prater presented tables concerning STBG, CRP, CMAQ, and TASA Funding Program and Balances dated March 11, 2024.

IV. Old Business

A. Draft Active Transportation Plan Recommendations.

Heather Davis Reidl presented Attachment 4A.

Motion
Wayne Wiethe *made a motion to approve the Draft Active Transportation Plan Recommendations and it was seconded by* ***Amy Mohr****. The motion was approved by a voice vote.*

V. New Business

A. *AMATS Roundabout Study* Update.

Mr. Stewart presented Attachment 5A.

VI. Resolutions

A. Resolution 2024-07 – Approving Projects to be Funded under the Surface Transportation Block Grant (STBG) Program.

Ms. Prater presented Attachment 6A.

Motion
Wayne Wiethe *made a motion to approve Resolution 2024-07 and it was seconded by* ***Mike Collins****. The motion was approved.*

B. Resolution 2024-08 – Approving Amendment #5 to the FY 2024-2027 Transportation Improvement Program to revise funding for three projects and add six new projects.

Ms. Prater presented Attachment 6B.

Motion
John H. Cieszkowski, Jr. *made a motion to approve Resolution 2024-08 and it was seconded by* ***John Kovacich****. The motion was approved.*

C. Resolution 2024-09 – Connecting Communities Planning Grant Recommendations.

Ms. Davis Reidl presented Attachment 6C.

Motion
Wayne Wiethe *made a motion to approve Resolution 2024-09 and it was seconded by* ***Jim Bowling****. The motion was approved.*

VII. Other Business

None.

VIII. Adjournment

The next regularly scheduled TAC meeting will be at **1:30 p.m**. on **Thursday, May 9, 2024**.

Motion
Amy Mohr *made a motion to adjourn the meeting and it was seconded by* ***Bobbie Beshara****. The motion was approved.*

AMATS TECHNICAL ADVISORY COMMITTEE
2024 ATTENDANCE

M Denotes Member Present **A Denotes Alternate Present**	**Jan 18**	**Mar 21**	**May 9**	**Aug 1**	**Sept 19**	**Dec 5**
AKRON ENGINEERING BUREAU- Christine Jonke (Solomon)	A	A				
AKRON PLANNING DEPT. – Helen Tomic (Garritano)	A					
AKRON TRAFFIC ENGINEERING - Michael Lupica (Meyer)	M					
AURORA - Harry Stark (Cooper)	A					
BARBERTON – Mike Teodecki (Shreve)	M					
BARBERTON – Pete Wearstler		M				
CUYAHOGA FALLS – Rob Kurtz (Paul)	A					
CUYAHOGA FALLS - Tony V. Demasi (Kaser)	M					
DOYLESTOWN - Eng. Assoc. - Ronny Portz						
FAIRLAWN – Geary Visca (Staten)	A					
GREEN - Wayne Wiethe (Haring)	M	M				
GREEN - Paul Pickett (Ciocca)	M					
HUDSON – Nick Sugar (Hannan)	M	M				
HUDSON – Brad Kosco (Rapp)	M					
KENT - Jim Bowling	M	M				
KENT - Jon Giaquinto (Baker)						
LAKEMORE – Mayor Richard Cole, Jr. (Fast)	A					
MACEDONIA - Joseph Gigliotti (Sheehy)						
METRO –	A					
MOGADORE – Vacant						
MUNROE FALLS – Vacant						
NEFCO – Joseph Hadley, Jr. (Lautzenheiser)	M	A				
NEW FRANKLIN – Bryan Kepler (Ganoe)	M	M				
NORTHFIELD – Daniel J. Collins						
NORTON – Brian Binsley (Hess)	M	M				
ODOT – Chad Root (Bruner) (Phillis)	A	A				
PARTA – Claudia Amrhein (Baba) (Forbes) (Proseus) (Schrader)	A	A				
PORTAGE COUNTY ENGINEER – Mike Collins (Vermes)	M	M				
PORTAGE CO. REG. PLANNING COMM. – Gail Gifford (Peetz)	M					
PORTAGE COUNTY SMALL VILLAGES – Tom Hardesty						
PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich (Derthick)		M				
RAVENNA - Robert Finney (DiSalvo)	M	M				
RICHFIELD – Scott Waldemarson (Frantz) (Neumeyer)	M					
RITTMAN – Bobbie Beshara (Neumeyer) (Robertson)	M	M				
SILVER LAKE – John Tutak						
STOW – Jim McCleary (Simpkins)	M					
STOW – Mike Jones (Cowan)	M					
STREETSBORO – John H. Cieszkowski, Jr. (Broska) (Czekaj)	M	M				
SUMMIT CO. COMM. & ECON. DEV. – Diane Miller-Dawson (Tubbs)		M				
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Hauber) (Paradise)	A	A				
SUMMIT COUNTY SMALL VILLAGES – Brian Gorog	M					
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)						
TALLMADGE - Andrea Kidder (Rorar)	M	M				
TWINSBURG - Amy Mohr (Jeffers)	M	M				
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)						
WINDHAM – Deborah Blewitt (Brown)						

AMATS TECHNICAL ADVISORY COMMITTEE
2024 ATTENDANCE

M Denotes Member Present A Denotes Alternate Present	Jan 18	Mar 21	May 9	Aug 1	Sept 19	Dec 5
NON-VOTING MEMBERS						
AKRON CANTON AIRPORT - Renato Camacho						
AKRON REG. AIR QUALITY MGT. DIST. – Sam Rubens (Brown) (Vadas)						
AMATS - Curtis Baker	M	M				
CUYAHOGA VALLEY NATIONAL PARK – Vacant						
ENVIRONMENTAL COMMUNITY REP. - Kurt Princic						
GREATER AKRON CHAMBER - Gregg Cramer (Carpenter)						
GREATER AKRON CHAMBER – Dennis West						
OHIO TURNPIKE COMMISSION – Anthony Yacobucci						
PORTAGE COUNTY PORT AUTHORITY – Vacant						
PORTAGE PARK DISTRICT - Christine Craycroft						
PRIVATE TRANSPORTATION PROVIDER (CYC) - Mark Posten (Stolfo)	M					
RAILROAD INDUSTRY REP. - William A. Callison (Davis)						
SUMMIT METRO PARKS – Mark Szeremet (King) (Saunier)	M	M				
TRUCKING INDUSTRY – Vacant						

OBSERVERS AND STAFF MEMBERS PRESENT

NAME	REPRESENTING
Mr. Alan Arnsworth	DLZ
Mr. Rick Bohan	Signal Akron
Mr. Curtis Deibel	Thrasher
Ms. Macy Halverson	Strand Associates
Mr. Allen Mavrides	Mayor, Munroe Falls
Mr. Mark Posten	CYC
Ms. Amy Proseus	PARTA
Mr. Dave Pulay	EDG

STAFF MEMBERS PRESENT

Mr. Seth Bush	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Mr. Matt Mullen	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. Matt Stewart	AMATS

Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, March 21, 2024 – 6:30 p.m.

Meeting Summary

Attendees:

Ron Brubaker	Austen Rau	Mary Starbuck
Amore Hill	Bill Sepe	

Staff:

Curtis Baker, Director
Seth Bush, Geographic Information Systems (GIS) Coordinator
Jeff Gardner, Transportation Planner
Matt Mullen, Transportation Planner
Heather Davis Reidl, Mobility Planner
Matt Stewart, Planning Administrator

I. Welcome

Matt Stewart welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees.

II. Discussion Items

A. **Heather Davis Reidl** presented Attachment 4A – Draft *Active Transportation Plan* Recommendations.

Austen Rau asked why the Highbridge Trail project was not included in the Draft *Active Transportation Plan* recommendations. **Matt Mullen** and **Mr. Stewart** explained that the project was omitted because the Ohio Environmental Protection Agency (OEPA) is examining whether the surrounding riverbank and slope can accommodate the weight of a bridge and new bike trail with the upcoming removal of the nearby Gorge Dam. **Mr. Stewart** said that Summit Metro Parks officials have indicated that the park system will likely pursue hiking trails in the area regardless of whether a 10-foot-wide bike trail, as was originally proposed, is ultimately found feasible or not. **Seth Bush** stated that Summit Metro Parks Board deemed the original trail proposal unfeasible due to anticipated maintenance difficulties following the dam removal.

Mr. Rau stated that he supports the inclusion of a trail between Cuyahoga Falls into the Cuyahoga Valley area in the Draft *Active Transportation Plan*.

Ron Brubaker asked whether a portion of the Akron Secondary line has been included in the *Shared Use Path Recommendations Map* of Attachment 4A. **Ms. Reidl** and **Mr. Bush** stated that the line segment was included in the map.

B. **Mr. Stewart** presented Attachment 6A – Resolution 2024-07 – Approving Projects to be Funded under the Surface Transportation Block Grant (STBG) Program.

Mr. Rau asked whether the State Road Widening project in Cuyahoga Falls would include shared-use paths. **Mr. Stewart** said yes.

Mr. Brubaker asked how often STBG funds are awarded. **Mr. Stewart** said that STBG funds are awarded every two years and that AMATS divides its funds between larger, transformative projects and resurfacings.

C. **Ms. Reidl** presented Attachment 6C – Resolution 2024-09 – Connecting Communities Planning Grant Recommendations.

D. **Bill Sepe** asked if AMATS could apply for a grant from the federal Active Transportation Infrastructure Investment Program to support development of a revised trail plan of the Akron Secondary on behalf of the Trail Advocates of Summit County (TASCforce). **Mr. Stewart** said that metropolitan planning organizations can seek such funding, but usually do so on behalf of communities. The attendees discussed how TASCforce could seek grant funding.

E. **Mary Starbuck** asked if AMATS was corresponding with Dr. Aimee Ward of Kent State University regarding The East Main Street Vulnerable Road User project. **Mr. Stewart** replied that AMATS officials met Dr. Ward during development of its *Safe Streets for All (SS4A) Action Plan for the Greater Akron Area*. **Mr. Stewart** discussed AMATS' potential role in the project. **Ms. Starbuck** offered to send pdf information about the project to AMATS from a recent presentation by Dr. Ward.

F. **Mr. Brubaker** mentioned that it was announced during the recent METRO Board of Trustees meeting that appraisals of METRO-owned rail properties are complete and awaiting verification.

G. **Mr. Rau** asked which city of Akron official that he should contact to encourage Akron to seek *Bicycle Friendly Community (BFC)* designation through the League of American Bicyclists in 2024. **Mr. Baker** advised Mr. Rau to contact Akron Development Engineering Manager Michelle DiFiore. The attendees discussed previous area BFC designations.

H. **Ms. Starbuck** asked who the appropriate authority would be to discuss signage issues pertaining to the Freedom Trail and various connecting trails. **Mr. Stewart** said that Summit Metro Parks and the Portage Park District would be the appropriate authorities. **Ms. Reidl** noted that AMATS will be releasing an updated *Bike Users Map* soon.

III. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC is scheduled for **6:30 p.m.** on **Thursday, May 9, 2024**.

Attachment 3A

FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
March 31, 2024

	Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	March Expenses
I.	**Short Range Planning**	**$685,000**	**$365,310**	**53%**	**$55,534**
	FY2023 Carryover	185,000	184,961		0
	FY2024	500,000	180,349		55,534
II.	**Transportation Improvement Program**	**$250,000**	**$142,000**	**57%**	**$14,043**
	FY2024	250,000	142,000		14,043
III.	**Continuing Planning & Data Collection Transportation System Update**	**$432,000**	**$252,317**	**58%**	**$46,480**
	FY2023 Carryover	132,000	130,903		0
	FY2024	300,000	121,414		46,480
IV.	**Long Range Plan Activity**	**$560,000**	**$220,815**	**39%**	**$18,635**
	FY2023 Carryover	110,000	104,293		0
	FY2024	450,000	116,522		18,635
V.	**Service**	**$665,000**	**$260,269**	**39%**	**$33,820**
	FY2023 Carryover	165,000	147,150		0
	FY2024	500,000	113,119		33,820
VI.	**OhioRideshare and AQ Advocacy**	**$180,000**	**$63,201**	**35%**	**$0**
	FY2024 OhioRideshare	80,000	25,764		0
	FY2024 Air Quality	100,000	37,437		0
VII.	**Local**	**$25,000**	**$22,747**	**91%**	**$0**
	AMATS local Costs	25,000	22,747		0
VIII.	**AMATS Transportation Quarterly**	**$80,466**	**$16,866**	**21%**	**$4,801**
	FY2023 Carryover	4,000	3,972		0
	FY2024	76,466	12,895		4,801
IX.	**GRAND TOTAL AMATS BUDGET**	**$2,877,466**	**$1,343,526**	**47%**	**$173,312**

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: **May 16, 2024**

AMATS is officially in the 4th quarter of Fiscal Year 2024. Most of the AMATS projects have been encumbered or have been bid and should encumber soon.

AMATS received a $1.4 million loan for STBG, so all projects in this fiscal year can encumber. CRP funds will continue to carry over into future years as no projects were programmed for this fiscal year. The downtown Hudson signal project was given a 15% increase in CMAQ funds due to high bids, so they should be able to encumber this fiscal year.

Two TASA projects are scheduled to sell in FY 2024, but might slip into FY 2025 due to right-of-way and railroad issues delaying the ability to bid them. These issues should be resolved soon so that these projects can sell.

AMATS advises its members to please submit any approved projects to ODOT so that they can be added to ELLIS with a PID number. If the Attachment 3C table doesn't show a PID number, AMATS has not received this information and is not able to track the project.

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

STBG Funding Program and Balances

April 30, 2024

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2024	Quarter	FY 2025	Quarter	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Orig. Amt
	Sold												
112735	**Hopocan Av/Norton Av/Snyder Av Resurfacing**	**Barberton**	**C**	**$1,556,500**	**1**								$1,602,334
115360	**N Chestnut St/S Prospect St Resurfacing**	**Ravenna**	**C**	**$864,225**	**1**								$864,225
110743	**SR 59-7.95 resurfacing (curb ramps)**	**Stow**	**C**	**$150,000**	**1**								$150,000
102732	**SR 59-6.80 resurfacing (curb ramps)**	**Ravenna**	**C**	**$150,000**	**1**								$150,000
116470	**Frost Rd PH 2 Resurfacing**	**Streetsboro**	**C**	**$447,414**	**2**								$531,110
116932	**Valley View Rd Resurfacing**	**Hudson**	**C**	**$675,571**	**3**								$787,500
108240	**Wooster Rd West Reconstruction**	**Barberton**	**C**	**$6,000,000**	**3**								$6,000,000
116539	**Miller Rd Resurfacing**	**Akron**	**C**	**$409,500**	**3**								$409,500
	Pending												
113161	Highland & Valley View Improvements	Macedonia	R(C)	$64,000	1								$64,000
102744	SR 18-9.75 resurfacing (curb ramps)	Akron	C	$150,000	3								$150,000
116479	Highland Rd Resurfacing	Twinsburg	C	$446,817	4								$522,000
115358	Canton Rd Resurfacing	Summit Co	C	$528,000	4								$528,000
117105	S Main St Resurfacing	Green	C	$787,500	4								$787,500
116917	Arlington Rd Widening	Green	R(C)			$674,602	1						$674,602
116742	Wyoga Lake Rd	Cuyahoga Falls	R(C)			$200,000	1						$200,000
113175	Ravenna Rd Part 2 Resurfacing	Summit Co	C			$600,000	1						$600,000
112716	N Main St Complete Streets	Akron	(R)C			$6,000,000	3						$6,000,000
102745	Darrow Rd Reconstruction	Stow	(R)C			$4,660,000	3						$4,660,000
113161	Highland & Valley View Improvements	Macedonia	(R)C			$238,051	3						$238,051
116742	Wyoga Lake Rd	Cuyahoga Falls	(R)C					$5,900,000					$5,900,000
116917	Arlington Rd Widening	Green	(R)C					$1,699,040					$1,699,040
116929	SR 91/Terex Rd Turn lane Improvements	Hudson	C					$400,142					$400,142
105213	SR 14/SR 43 Intersection Reconstruction	Streetsboro	C					$1,089,752					$1,089,752
116741	Hudson Dr Resurfacing	Cuyahoga Falls	C						$700,000				$700,000
116925	E Barlow Rd Resurfacing	Hudson	C						$439,744				$439,744
116703	Valley View Rd Resurfacing	Summit Co	C						$787,500				$787,500
116740	Bailey Rd Resurfacing	Cuyahoga Falls	C						$700,000				$700,000
117138	Cleveland Massillon Rd PH 3 Resurfacing	New Franklin	C						$700,000				$700,000
116620	Greenwich Rd Resurfacing	Norton	C						$787,500				$787,500
116855	Doylestown Rd/Portage St Resurfacing	Wayne Co	C						$508,829				$508,829
116557	S Main St Resurfacing	Summit Co	C						$787,500				$787,500
116505	Glenwood Dr Resurfacing	Twinsburg	C						$787,500				$787,500
116623	Graham Rd Resurfacing	Stow	C						$787,500				$787,500
116939	Cleveland/Diagonal/Ravenna Resurfacing	Portage Co	C						$935,966				$935,966
116556	Albrecht Ave Resurfacing	Mogadore/Summit Co	C						$787,500				$787,500
115359	Old Forge Rd Resurfacing	Portage Co	C						$628,362				$628,362
118500	SR 59 Alternative Transportation	Kent	C						3,212,000				3,212,000
	State Rd Widening	Cuy Falls	R(C)						69,520				69,520
	State Rd Widening	Cuy Falls	(R)C							6,030,480			6,030,480
121584	Munroe Falls Ave Resurfacing	Cuyahoga Falls	C							$855,000			$855,000
121203	S/N Main St Resurfacing	Rittman	C							$1,053,856			$1,053,856
121591	Eastern Rd & Portage St Resurfacing	Norton	C							$791,264			$791,264
121594	Tuscawaras Ave & Lake Ave Resurfacing	Barberton	C							$900,000			$900,000
121687	Eastwood Ave Resurfacing	Tallmadge	C							$582,120			$582,120
121572	Graybill Rd Resurfacing	Green	C							$774,000			$774,000
121688	Munroe Rd Resurfacing	Tallmadge	C							$889,850			$889,850
	Brecksville Rd Resurfacing	Richfield	C								$900,000		$900,000
121639	Fishcreek Rd Ph 1 Resurfacing	Stow	C								$900,000		$900,000
121204	CR 70 (Doylestown Rd) Resurfacing	Wayne Co	C								$900,000		$900,000
121118	Liberty Rd (south) Resurfacing	Twinsburg/Summit Co	C								$787,500		$787,500
121813	Chamberlain Rd & Mennonite Rd Resurfacing	Portage County	C								$900,000		$900,000
	S Main St Resurfacing	Akron	C								$800,000		$800,000
121745	White Pond Dr Resurfacing	Akron	C								$400,000		$400,000
121117	Liberty Rd (north) Resurfacing	Reminderville/Summit Co/Twinsburg	C								$615,600		$615,600
121069	Mogadore Rd Resurfacing	Mogadore	C								$632,727		$632,727
	South Turkeyfoot Rd Resurfacing	New Franklin	C								$633,391		$633,391
121290	Krumroy Rd Part 1 Resurfacing	Summit Co	C								$720,000		$720,000
121291	Krumroy Rd Part 2 Resurfacing	Summit Co	C								$720,000		$720,000
121292	Krumroy Rd Part 3 Resurfacing	Summit Co	C								$855,000		$855,000
121715	S Main St Reconstruction	Summit Co	R(C)								$200,000		$200,000
121715	S Main St Reconstruction	Summit Co	(R)C									$5,700,000	$5,700,000

		2024	2025	2026	2027	2028	2029	2030
P = Engineering	Annual STBG Expenditures	**$12,478,814**	**$12,372,653**	**$9,088,934**	**$12,619,421**	**$11,876,570**	**$9,964,218**	**$5,700,000**
R = Right-of-Way	Annual STBG Allocations	$12,620,988	$9,892,704	$11,416,572	$11,416,572	$11,416,572	$11,416,572	$11,416,572
C = Construction	Balance	$142,174	-$2,479,949	$2,327,638	-$1,202,849	-$459,998	$1,452,354	$5,716,572

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CRP Funding Program and Balances

April 30, 2024

ODOT PID	CRP PROJECT NAME	SPONSOR	PHASE	FY 2024	Quarter	FY 2025	Quarter	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Orig. Amt
112026	SR 59-2.14 (E Main St)	Kent	C			$3,600,000	4						$3,600,000
116917	Arlington Rd Corridor Improvements	Green	C					$2,000,000					$2,000,000
121287	Killian Rd/Pickle Rd Roundabout	Summit Co	R(C)						$240,000				$240,000
121376	North Mantua St Improvements	Kent	C						$2,000,000				$2,000,000
121287	Killian Rd/Pickle Rd Roundabout	Summit Co	(R)C							$1,750,000			$1,750,000
121598	Wooster Rd/Hopocan Ave Roundabout	Barberton	R(C)							$274,400			$274,400
121598	Wooster Rd/Hopocan Ave Roundabout	Barberton	(R)C								$1,713,452		$1,713,452

		2024	2025	2026	2027	2028	2029	2030
P = Engineering	Annual CRP Expenditures	$0	$3,600,000	$2,000,000	$2,240,000	$2,024,400	$1,713,452	$0
R = Right-of-Way	Annual CRP Allocations	$3,919,305	$1,200,454	$1,224,465	$1,224,465	$1,224,465	$1,224,465	$1,224,465
C = Construction	Balance	$3,919,305	-$2,399,546	-$775,535	-$1,015,535	-$799,935	-$488,987	$1,224,465

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CMAQ Funding Program and Balances

April 30, 2024

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2024	Quarter	FY 2025	Quarter	FY 2026	FY 2027	FY 2028	FY 2029	Orig. Amt
	Sold											
111429	**Air Quality Advocacy Program**	**AMATS**		**$100,000**	**1**							$100,000
111433	**Rideshare Program**	**AMATS**		**$80,000**	**1**							$80,000
113165	**Ravenna & Shephard Improvements**	**Twinsburg**	**R(C)**	**$116,996**	**1**							$116,996
113161	**Highland & Valley View Improvements**	**Macedonia**	**R(C)**	**$105,680**	**2**							$105,680
112245	**METRO CNG Replacements (3 buses)**	**METRO**	**C**	**$1,260,000**	**3**							$1,260,000
112244	**PARTA CNG Replacements (2 buses)**	**PARTA**	**C**	**$896,141**	**3**							$896,141
	Pending											
116924	Downtown Hudson Signal Improvements	Hudson	C	$2,142,461	4							$2,664,480
118654	Air Quality Advocacy Program	AMATS				$100,000	1					$100,000
118657	Rideshare Program	AMATS				$80,000	1					$80,000
116917	Arlington Rd Roundabouts	Green	R(C)			$762,124	1					$762,124
113165	Ravenna & Shephard Improvements	Twinsburg	(R)C			$1,252,292	2					$1,252,292
112716	N Main St Complete Streets	Akron	C			$900,000	3					$900,000
116990	Kent Rd Signal Improvements	Stow	C			$1,520,145	3					$1,520,145
102745	Darrow Rd Signal Improvements	Stow	C			$1,197,690	3					$1,197,690
113161	Highland & Valley View Improvements	Macedonia	(R)C			$1,703,131	3					$1,703,131
112026	SR 59-2.14 (E Main St)	Kent	C			$5,301,065	4					$5,301,065
118655	Air Quality Advocacy Program	AMATS						$100,000				$100,000
118658	Rideshare Program	AMATS						$80,000				$80,000
116917	Arlington Rd Roundabouts	Green	(R)C					$3,305,666				$3,305,666
105213	SR 303/SR 14/Ranch Improvements	Streetsboro	C					$459,517				$459,517
117253	METRO 2 electric buses	METRO	C					$1,454,750				$1,454,750
116416	PARTA 3 clean diesel buses	PARTA	C					$1,600,000				$1,600,000
118656	Air Quality Advocacy Program	AMATS							$100,000			$100,000
118659	Rideshare Program	AMATS							$80,000			$80,000
121457	Graham Rd Signal Improvement	Stow	C						$2,860,000			$2,860,000
121067	Highland Rd Improvements	Macedonia	R(C)						$213,600			$213,600
120949	SR 532 & Albrecht Ave Signal	Mogadore	R(C)						$4,800			$4,800
112869	East Ave Ph 1	Tallamdge	C							$8,509,995		$8,509,995
121067	Highland Rd Improvements	Macedonia	(R)C							$2,006,400		$2,006,400
120949	SR 532 & Albrecht Ave Signal	Mogadore	(R)C							$256,090		$256,090

		2024	2025	2026	2027	2028	2029
P = Engineering	Annual CMAQ Expenditures	$4,855,040	$12,816,447	$6,999,933	$3,258,400	$10,772,485	$0
R = Right-of-Way	Annual CMAQ Allocations	$6,345,068	$6,211,708	$6,335,950	$6,335,950	$6,335,950	$6,335,950
C = Construction	Balance	$1,490,028	-$6,604,739	-$663,983	$3,077,550	-$4,436,535	$6,335,950

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

TASA Funding Program and Balances

April 30, 2024

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2024	Quarter	FY 2025	Quarter	FY 2026	FY 2027	FY 2028	FY 2029	Orig. Amt
	Sold											
112788	**Cleveland Massillon Rd sidewalk**	**Summit Co**	**(P)R(C)**	**$60,000**	**1**							$60,000
116841	**Heartland Trail, Phase 4A**	**Wayne Co**	**P(C)**	**$51,108**	**1**							$68,144
102745	**Darrow Rd Sidewalks**	**Stow**	**R(C)**	**$56,000**	**3**							$56,000
102796	**Freedom Trail/Middlebury Connector**	**MetroParks/Tallmadge**	**C**	**$700,000**	**4**							$700,000
	Pending											
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)(R)C	$375,732	4							$375,732
105556	The Portage Trail - Ravenna Rd Bridge	Portage Co	(P)C	$313,600	3							$313,600
116841	Heartland Trail, Phase 4A	Wayne Co	P(C)			$14,071	1					$68,144
107930	Freedom Trail Phase 4	MetroParks	C			$700,000	1					$700,000
116464	Rubber City Heritage Trail PH 2	Akron	C			$700,000	3					$700,000
102745	Darrow Rd Sidewalks	Stow	(R)C			$644,000	3					$644,000
112026	E Main St (SR 59) Improvements	Kent	C			$700,000	4					$700,000
116841	Heartland Trail, Phase 4A	Wayne Co	(P)C					$590,584				$590,583
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C						$700,000			$700,000
116868	Veteran's Trail Rails to Trails	Hudson	C						$700,000			$700,000
116457	Springside Dr Sidewalks	Summit Co	(P)C						$600,000			$600,000
121755	Stow/Summit St Pedestrian Improvements	Portage Co	P					$200,000				$200,000
121747	Rubber City Heritage Trail Ph 3	Akron	P(R)(C)						$133,600			$133,600
121754	Headwaters Trail Phase IX	Portage Parks	C							$1,000,000		$1,000,000
121747	Rubber City Heritage Trail Ph 3	Akron	(P)R(C)							$45,200		$45,200
121747	Rubber City Heritage Trail Ph 3	Akron	(P)(R)C								$921,200	$921,200

		2024	2025	2026	2027	2028	2029
P = Engineering	Annual TASA Expenditures	$1,614,222	$2,758,071	$790,584	$2,133,600	$1,045,200	$921,200
R = Right-of-Way	Annual TASA Allocations	$2,154,756	$1,204,431	$1,228,521	$1,228,521	$1,228,521	$1,228,521
C = Construction	Balance	$540,534	-$1,553,640	$437,937	-$905,079	$183,321	$307,321

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: **2024 Active Transportation Plan**

DATE: **May 2, 2024**

The *2024 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 plan, *Transportation Outlook 2050*.

The ATP is the successor to the agency's *2019 ATP* as well as the *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. Additionally, the 2024 ATP addresses transit's role in active transportation, and the effect of micromobility on the region's network.

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. A draft of the final plan is available on AMATS website here. Over the next several weeks, staff will update the document with additional graphics and design.

An interactive map of future Shared Use Path projects in combination with the existing bicycle network was shared with the public in early March. As a result of this outreach, staff assembled a draft listing of recommendations. These Draft ATP recommendations were presented to the CIC during its March 21st meeting for review and comment. The recommendations were then approved by the Policy Committee at its March 28th meeting.

The ATP identifies several goals and strategies for improving the region's Active Transportation networks. These goals are broken into two types and are listed below:

- Infrastructure Goals
    - Construct Additional Shared Use Paths
    - Increase the Number of Bike Lanes
    - Increase the Quantity and Quality of Sidewalks
    - Maintain Pavement in Good Repair
    - Improve Safety for Active Transportation
    - Create Environments Conducive to Active Transportation

- Outreach and Encouragement Goals
    - Spread Awareness/Education
    - Plan for Future Active Transportation Improvements
    - Promote Safe Routes to School (SRTS)
    - Encourage Transit Ridership Through Active Transportation Options

The Staff is requesting approval of the *2024 Active Transportation Plan* by the AMATS Policy Committee.

Attachment 4B

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: **Approval of the *Final Draft AMATS Areawide Roundabout Study***

DATE: **May 2, 2024**

AMATS staff has completed a draft of the *AMATS Areawide Roundabout Study* and is requesting AMATS Committee approval of this document.

In March, AMATS Committees were asked to (1.) review and comment on the draft *Inventory of AMATS Area Roundabouts and Traffic Circles* document and (2.) share any local experiences/lessons-learned on the planning, construction, and post-construction periods of roundabouts. Based upon the feedback received, AMATS staff were able to complete the draft report.

This report was written to help regional officials and the public to understand more about roundabouts and evaluate how the area's roundabouts are performing. This report consists of three main sections and is bookended by brief Introduction and Conclusion chapters:

- *Chapter 2* explains key characteristics of roundabouts. This section is based on researching various reports and best practices. It is not a comprehensive design guide, but rather a distillation of many key findings on how roundabouts function, important design considerations, where they are and are not effective, costs, and the various advantages and disadvantages of roundabouts.

- *Chapter 3* focuses on AMATS-area roundabouts. The chapter inventories all existing and proposed roundabouts and other circular intersections within and adjacent to the AMATS planning area. The chapter analyzes the 28 existing roundabouts located within the region. A crash analysis is performed at each intersection, comparing pre-and-post-construction of the roundabout.

- *Chapter 4* shares lessons that have been learned by regional officials as roundabouts have been planned, funded, built, and maintained. This chapter is a best local practice guide for community officials considering a roundabout project. The chapter concludes by explaining how to pursue funding for roundabouts.

The purpose of this report is to provide an objective analysis of roundabouts as a potential option for intersection control. There is substantial data to support roundabouts being an effective solution for many

transportation problems. Deciding whether a roundabout is the right solution for an intersection or even a community requires much more nuance. This report—the first of its kind from AMATS—can be used as a guide to help understand when, where, why, and how roundabouts function by utilizing national and area-specific data that allow readers to draw their own conclusions about roundabouts.

This document can be reviewed on AMATS' website at https://amatsplanning.org/document/draft-areawide-roundabout-study/. Any questions or concerns regarding the draft document can be directed to Matt Stewart, Transportation Planning Administrator, at 330.375.2436, x3567 or mstewart@akronohio.gov.

STAFF RECOMMENDATION

The staff recommends approval of the *Final Draft AMATS Areawide Roundabout Study*.

Areawide Roundabout Study

May 2024

Areawide Roundabout Study

May 2024

Akron Metropolitan Area Transportation Study
1 Cascade Plaza | Suite 1300
Akron, OH 44308

This report is the product of a study financed (in part) by the U.S. Department of Transportation's Federal Highway Administration, Federal Transit Administration and the Ohio Department of Transportation.

Cooperative transportation planning by the Village, City and County governments of Portage and Summit Counties and the Chippewa and Milton Township areas of Wayne County; in conjunction with the U.S. Department of Transportation and the Ohio Department of Transportation.

Table of Contents

Chapter 1 — Introduction

Roundabouts are a relatively new form of intersection control in the United States. Even within the Greater Akron area, which embraced roundabouts earlier than most regions within Ohio, it has been less than two decades since the area's first roundabout was constructed.

Understanding and embracing any new concept takes time, especially for something as radically different as a roundabout. Transportation officials and the public alike are all over the spectrum on their level of enthusiasm or disdain for roundabouts. Few concepts in the transportation world elicit such strong reactions as roundabouts.

Despite lingering public misgivings regarding their effectiveness, roundabouts are growing quickly in popularity. However, the reasons for public apprehension are worth addressing.

This report is AMATS' attempt to help regional officials and the public to understand more about roundabouts and evaluate how the area's roundabouts are performing. This report consists of three main sections:

- *Chapter 2* explains key characteristics of roundabouts. This section is based on researching various reports and best practices. It is not a comprehensive design guide, but rather a distillation of many key findings on how roundabouts function, important design considerations, where they are and are not effective, costs, and the various advantages and disadvantages of roundabouts.

- *Chapter 3* focuses on AMATS-area roundabouts. The chapter inventories all existing and proposed roundabouts and other circular intersections within and adjacent to the AMATS planning area. The chapter analyzes the 28 existing roundabouts located within the region. A crash analysis is performed at each intersection, comparing pre-and-post-construction of the roundabout.

- *Chapter 4* shares lessons that have been learned by regional officials as roundabouts have been planned, funded, built, and maintained. This chapter is a best local practice guide for community officials considering a roundabout project. The chapter concludes by explaining how to pursue funding for roundabouts.

The purpose of this report is to provide an objective analysis of roundabouts as a potential option for intersection control. There is substantial data to support roundabouts being an effective solution for many transportation problems. Deciding whether a roundabout is the right solution for an intersection or even a community requires much more nuance. This report—the first of its kind from AMATS—can be used as a guide to help understand when, where, why, and how roundabouts function by utilizing national and area-specific data that allow readers to draw their own conclusions about roundabouts.

Chapter 2 — Roundabout Characteristics

Definition

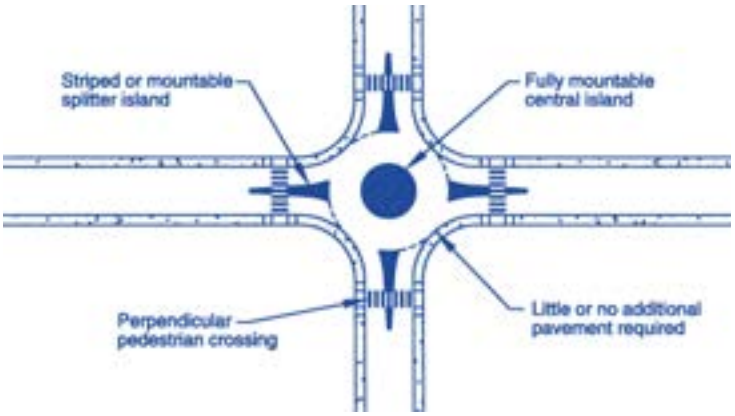
A roundabout is a circular intersection that moves traffic in a single direction. They are intended to increase safety and efficiency in highly traveled areas by requiring yielding to mitigate car speeds.

Types of Roundabouts

Mini Roundabouts

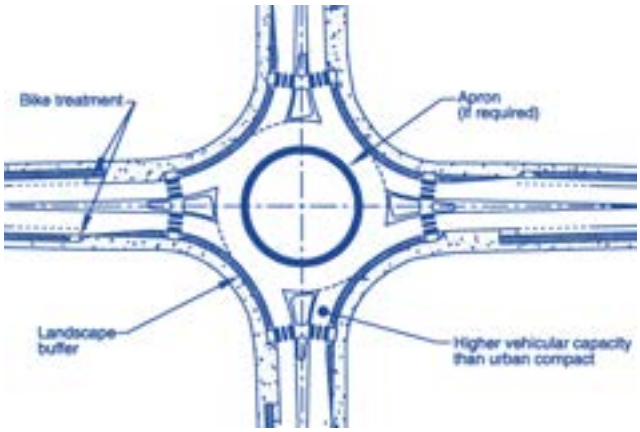
Mini roundabouts generally have an inscribed circular diameter of 45 to 80 feet, with traversable center or splitter islands. They are typically used where the existing speed limit is 25 mph or less in urban, suburban and smaller municipal environments; but are not suited for high-volume use (15,000 vehicles or greater average daily traffic) such as on state routes and major highways. Mini roundabouts have proven to be an effective, low-cost solution to improving intersection capacity and safety.

Top right photo: One of Franklin Boulevard's several recently built mini roundabouts in Cleveland, Ohio; Bottom right photo: Acme Plaza in Green



Single-Lane Roundabouts

Single-lane roundabouts are characterized by having a single-lane entry at all legs and one circulatory lane. They are distinguished from mini roundabouts by their larger inscribed circle diameters and non-traversable central islands. Their design allows slightly higher speeds at the entry, on the circulatory roadway, and at the exit. The geometric design typically includes raised splitter islands, a non-traversable central



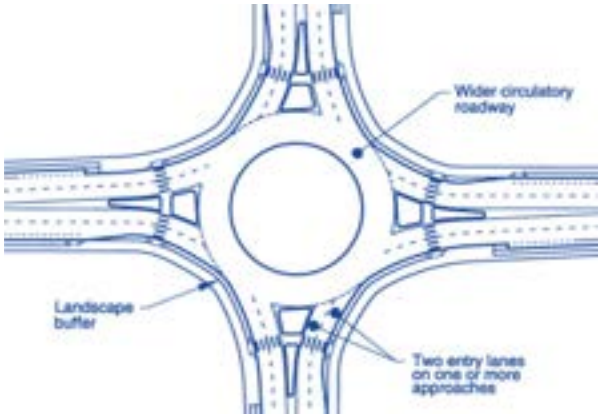
island, crosswalks, and a truck apron. The size of the roundabout is largely influenced by the choice of design vehicle and available right-of-way.

Left: Ridgewood and Hametown in Copley Township; Right: Summit and Powdermill in Franklin Township

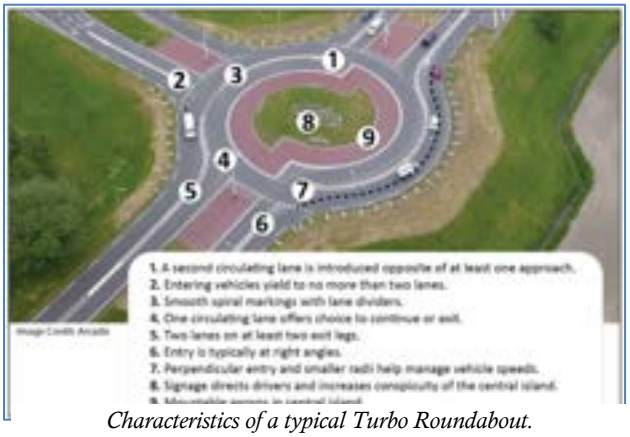
Multi-Lane Roundabouts

Multi-lane roundabouts have at least one entry with two or more lanes. The roundabout may have two lanes on each approach or may have a different number of lanes on one or more approaches, e.g., two-lane entries on the major street and one-lane entries on the minor street. Sometimes multi-lane roundabouts are given titles based on the number of lanes in each direction; 2 x 2 for a four-way intersection where each approach has two lanes; 2 x 1 for a four-way intersection where one road has two lanes and the intersecting road has one lane.

Massillon and Steese roundabout in Green



A relatively new variation of the multi-lane roundabout is what is called a Turbo Roundabout. This design requires a driver to choose its direction prior to entering the roundabout and is notable for its unique shape—many look like a bisected circle that with the two halves being offset.



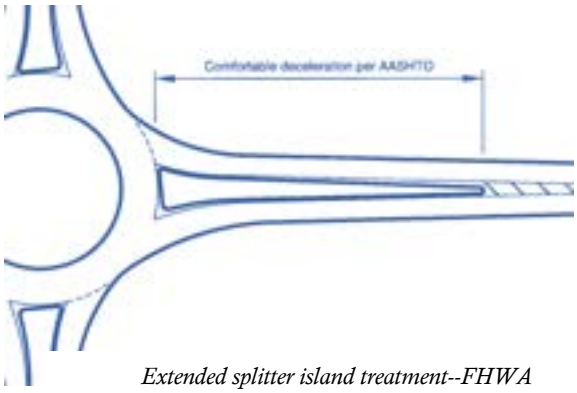
Characteristics of a typical Turbo Roundabout.

Rural and Urban Applications

Roundabouts constructed in rural areas typically contain special design considerations that differentiate them from their more common

urban and suburban counterparts. Approach speeds in rural areas are higher, and the average driver may not expect to encounter interruptions in speed. Therefore, these roundabouts are usually designed with particular elements to help alert drivers to the upcoming intersection. Rural roundabout elements may include:

- ***Clear visibility from several hundred feet away***. The geometric alignment of approach roadways should be designed to allow the driver to see the general shape of the roundabout and the central island in particular. Where this is not possible, additional signage and pavement markings should be provided well in advance of the intersection.
- ***Approach curves that are broader and exits that are more tangential***. While any roundabout should be designed to calm and slow traffic, a rural application may require softened entrance and exit curves that help to mitigate higher approach and travel speeds.
- ***Splitter islands that are longer***. Increasing the length of splitter islands to where drivers are expected to decelerate comfortably—typically 200' or more—provides another visual cue of an upcoming roundabout. To further encourage speed reduction, the extended splitter island can be landscaped to provide a "tunnel effect." However, sight distance requirements will dictate the maximum extent of any landscaping.



Extended splitter island treatment--FHWA

Conversely, urban and suburban roundabouts are more likely to have higher levels of pedestrian and bicycle traffic, and therefore should be designed to allow for safe non-motorized transportation. Most roundabouts in these areas contain sidewalks and crosswalks; some also contain bicycle lanes. Also, urban and suburban roundabouts are typically in areas where speed limits are either 25 or 35 miles per hour, and so they can be designed differently than rural roundabouts because of their slower-approaching traffic. Roundabouts in this context can be used effectively as traffic calming devices.

Differences Between Modern Roundabouts and Traffic Circles

As modern roundabouts become more popular, acceptance of them has increased. When the concept was new to the Greater Akron area, many people conflated roundabouts with more traditional circular intersections. A closer look reveals that a modern roundabout functions very differently from an older rotary intersection, e.g., The Tallmadge Circle. Roundabouts use a variety of methods to slow traffic that differentiates them from traffic circles or rotaries. Traffic circles often have higher speed limits and larger diameters which can increase the likelihood of crashes. Roundabouts have smaller diameters, lower speeds, and use yield signage.

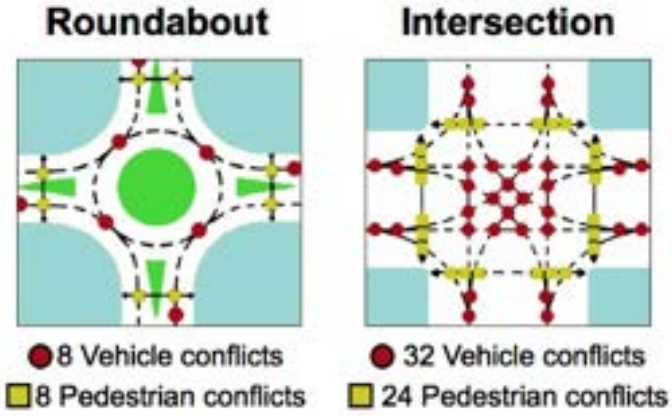
Key Differences Between Modern Roundabouts and Traffic Circles		
	Modern Roundabout	**Traffic Circle**
Size	*Smaller—typically under 200' in outside diameter*	*Generally much larger—most are over 200', some significantly larger*
Traffic Control	*Yield control for all entry points*	*Typically stop or yield control for points of entry; some require circulating traffic to yield to entering traffic*
Pedestrian Movement	*Access is allowed only across the legs of the roundabout, behind the yield line*	*Can be similar to roundabouts, but some circles allow pedestrian access to the center island*
Speed	*Designed to slow traffic; typically 10-15 m.p.h.*	*Can be higher speed, especially on larger circles*
Circulation	*All vehicles flow counterclockwise*	*Typically counterclockwise, but some neighborhood circles allow left turns/clockwise flow*

Two local examples of traffic circles, Mull/Hawkins (left) and Tallmadge Circle (right). Note the large, inscribed diameter of both circles.

Advantages of Roundabouts

Roundabouts are increasing in popularity due to their efficiency and safety. The benefits of installing a roundabout in place of a traditional intersection are numerous. The initial investment in building a roundabout provides lasting benefits in its upkeep and maintenance. Compared to traffic signals, roundabouts diminish maintenance due to not having electrical or hardware features. Only landscaping requires regular maintenance, and pavement and concrete features need to be maintained on the same cyclical basis as would a typical intersection. This also allows roundabouts to remain fully functional regardless of weather or utility functionality.

Both the Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT) validate the safety of roundabouts. ODOT cites that potential points for vehicular conflict and collision are reduced from 32 points in traditional intersections to eight points in roundabouts.



FHWA data shows there is potential for a 90% reduction in fatal and serious injury causing crashes when roundabouts are used in place of two-way and traffic signal intersections. Traditional intersections using signage and traffic signals often have right-angle, left-turn and head-on collisions made worse by high traveling speeds; roundabouts virtually eliminate these risks by slowing speeds and having traffic flow in a single direction in the rounded shape. The continuous flow is achieved via yielding which eliminates the need for cars to stop, as is typical for traffic signals intersection. Drivers generally do not feel pressure to speed through a roundabout to avoid being stopped by a traffic signal. Roundabouts can be a logical solution to assist with traffic flow and reduce crash potential on intersections with more than four legs.

Beyond speed mitigation, roundabouts calm traffic by making space for other forms of transportation, such as pedestrians, who can also navigate intersections safely. The use of sidewalks and crosswalks improve pedestrian safety by providing splitter islands for refuge when crossing multiple lanes of

traffic. These crosswalks are also set further back and protected from traffic flow, giving pedestrians and drivers longer reaction time when crossing the street or continuing through the roundabout. Bicyclists are assisted in multiple ways, as detailed by the Washington State DOT: reduced speeds slow cars to a pace cyclists can maneuver easily, and many roundabouts integrate painted bike lanes free of cars. The painted street bike lanes can lead into designated bike paths away from the road that further reduce potential for conflict with cars. Bicyclists also have the option to walk their bikes along crosswalks if they do not want to ride with the flow of traffic.

When the City of Kent constructed this roundabout on Summit Street, the crosswalks were staggered. Placing crosswalks further from exiting traffic reduces chances for conflict.

The U.S. Department of Transportation (USDOT) defines traffic calming as a variety of measures aimed to reduce negative effects of motor vehicles and improve road atmosphere for non-vehicle street users. Roundabout speed limits calm traffic with a range of 15 to 25 mph. Drivers being required to slow and pay closer attention to the direction and activity ahead of them streamlines the movement of all travelers. Compared to older, larger traffic circles that allowed faster speeds and sometimes utilized traffic signals, yielding at a slower speed reduces waiting times, idling and potential for crashes.

According to the Insurance Institute for Highway Safety (IIHS), environmental benefits are achieved through reductions in car emissions and fuel consumption. Improved traffic flow efficiency in roundabouts leads to a reduction in idling and emissions of carbon monoxide and dioxide, nitrous oxide and hydrocarbon up to 45 percent. Safer roundabouts also encourage alternatives to vehicle travel that further reduce emissions.

These advantages have been studied by state and federal transportation officials and have led to roundabouts being widely promoted as a viable intersection alternative among those who control funding for projects. This itself is an advantage of roundabouts: in many cases, finding funding for a roundabout is becoming much easier than funding more traditional intersection improvements. ODOT's current Highway Safety Improvement Program funding and AMATS' *Funding Policy Guidelines* incentivize the construction of roundabouts.

Disadvantages of Roundabouts

Transportation officials tout roundabouts as a generally positive addition to many roadways and intersections because of their myriad benefits. However, they come with their own set of possible disadvantages that make them unsuitable for some locations.

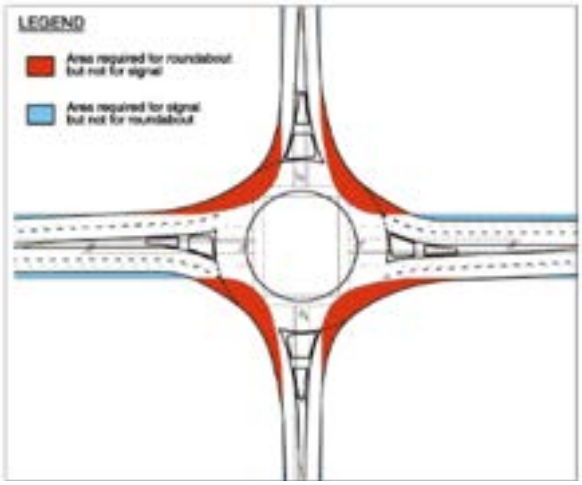
Roundabouts usually come with higher construction costs compared to traditional intersections. Costs vary based on the location of the roundabout and whether landscaped features are included. Because roundabouts are a large undertaking, the following items are all necessary to include in the costs:

- Land acquisition
- Construction of center and splitter islands
- Paving the roundabout
- Signs and pavement markings
- Redirection of traffic during construction
- Impact on local businesses
- Landscaping
- Drainage
- Illumination
- Realignment of roadway

Although constructing a roundabout is typically more expensive than a traditional intersection improvement, costs can be somewhat comparable when the alternative requires the construction of turn lanes and other improvements that drastically alter the intersection's existing conditions.

Many drivers are initially reluctant to the idea of roundabouts, describing them as confusing to navigate and seemingly more complicated than traditional intersections. However, ODOT cites an IIHS survey that shows an increase in the acceptance of roundabouts is often achieved. Within a year of its installation, a prior 31% approval rating of roundabouts can leap to 70%. A better initial approval rating can be achieved by increased education on roundabouts and their benefits. All else being equal, a complicated multi-lane roundabout may be more likely to intimidate drivers than a simpler roundabout. The placement and amount of signage can also alter the public's level of reluctance to a new roundabout. Some people have difficulty processing several signs at once as they approach a roundabout, especially if they are not familiar with the area.

Traditional intersections do not typically take up the same amount of space that roundabouts do. Roundabouts often help with high traffic areas and need the landmark island to define their shape; thus, they will need to acquire more land to be built. This is especially pertinent for multi lane roundabouts and those with pedestrian friendly features, such as setback sidewalks and crossing islands.



Roundabouts, such as this urban double lane roundabout, typically take up more space than would a signalized intersection. Source: FHWA; Roundabouts: An Informational Guide

Siting and Design

Roundabouts can be an effective transportation solution for managing traffic in areas with problematic safety issues or less-than-ideal traffic flow. Conversely, there are numerous roadway characteristics and travel patterns that can make roundabouts a less-than-ideal option for safely managing traffic. Many site-specific considerations must be accounted for before a roundabout can be chosen as a preferred alternative improvement. The following section attempts to capture just some of the most fundamental considerations and is not intended to be all-inclusive.

Traffic Volume and Flow Considerations

Areas with moderate traffic are best suited for roundabouts. To determine the number of lanes needed in the roundabout, traffic flows of the area are generally considered in the following thresholds:

- up to 2,000 vehicles per hour for one-lane roundabouts
- 2,000 to 4,000 vehicles per hour for two-lane roundabouts
- 4,000 to 6,000 vehicles per hour for three-lane roundabouts

Although a roundabout can be a solution for higher hourly volumes (over 2,000 vehicles per hour), several factors can determine whether it is the best solution. Traffic volumes of each road entering the roundabout, the size of the roundabout, angles of roadways, sight distance, and several other factors all must be considered. The community's familiarity and comfort with roundabouts must be measured too, as higher-traffic, multi-lane roundabouts are typically more complex than low-to-moderate volume, single-lane roundabouts.

As the popularity of roundabouts has increased, FHWA has determined that, generally, simpler designs are safer and more effective. Indeed, recent data has shown that 2 x 2 roundabouts—those where each of the four legs have two entrance lanes—tend to present challenges. Driver confusion is high because of its complexity and traffic often moves too fast because the diameter of such roundabouts is larger. FHWA is no longer recommending 2 x 2 roundabouts in many situations. However, 2 x 1 roundabouts—those where the higher volume road has two lanes, but the other street has single-lane entrances—have been much more successful. They can effectively handle capacity of high-volume roadways, particularly in suburban settings.

← *High-traffic roundabouts with multiple lanes on each leg, like this one in Dublin, Ohio, are sometimes not as well-received as less-complex roundabouts.*

Roundabouts can mitigate situations where traffic flow issues occur. Roundabouts are especially advantageous in locations where stop signs are creating unacceptable delays for side street motorists, where a traffic signal is not warranted, or where a traffic signal would result in greater delays than a roundabout. Locations where there is a high proportion of left turning traffic, or where the major traffic route is not straight through the intersection can benefit from the flow of a roundabout.

If a roundabout is constructed within a network of coordinated traffic signal intersections, it can have detrimental effects on maintaining a closely packed platoon of traffic. Not only will a platoon of traffic leaving a nearby signal make it difficult for the minor street traffic to enter the roundabout, but a roundabout can break down a platoon of traffic. Careful evaluation must be considered if a roundabout is being considered within a coordinated signal network.

Regional Example of a suburban 2 x 1 roundabout located at Cleveland-Massillon/Rothrock in Fairlawn

Safety Considerations

The safety provided by roundabouts for drivers and pedestrians is one of their most notable features. Roundabouts are commonly built because a

signalized or stop-controlled intersection has had significant safety issues. Locations that experience high rates of angle, rear-end or loss-of-control collisions can benefit greatly from the unique characteristics of roundabouts.

Roundabouts can be particularly effective in situations with unusual intersection geometry. Skewed intersections—those with acute and obtuse angle turns between roadways—often have poorer crash performance than intersections where legs are perpendicular to each other. Roundabouts can help to eliminate the irregular angles and improve sight distance for the left-turning and through traffic that does not line up with other legs of an intersection.

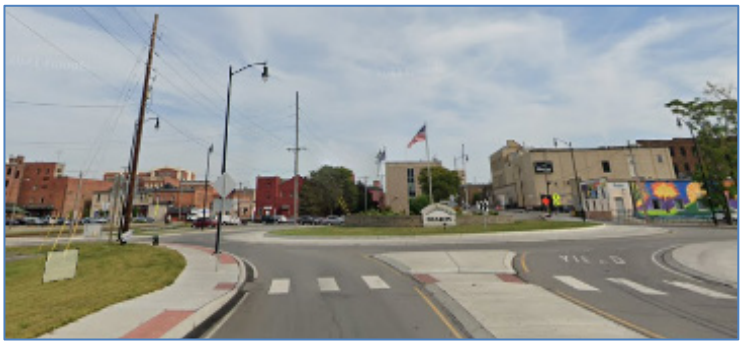
Local example of a roundabout improving the geometry of a previously skewed intersection (E. Market St./Canton Rd./Robindale Dr. in Akron). The two photos on left show the intersection before the roundabout was constructed; right photo showing the roundabout.

Similarly, roundabouts can be an ideal solution for intersections with more than 4 approaches. These intersections necessitate more signal timing phases which create more queuing traffic because of long wait times. Because of so many roads converging, five-and-six-leg intersections create additional conflict points and invite more opportunity for safety issues. Roundabouts can eliminate or minimize these issues. However, many of these intersections carry high volumes of traffic on multiple legs, so care should be taken to evaluate whether a roundabout is an effective solution. Five-and-six-leg roundabouts tend to be larger to allow required spacing between each leg, which can lead to higher speeds within the roundabout and increases in costs for construction and right-of-way acquisition.

Examples of roundabouts with more than four legs—Left: The Northeast/Howe/N. Munroe roundabout in Tallmadge is among the largest roundabouts in the region; Right: This 5-leg elongated roundabout in Rochester, PA combines five high-volume roadways on the edge of the borough's downtown.

Other Siting and Design Considerations

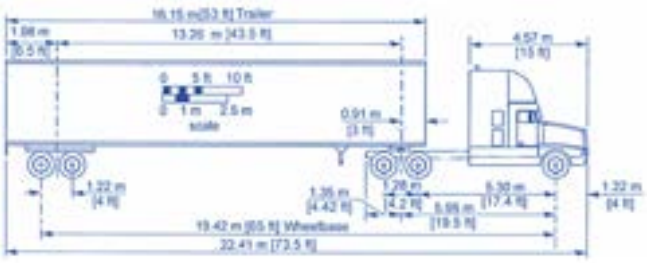
Transition Areas—Roundabouts can be an effective solution in locations where it is important to emphasize the transition between urban and rural environments. Not only can the roundabout serve an important role in calming traffic by reducing vehicular speeds and introducing a more pedestrian and bicycle friendly scale, but these roundabouts can aid in creating a community gateway that helps to define a community's character.



This roundabout in Sharon, PA helps to provide a sense of place and transition zone between a non-descript industrial area and the central business district.

Topography—Roundabouts are generally not recommended for intersections that are along or adjacent to grades exceeding four %. When the approaching roadways slope downward toward the intersection, it is more difficult for entering vehicles to slow or stop as they enter the roundabout as the negative slope increases, particularly during inclement weather. When a roundabout is at the crest of a vertical curve, i.e., approach roadways ascent to the roundabout, with steep approaches, driver sightlines are typically reduced and compromised. If a roundabout is found to be a viable solution along or adjacent to a steeply graded intersection, the intersection itself should be moved or have its vertical profile modified whenever possible, both of which are expensive options.

Vehicle Size—The design of a roundabout might be altered somewhat to account for the type and volume of anticipated truck traffic. While modern roundabouts are designed with truck aprons—and large trucks are *expected* to drive onto this area of the roundabout—a location with high freight volumes may be designed slightly larger to aid truck movement. The turning path of larger vehicles will be greater, and the largest anticipated vehicle—or design vehicle—should be considered in a roundabout's design. A large WB-20 interstate semi-trailer, for example, will utilize intersections at freeway exit ramps and arterial state highways. Smaller design vehicles may be chosen for lower-classification roads and local street intersections. Good roundabout design balances the need to accommodate large vehicles while maintaining low speeds for passenger vehicles.



WB-20 semi-trailers (53' trailers) require a large turning path.

Signage— Roundabouts have signage and markings to alert drivers to their presence and how to navigate them. These signs can contribute to the initial hesitance of drivers to use roundabouts due to being unfamiliar with the meaning of the signs, although they ultimately allow for a safer driving experience. Although some signage can be confusing to drivers unfamiliar with roundabouts, this confusion is reduced over time as more roundabouts are constructed both regionally and nationally.

Signage needs are different for urban and rural applications and for different categories of roundabouts. Signs should be located where they have maximum visibility for road users but a minimal likelihood of even momentarily obscuring pedestrians, motorcyclists and bicyclists, who are the most vulnerable of all roundabout users.

Construction & Maintenance Costs

Construction (and Pre-Construction) Costs
The cost of constructing a new roundabout can vary greatly. Before a roundabout is even built, the pre-construction costs can be sizable. Right-of-way acquisition and the movement of utilities both have the potential to be large expenditures. Re-grading of the adjacent roadways is necessary in some cases, which also increases costs. Construction costs are affected by the width of the street, size of the roundabout, the way the legs of the roundabout are designed, and landscaping. Furthermore, whether a roundabout has sidewalks and/or other active transportation features affects the total cost.

Within the AMATS area, some single-lane roundabouts were built for well under $1 million (as recently as 2014) in rural or suburban locations. But many are well over this amount. It is impossible to give an accurate regional average for roundabout construction costs because so many of the roundabouts built have been a component of larger projects (e.g. a roundabout being built as part of a road's reconstruction that might be a mile or so long). Although outliers are common, a community might anticipate that a standalone single-lane roundabout could be within the range of $1 million to $ 2 million and typical multi-lane roundabouts might be $1.5 million to $3 million. These costs would increase in circumstances where grading, drainage, and other improvements are necessary. If a roundabout is constructed as part of a larger, more transformational roadway project, the additional cost of a roundabout (as part of the overall project scope) may be lower.

Maintenance Costs
The maintenance costs for roundabouts come from landscaping, pavement, markings, drainage and sign upkeep, which are typical considerations for municipal transportation budgets. Notably, the costs associated with maintaining a signal are eliminated when roundabouts are constructed.

Cost Comparison with Other Intersection Alternatives
Intersections with traffic signals and signage use electricity and other methods to control traffic that, compared to roundabouts, have lower associated installation costs, but higher maintenance costs.

Replacing or installing a traffic signal and associated systems can cost around $150,000 to $200,000, or more in some situations. If a non-roundabout alternative is chosen for construction, however, many intersection improvements may justify the construction of additional turning lanes. Typically, even an enlarged intersection with new turning lanes will still have a lower construction cost than a roundabout, but the cost difference will be significantly reduced.

Signalized intersections require the maintenance of hardware that can average around $400-$1,200 per intersection, according to the Wisconsin Department of Transportation (WSDOT), but of course periodic replacement of signal components can increase this amount significantly. The costs of running electricity average around $1,400 per year, per intersection, according to WSDOT. All told, an average signal may cost around $5,000 to $10,000 to operate, maintain, and periodically replace components as needed.

When considering the short-and-long-term costs of constructing a roundabout, an important consideration is the cost of the loss of a human life. The American Automobile Association estimates that a single fatal crash costs around $6 million when accounting for lost household production, earnings, property damage, and other costs. Regardless of how and whether a human life can be monetized, the human cost of a lost or significantly changed life is great. Given that roundabouts tend to result in significant reductions of fatal and serious injury crashes compared to other intersection types, monetary cost comparisons suddenly become less important.

Chapter 3 — AMATS Area Roundabouts

This chapter is divided into two sections. The first section provides an inventory and brief overview of the roundabout and roundabout-like intersections found throughout the Greater Akron region. The second section takes a closer look at the AMATS area's existing roundabouts located on Federal Functionally Classified (FFC) arterial and collector roadways. In addition to providing detailed information about each roundabout, the crash performance of each roundabout is analyzed. Where possible, crash performance prior to the roundabout's construction is compared to the post-construction configuration.

Regional Inventory

The map on the following page shows the location of all existing and planned roundabouts and other circular intersections within the AMATS planning area.

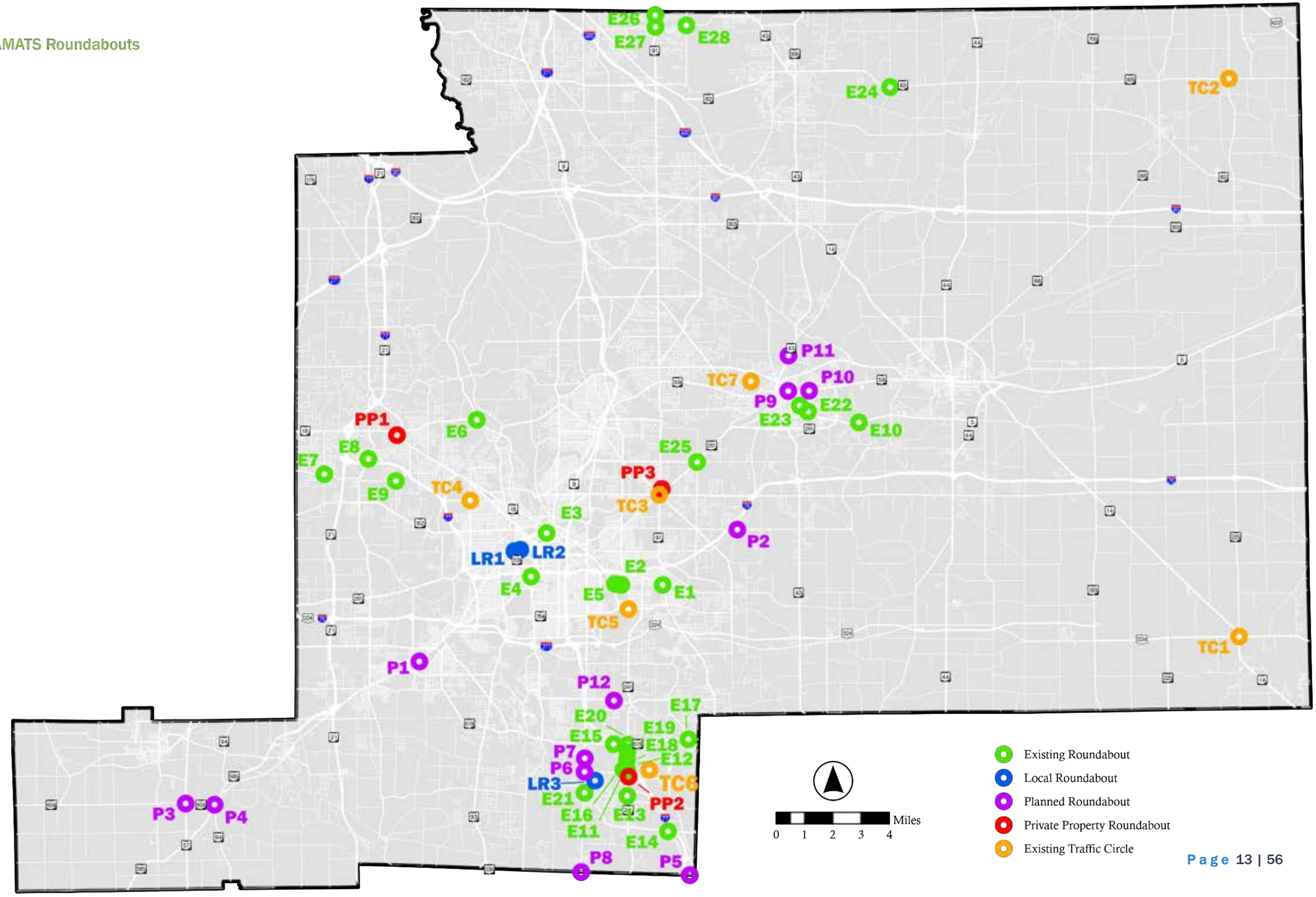
Existing Roundabouts

This chapter is primarily focused on the analysis of 28 existing modern roundabouts in Summit and Portage Counties. (The AMATS portion of Wayne County does not currently have any roundabouts). A list of these roundabouts can be found below, but detailed information about each location comprises the latter section of this chapter.

Map ID	Community/ies	Road 1	Road 2	Road 3
E1	Akron	E. Market St./SR 18	Canton Rd./SR 91	Robindale Ave.
E2	Akron	Eagle St.	Seiberling Way	
E3	Akron	S. Main St.	Mill St.	
E4	Akron	Bachtel Ave.	Old Main St.	W. South St.
E5	Akron	Innovation Way/SR 241	Seiberling St.	Eagle St.
E6	Akron/Cuyahoga Falls	Riverview Rd.	Smith Rd.	
E7	Copley Twp	Ridgewood Rd.	Hametown Rd.	
E8	Copley Twp/Fairlawn	Cleveland Massillon Rd	Rothrock Rd	
E9	Fairlawn/Copley Twp	Ridgewood Rd.	Jacoby Rd.	
E10	Franklin Twp	Summit Rd.	Powdermill Rd.	
E11	Green	Massillon Rd./SR 241	Boettler Rd.	Franks Pkwy.
E12	Green	Massillon Rd./SR 241	Corporate Woods Cir.	Thorn Dr.
E13	Green	Massillon Rd./SR 241	Steese Rd.	
E14	Green	Greensburg Rd.	Lauby Rd.	
E15	Green	E. Turkeyfoot Lake/SR 619	Pickle Rd.	
E16	Green	Corporate Woods Pkwy.	Corporate Woods Cir.	
E17	Green	E. Turkeyfoot Lake/SR 619	Myersville Rd.	
E18	Green	Massillon Rd./SR 241	Raber Rd.	
E19	Green	Massillon Rd./SR 241	Stein Rd.	
E20	Green	Massillon Rd./SR 241	E. Turkeyfoot Lake/SR 619	
E21	Green	Arlington Rd.	Greensburg Rd.	
E22	Kent	Summit St.	Ted Boyd Dr.	Johnston Dr.
E23	Kent	Summit St.	Campus Center Dr.	Risman Dr.
E24	Mantua Twp.	Twinsburg-Warren Rd./SR 82	Chamberlain Rd.	
E25	Tallmadge	Northeast Ave./SR 261	E. Howe Rd.	N. Munroe Rd.
E26	Twinsburg	Darrow Rd./SR 91	Ethan's Dr.	Meadowood Blvd.
E27	Twinsburg	Darrow Rd./SR 91	Glenwood Dr.	
E28	Twinsburg/Reminderville	Liberty Rd.	Glenwood Dr.	Glenwood Blvd.

Note: The roundabout at Eagle St. and Seiberling Way in Akron was originally planned to include a third intersecting road. However, this road remains unbuilt and the roundabout serves no function as an intersection.

AMATS Roundabouts



Planned Roundabouts

There are 12* new roundabouts within the AMATS area scheduled for construction over the next five years. Most of these roundabouts are either funded through AMATS' Carbon Reduction Program Funding and/or through Highway Safety Improvement Program funds administered through ODOT. The Mayfair Rd./Mt. Pleasant Rd. roundabout is being managed through the Stark County Engineer's office. This roundabout will be located on the Stark/Summit county line.

Map ID	PID #	Community/ies	Road 1	Road 2	Road 3	AMATS Funded?	Lane Config.	Planned Year of Completion
P1	121598	Barberton	Wooster Rd. North	Hopocan Ave.		Yes	Single	2029
P2	114845	Brimfield Twp	Old Forge Rd	Mogadore Rd		No	Single	2026
P3	116212	Chippewa Twp.	SR 57/Wadsworth Rd.	Easton Rd./SR 604		No	Single	2024
P4	118008	Chippewa Twp.	Akron Rd./SR 585	Mt. Eaton Rd. North/SR 94	Easton Rd./SR 604	No	Single	2027
P5	107649	Green/Jackson Twp.	Mayfair Rd.	Mt. Pleasant Rd.	Pittsburg Ave. NW	No	Single	2024
P6	116917	Green	Arlington Rd.	Boettler Rd.		Yes	Single	2027
P7	116917	Green	Arlington Rd.	Southwood Dr.		Yes	Single	2027
P8	118287	Green	Arlington Rd.	Mt. Pleasant		No	Single	2028
P9	112026	Kent	E. Main St./SR 59	Haymaker Pkwy.	Willow St.	Yes	Multi	2027
P10	112026	Kent	E. Main St./SR 59	Horning Rd.		Yes	Multi	2027
P11	121376	Kent/Franklin Twp.	N. Mantua St./SR 43	Davey Tree HQ (new road)		Yes	Single	2027
P12	121287	Springfield Twp.	Killian Rd.	Pickle Rd.		Yes	Single	2028

* - *Two current traffic circles are planned to be converted to roundabouts. They are described in the* Traffic Circles *section.*

Some of the region's planned roundabouts: Top left—Kent's East Main/Haymaker/Willow; Bottom left—Chippewa Township's SR 57 and SR 604; Right—Green's Arlington and Southwood.

Local Road Roundabouts

There are three known roundabouts on local roadways within the Greater Akron area. Two of these are in newer housing allotments and one is adjacent to corporate offices and alongside a highway exit ramp. Such lower-volume roundabouts are sometimes placed more for aesthetic purposes than to manage traffic efficiently.

Akron's Edgewood and Westerly roundabout

Map ID	Community	Road 1	Road 2	Road 3
LR1	Akron	Edgewood Ave	Westerly Rd	
LR2	Akron	Bell St.	AT&T Offices	Innerbelt Exit Ramp
LR3	Green	Brier Creek Pkwy.	Crest View Dr.	

Private Property Roundabouts

The construction of roundabouts within private commercial developments has become increasingly popular over the past decade. Currently, the Greater Akron area has three such roundabouts.

Summit Mall roundabout in Fairlawn

Map ID	Community	Location
PP1	Fairlawn	Summit Mall
PP2	Green	Acme plaza in Green
PP3	Tallmadge	The Village at Town Center Parking Lot

Neighboring Roundabouts

There are seven roundabouts within approximately two-and-one-half miles outside the AMATS area's borders and one planned roundabout. Most of the neighboring roundabouts are located in Stark County, though Cuyahoga and Medina counties each have one roundabout close to the AMATS planning area.

PID #	County	Community/ies	Road 1	Road 2	Lane Config.	Year of Completion
	Cuyahoga	Glenwillow/Oakwood	Richmond Rd.	Pettibone Rd.	Single	2013
94688	Medina	Granger Twp	SR 94	Granger Rd	Single	2020
93172	Stark	Uniontown	Edison St NW	Kaufman Ave NW	Multi	2021
93172	Stark	Uniontown	Edison St NW	King Church Ave NW	Multi	2021
94438	Stark	Wadsworth	Wadsworth Rd./SR 57	Seville Rd.	Single	2022
103288	Stark	Jackson Twp	Shuffel St. NW	Pittsburg Ave. NW	Single	2023
103288	Stark	Jackson Twp	Pittsburg Ave. NW	Orion St. NW	Single	2023
111050	Stark	Jackson Twp	Lake O' Springs	Strausser Rd. NW	Single	2025 (planned)

Traffic Circles

The AMATS region of Northeast Ohio was settled over 200 years ago as part of the Connecticut Western Reserve. Historically, it was common for township centers to be designed around a town

square with roads forming the borders of this central square or rectangle. Many township, village, or city centers have been modernized over time into a circular, oval, or diamond pattern to allow for greater traffic efficiency. The Greater Akron area only has three such circles that still exist, but numerous examples of this design can be found throughout Northeast Ohio. A regional example of a town square that has not been modernized into a circular or diamond-shape configuration can be found in the center of Copley Township. The city of Streetsboro also has its historic town square, though the main arterial routes cut through the historic center.

Municipality	Road 1	Road 2
Deerfield Twp	SR 14/SR 225	US 224
Nelson Twp	SR 305 (Nelson Center)	Parkman Rd.
Tallmadge	Tallmadge Cir. - *N, NE, E, SE, S, SW, N, NW Avenues*	

The Tallmadge Circle, one of the area's most famous landmarks

Map ID	Community	Road 1	Road 2
TC4	Akron	Mull Ave.	Hawkins St.
TC5	Akron	Triplett Blvd	Massillon Rd.
TC6	Green	Troon Dr.	Muirfield Dr.
TC7	Kent	Stonewater Dr.	Admore Dr.

A few more modern examples of traffic circles can be found within the region. Traffic circles tend to be much larger than modern roundabouts and typically feature all-way stop control. They may have channelized islands that allow for a slightly angled approach into the circle or be designed to perpendicularly enter the circle. The city of Akron has two such traffic circles that have been in place for the better part of a century. The circle at Triplett Boulevard and Massillon Road does not require stop-control—yield signs exist in place of stop signs—and has recently been partially converted to function more like a modern roundabout. Updated signage will be erected later in 2024. Plans are also in place to retrofit the Mull/Hawkins intersection to function more like a modern roundabout. The third traffic circle, located in the city of Kent, was constructed in the mid-2000s. It is sized and looks much like a modern roundabout but features all-way stop control.

Mull/Hawkins Traffic Circle

Characteristics and Performance of the AMATS Region's Existing Roundabouts

As of spring 2024, there were 28 modern roundabouts on the AMATS region's arterial and collector roadways. The first roundabout was built in 2006, and the concept's popularity quickly grew. Some communities have embraced roundabouts more than others—only six area communities have more than one roundabout—with the city of Green being the undisputed leader in roundabouts, as depicted in the accompanying chart.

Data sheets on each of the 28 roundabouts are included later within this chapter. Photos of the intersection before and after the roundabout's construction are displayed on the right of each page. Three tables comprise the left side of each page. The *Roundabout Characteristics* table provides important statistics about each roundabout. The latter two tables—*Crash History* and *Crash Comparison*—demonstrate how each roundabout has performed in terms of safety.

Crash Analysis

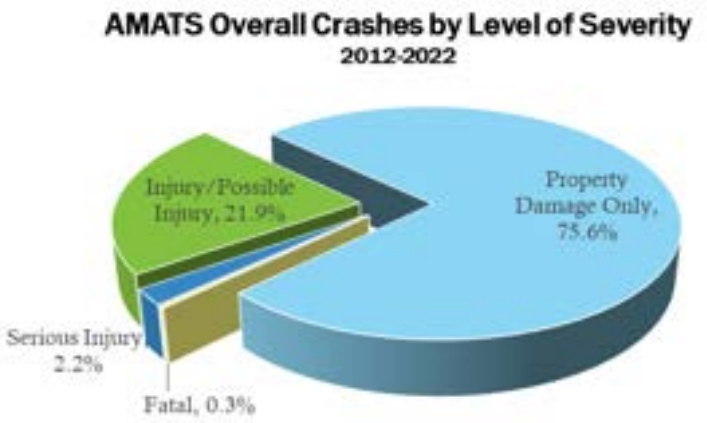
Crashes are analyzed by year and by the level of severity. Two processes were used, depending upon when the roundabout was constructed: (1.) The eight newest roundabouts—those built within the past nine years—utilize crash data from 2012 to 2022. (2.) The nine oldest roundabouts utilize older pre-roundabout crash data (typically to 2000). This data was collected at a different time under a different process and AMATS cannot guarantee its accuracy to quite the same degree as the 2012-and-newer data. Seven of these roundabouts were built prior to 2012, while AMATS decided to also utilize the pre-2012 crash data for two that would have only been able to average two years of pre-roundabout data without pulling in the pre-2012 data.

Data is collected by year for the four categories of crash severity:

- ***Property Damage-Only (PDO)***—A crash resulting in no injuries to those involved in the crash.
- ***Injury or Possible/Potential Injury***—A crash either resulting in a non-incapacitating injury or a potential injury, e.g., the victim may be sore or plan to seek medical treatment.
- ***Serious Injury****—A crash causing an incapacitating injury.
- ***Fatal***—A crash resulting in a fatal injury.

* - Serious injury data was collected in its own category beginning in 2020. Any serious injuries prior to 2020 would be classified within the *Injury or Possible/Potential Injury* category.

The chart to the right shows the number of *AMATS Overall Crashes by Level of Severity* during the 2012-2022 timeframe. These numbers include all intersection-related crashes except those involving animals and those related to construction.



The roundabout's year(s) of construction is (are) noted in red font on the individual data sheets' *Crash History* tables. Any years highlighted in red are excluded from analysis. Additionally, the first full year after the roundabout's construction is excluded and is highlighted in red font. The justification for this is that drivers may still be getting used to the new roadway configuration. Roundabouts built prior to 2012 and using pre-2012 data also exclude years of construction.

The *Crash Comparison* table simply averages all pertinent pre-and-post years of analysis.

The figure below shows a sample of how years of analysis are calculated:

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			1	1	2
2013			1	4	5
2014				7	7
2015			1	4	5
2016			2	2	4
2017			1	4	5
2018				7	7
2019			1	7	8
2020			1	2	3
2021				4	4
2022				2	2
Total	0	0	8	44	52

*Red indicates construction timeframe. Excluding data from comparison.

2018 and 2019 are the years of construction so this crash data is omitted from analysis.

In this example, 2020 would be the first year post-construction, so this year is also omitted from analysis.

Pre-construction analyis includes all years up to 2017. 2012-2017 includes 6 years, so crashes during this time are divided by 6 to calculate the average.

Post construction analysis begins after the first year post-construction (2020), so the average in this case would include only 2 years: 2021 and 2022.

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	1.00	3.67	4.67
Post-Con. Avg	0.00	0.00	0.00	3.00	3.00
% Change	0%	0%	-100%	-18%	-36%

When reviewing the data, it is important to consider that several of the area's roundabouts have been built within the past five years. Therefore, post-data may be limited to only one or two years, as in the example above. Having a longer time period to average produces stronger results, less likely to be affected by aberrations in the data.

The table to the right shows the 11 roundabouts excluded from crash comparison analysis. Most of these roundabouts were omitted because they are newer and do not yet have any post-construction data. Two others—Eagle Street & Seiberling way and Bachtel Avenue & Old Main Street & West South Street—were excluded because they are new roadways or intersections that did not exist previously.

Roundabouts Excluded from Crash Comparison Analysis

Community(ies)	Roundabout Location
Akron	E. Market St./SR 18 & Canton Rd./SR 91 & Robindale Ave.
Akron	Eagle St. & Seiberling Way
Akron	Bachtel Ave. & Old Main St. & W. South St.
Copley Twp/Fairlawn	Cleveland Massillon Rd & Rothrock Rd.
Green	Massillon Rd./SR 241 & Boettler Rd. & Franks Pkwy.
Green	Massillon Rd./SR 241 & Corporate Woods Cir. & Thorn Dr.
Green	Massillon Rd./SR 241 & Raber Rd.
Green	Massillon Rd./SR 241 & Stein Rd.
Green	Massillon Rd./SR 241 & E. Turkeyfoot Lake Rd./SR 619
Green	Arlington Rd. & Greensburg Rd.
Mantua Twp.	Twinsburg-Warren Rd./SR 82 & Chamberlain Rd.

Summary of Findings

The table on the following page shows the 17 roundabouts for which a crash comparison analysis was performed. Roundabouts are sorted from best-to-worst-performing in the overall % change in the yearly average of overall crashes. Detailed data of crashes per year for each roundabout can be found on the corresponding Data Sheet's *Crash History* tables and should be used to analyze a specific roundabout's crashes.

Key findings include:

- ***Injury crashes*** were reduced on 15 of the 17 roundabouts. These ranged from a -100% reduction to a 100% increase. Because *Serious Injury Crashes* were coded as *Injury* crashes until 2020, this analysis does not break out which of these injuries may have been more serious in nature.
- ***Property Damage-Only crashes*** were reduced on 9 of the 17 roundabouts. These ranged from a -91% reduction to a 244% increase.
- ***Overall crashes*** were reduced on 9 of the 17 roundabouts. These ranged from a -94% reduction to a 178% increase.
- ***Fatal crashes*** are not listed on the table below. Only one fatal crash occurred at a roundabout*, but it was not related to actions within the roundabout.

** Franklin Township's Summit Rd. & Powdermill Rd. intersection, 2021. This crash involved an impaired driver who departed the roadway during the approach to the roundabout.*

S. Arlington and Greensburg roundabout in Green

This data will become more comprehensive as more time elapses and as updates to this plan occur. Further, it is essential to consider the circumstances involving each crash before making assumptions about an intersection's safety. One or two crashes can have a large impact on an intersection's performance, so a large percentage increase or decrease in crash performance becomes more meaningful as more data can be collected.

Roundabout Crash Comparison

Community	Roundabout Location	Crash % Change			Years of Data		Lanes	Current ADT
		Injury	PDO	Overall	Pre	Post		
Green	Corporate Woods Pkwy. & Corporate Woods Cir.	-100%	-91%	-94%	6	3	Single	6,600
Green	Greensburg Rd.& Lauby Rd.	-100%	-72%	-76%	14	6	Single	13,092
Kent	Summit St.& Campus Center Dr. & Risman Dr.	-86%	-74%	-76%	3	3	Multi	14,924
Green	E. Turkeyfoot Lake/SR 619 & Myersville Rd.	-100%	-52%	-70%	7	2	Single	11,913
Copley Twp	Ridgewood Rd. & Hametown Rd.	-90%	-46%	-58%	5	16	Single	8,981
Akron	S. Main St. & Mill St.	-100%	-28%	-45%	6	2	Single	5,451
Akron/Cuyahoga Falls	Riverview Rd. & Smith Road	-54%	-31%	-38%	11	10	Single	12,140
Green	E. Turkeyfoot Lake/SR 619 & Pickle Rd.	-67%	-27%	-36%	6	3	Single	11,958
Kent	Summit St. & Ted Boyd Dr. & Johnston Dr.	-100%	-24%	-35%	3	5	Single	14,293
Twinsburg/ Reminderville	Liberty Rd. & Glenwood Rd./Blvd.	-50%	21%	3%	8	13	Single	16,493
Franklin Twp	Summit Rd. & Powdermill Road	-60%	87%	6%	14	7	Single	9,663
Fairlawn/Copley Twp	Ridgewood Rd. & Jacoby Rd.	-38%	37%	17%	9	12	Single	11,846
Twinsburg	Darrow Rd./SR 91 & Ethan's Dr. & Meadowood Blvd.	100%	17%	27%	6	2	Single w/ dedicated turn lanes	14,927
Akron	Innovation Way/SR 241 & Seiberling St. & Eagle St.	-63%	125%	31%	9	12	Single	5,640
Green	Massillon Rd./SR 241 & Steese Rd.	-64%	137%	68%	8	13	Multi	19,450
Tallmadge	Northeast Ave./SR 261 & E. Howe Rd. & N. Munroe Rd.	73%	125%	95%	10	10	Single*	19,410
Twinsburg	Darrow Rd./SR 91 & Glenwood Dr.	-7%	244%	178%	4	5	Single w/ dedicated turn lanes**	21,959

Older Roundabout; used longer data window (pre-2012 data)

Limited years of post-roundabout data

* Roundabout was initially a partial multi-lane design; simplified in 2019.

** Roundabout was initially a multi-lane design; simplified in 2018.

Canton Road (SR91) & E. Market (SR18) & Robindale Dr.

Map ID E1

Roundabout Characteristics	
PID	93433
Construction	4/5/21 to 10/14/21
FFC	Principal Arterial (SR 91), Local (Robindale Ave)
Density	High-density/urban neighborhood
Crosswalks	Ladder
Outer Diameter	125-145 ft
Inner Diameter	75-90 ft Including Apron
Current ADT	18,137
Approach Speeds	25, 35, 35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			3	9	12
2013			2	8	10
2014			2	13	15
2015			7	12	19
2016			2	8	10
2017			1	13	14
2018			2	12	14
2019			3	8	11
2020			3	5	8
2021		1		4	5
2022				10	10
Total	**0**	**1**	**25**	**102**	**128**

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	2.78	9.78	12.56
Post-Con. Avg	n/a	n/a	n/a	n/a	n/a
% Change	n/a	n/a	n/a	n/a	n/a

Eagle Street & Seiberling Way

Map ID E2

Roundabout Characteristics	
PID	84907
Construction	9-5-2012 to 11-1-2014
FFC	Major Collector (Eagle St & Seiberling Way (S leg))
Density	Undeveloped
Crosswalks	None
Outer Diameter	130 ft
Inner Diameter	90ft Including Apron
Current ADT	1,431
Approach Speeds	35mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012					0
2013					0
2014					0
2015					0
2016					0
2017				1	1
2018			1		1
2019					0
2020					0
2021					0
2022					0
Total	0	0	1	1	2

*Red indicates construction timeframe. Excluding data from comparison

After

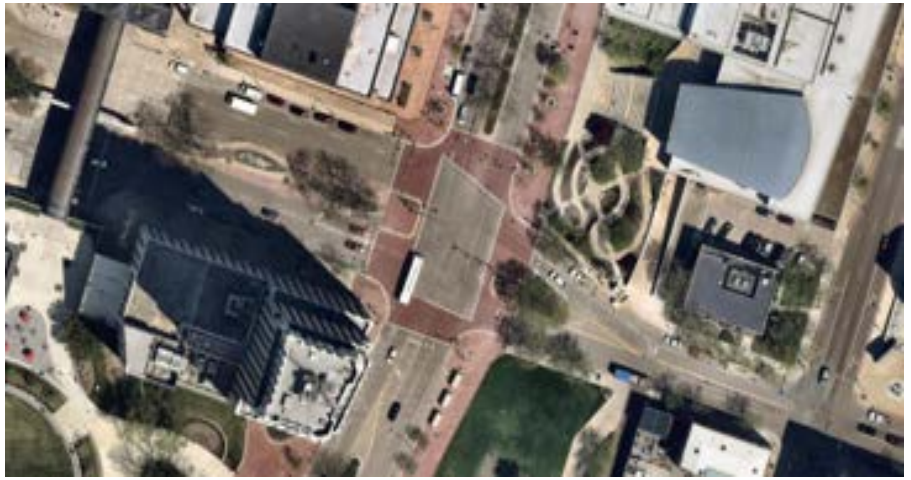
Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	n/a	n/a	n/a	n/a	n/a
Post-Con. Avg	0.00	0.00	0.14	0.14	0.29
% Change	0%	0%	n/a	n/a	n/a

S. Main Street & Mill Street

Map ID E3

Roundabout Characteristics	
PID	104042
Construction	7/9/2018 to 12/13/2019
FFC	Principal Arterial (SR 91), Major Collector (Glenwood Dr)
Density	High density/CBD
Crosswalks	Stamped/Brick
Outer Diameter	105 ft
Inner Diameter	60 ft Including Apron
Current ADT	5,451
Approach Speeds	25 mph

Before



Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012				3	3
2013			4	3	7
2014				3	3
2015			2	5	7
2016			1	8	9
2017			1	3	4
2018				1	1
2019					0
2020					0
2021				2	2
2022				4	4
Total	0	0	8	32	40

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	1.33	4.17	5.50
Post-Con. Avg	0.00	0.00	0.00	3.00	3.00
% Change	0%	0%	-100%	-28%	-45%

Bachtel Avenue & Old Main Street & W. South Street

Map ID E4

Roundabout Characteristics	
PID	77269
Construction	Opened 2017 (Whole PID 7/12/2016 to 10/29/2021)
FFC	Local (all approaches)
Density	High-density/urban neighborhood
Crosswalks	Ladder
Outer Diameter	120 ft
Inner Diameter	80ft Including Apron
Current ADT	3,687
Approach Speeds	25 and 35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012					
2013					
2014					
2015					
2016					
2017					
2018				1	1
2019				1	1
2020				1	1
2021				1	1
2022				1	1
Total	0	0	0	5	5

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	0	0	0
Post-Con. Avg	0.00	0.00	0.00	1.00	1.00
% Change	0%	0%	0%	n/a	n/a

Innovation Way, Seiberling Street & Eagle Street

Map ID E5

Roundabout Characteristics	
PID	84103
Construction	8/24/2009 to 11/15/2010
FFC	Principal Arterial (SR 241), Major Collector (Eagle St), Local (North side of Seiberling St & Eagle Way)
Density	Medium-density
Crosswalks	Ladder
Outer Diameter	200-224 ft
Inner Diameter	165ft Including Apron
Current ADT	5,640
Approach Speeds	35mph

Before

After

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012				2	2
2013			2	2	4
2014				2	2
2015			2	3	5
2016					0
2017				2	2
2018				2	2
2019				2	2
2020				2	2
2021				3	3
2022				4	4
Total	**0**	**0**	**4**	**24**	**28**
2000-2008	0	0	8	8	16
2011	0	0	0	0	0

Note: roundabout constructed prior to 2012

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	0.89	0.89	1.78
Post-Con. Avg	0.00	0.00	0.33	2.00	2.33
% Change	n/a	0%	-63%	125%	31%

Riverview Road & Smith Road

Map ID E6

Roundabout Characteristics	
PID	83628
Construction	7/26/2011 to 12/1/2011
FFC	Principal Arterial (Smith Rd & South side of Riverview Rd), Minor Arterial (North side of Riverview Rd)
Density	Low-Density/Rural or Suburban
Crosswalks	None
Outer Diameter	105 ft
Inner Diameter	70ft Including Apron
Current ADT	12,140
Approach Speeds	35mph

Before

After

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			1	4	5
2013			4	4	8
2014				3	3
2015			1	5	6
2016			5	5	10
2017			2	5	7
2018			1	8	9
2019				9	9
2020			2	4	6
2021		1		7	8
2022			1	5	6
Total	**0**	**1**	**17**	**59**	**77**
2000-2010	2	0	38	88	128

*Red indicates construction timeframe. Excluding data from comparison

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0.18	0.00	3.45	8.00	11.64
Post-Con. Avg	0.00	0.10	1.60	5.50	7.20
% Change	-100%	n/a	-54%	-31%	-38%

Ridgewood Road & Hametown Road

Map ID E7

Roundabout Characteristics	
PID	80779
Construction	Opened 2006
FFC	Major Collector (Ridgewood Rd and North side of Hametown Rd), Local (South side of Hametown Rd)
Density	Low-Density/Rural or Suburban
Crosswalks	None
Outer Diameter	105 ft
Inner Diameter	50 ft-Including Apron
Current ADT	8,981
Approach Speeds	35mph

Before

After

Crash History					
Crash Year	Fatal	Serious (post-2019 only)	Injury/Possible Injury	PDO	Total
2012		*Serious crashes coded as Injury/Possible Injury until 2020*		2	2
2013				1	1
2014				3	3
2015				2	2
2016					0
2017			1		1
2018				3	3
2019			1		1
2020				1	1
2021				2	2
2022				2	2
Total	**0**	**0**	**2**	**16**	**18**
2000-2004	0	0	6	15	21
2007-2011	0	0	0	10	10

Note: roundabout constructed prior to 2012

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	1.20	3.00	4.20
Post-Con. Avg	0.00	0.00	0.13	1.63	1.75
% Change	0%	0%	-90%	-46%	-58%

Cleveland Massillon Road & Rothrock Road

Map ID E8

Roundabout Characteristics	
PID	103293
Construction	9/8/20 to 9/30/22
FFC	Minor Arterial (Cleveland Masillon Rd), Local (Rothrock Rd)
Density	Low-density/rural or suburban
Crosswalks	Traditional
Outer Diameter	185 ft
Inner Diameter	120-140 ft Including Apron
Current ADT	18,743
Approach Speeds	35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012				5	5
2013			1	1	2
2014			1	5	6
2015				2	2
2016			2	6	8
2017			9	15	24
2018			5	11	16
2019			2	10	12
2020			5	10	15
2021			1	7	8
2022	0	0	2	19	21
Total	0	0	28	91	119

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	2.5	6.88	9.38
Post-Con. Avg	n/a	n/a	n/a	n/a	n/a
% Change	n/a	n/a	n/a	n/a	n/a

Ridgewood Road & Jacoby Road

Map ID E9

Roundabout Characteristics	
PID	N/A
Construction	Opened 2010
FFC	Minor Arterial (Ridgewood Rd), Local (Jacoby Rd)
Density	Low-Density/Rural or Suburban
Crosswalks	None
Outer Diameter	102 ft
Inner Diameter	60ft Including Apron
Current ADT	11,846
Approach Speeds	35mph

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012				3	3
2013				3	3
2014				5	5
2015				3	3
2016				3	3
2017			1	2	3
2018				1	1
2019				3	3
2020			1		1
2021			1	1	2
2022			2	3	5
Total	**0**	**0**	**5**	**27**	**32**
2000-2008	0	0	6	17	23
2011	0	0	0	4	4

Note: roundabout constructed prior to 2012

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	0.67	1.89	2.56
Post-Con. Avg	0.00	0.00	0.42	2.58	3.00
% Change	0%	0%	-38%	37%	17%

Before

After

Summit Road & Powdermill Road

Map ID E10

Roundabout Characteristics	
PID	N/A
Construction	Opened 2014
FFC	Minor Collector (Summit St), Local (Powder Mill Rd)
Density	Low-density/rural or suburban
Crosswalks	None
Outer Diameter	115 ft
Inner Diameter	80ft Including Apron
Current ADT	9,663
Approach Speeds	35mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			1	2	3
2013				2	2
2014				1	1
2015				4	4
2016				5	5
2017			2	6	8
2018			2	3	5
2019			1	3	4
2020			1	4	5
2021	1		2	2	5
2022				5	5
Total	**1**	**0**	**9**	**37**	**47**
2000-2011	0	0	39	26	65

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	2.86	2.14	5.00
Post-Con. Avg	0.14	0.00	1.14	4.00	5.29
% Change	n/a	0%	-60%	87%	6%

Massillon Road (SR241) & Boettler Road & Frank Blvd.

Map ID E11

Roundabout Characteristics	
PID	103172
Construction	7/18/22 to 2024 (open to traffic 11-18-23)
FFC	Principal Arterial (Massillon Rd), Major Collector (Boettler Rd), Local (Franks Blvd)
Density	
Crosswalks	Ladder
Outer Diameter	
Inner Diameter	105 ft Including Apron
Current ADT	
Approach Speeds	35 mph

Before

After

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			3	21	24
2013			4	9	13
2014			1	9	10
2015			4	8	12
2016			5	14	19
2017			4	14	18
2018			2	9	11
2019			5	16	21
2020			1	14	15
2021			4	8	12
2022			2	27	29
Total	**0**	**0**	**35**	**149**	**184**

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	3.18	13.55	16.73
Post-Con. Avg	n/a	n/a	n/a	n/a	n/a
% Change	n/a	n/a	n/a	n/a	n/a

Massillon Road (SR241) & Corporate Woods Cir. & Thorn Dr.

Map ID E12

Roundabout Characteristics	
PID	103172
Construction	7/18/22 to 2024 (open to traffic 11-18-23)
FFC	Principal Arterial (Massillon Rd), Local (Corporate Woods Cir & Thorn Dr)
Density	
Crosswalks	Ladder
Outer Diameter	
Inner Diameter	### Including Apron
Current ADT	
Approach Speeds	25, 35 mph

Before

After

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			2	11	13
2013			1	5	6
2014			1	9	10
2015			2	14	16
2016			5	14	19
2017			2	10	12
2018			3	15	18
2019			2	8	10
2020			3	5	8
2021			1	6	7
2022			3	9	12
Total	**0**	**0**	**25**	**106**	**131**

*Red indicates construction timeframe. Excluding data from comparison

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	2.27	9.64	11.91
Post-Con. Avg	n/a	n/a	n/a	n/a	n/a
% Change	n/a	n/a	n/a	n/a	n/a

Massillon Road (SR 241) & Steese Road

Map ID E13

Roundabout Characteristics	
PID	N/A
Construction	Opened 2009
FFC	Principal Arterial (Massillon Rd), Major Collector (Steese Rd)
Density	Medium Density
Crosswalks	Ladder
Outer Diameter	185 ft
Inner Diameter	118 ft
Current ADT	19,450
Approach Speeds	35mph and 45mph

Before

After

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			1	5	6
2013			1	12	13
2014			1	5	6
2015				16	16
2016			2	15	17
2017				8	8
2018			2	10	12
2019				11	11
2020				10	10
2021			3	9	12
2022		1	1	11	13
Total	**0**	**1**	**11**	**112**	**124**
2000-2007	0	0	19	35	54
2010-2011	0	0	0	23	23

Note: roundabout constructed prior to 2012

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	2.38	4.38	6.75
Post-Con. Avg	0	0.09	0.85	10.38	11.31
% Change	0%	n/a	-64%	137%	68%

Greensburg Road & Lauby Road

Map ID E14

Roundabout Characteristics	
PID	80665
Construction	7/7/2014 to 10/9/2015
FFC	Minor Arterial (Greensburg Rd), Major Collector (Lauby Rd)
Density	Low-density/rural or suburban
Crosswalks	None
Outer Diameter	125 ft
Inner Diameter	90ft Including Apron
Current ADT	13,092
Approach Speeds	45 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			1	2	3
2013			1	7	8
2014			2	8	10
2015				2	2
2016					0
2017				1	1
2018				6	6
2019				1	1
2020				2	2
2021				3	3
2022				3	3
Total	**0**	**0**	**4**	**35**	**39**
2000-2011	0	0	18	125	143

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	1.43	9.57	11.00
Post-Con. Avg	0.00	0.00	0.00	2.67	2.67
% Change	0%	0%	-100%	-72%	-76%

E Turkeyfoot Lake Road (SR619) & Pickle Road

Map ID E15

Roundabout Characteristics	
PID	N/A
Construction	Opened 11/23/2018
FFC	Minor Arterial (SR 619), Local (Pickle Rd)
Density	Medium Density
Crosswalks	None
Outer Diameter	145 ft
Inner Diameter	103 ft Including Apron
Current ADT	11,958
Approach Speeds	35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			1	1	2
2013			1	4	5
2014				7	7
2015			1	4	5
2016			2	2	4
2017			1	4	5
2018				7	7
2019			1	7	8
2020			1	2	3
2021				4	4
2022				2	2
Total	0	0	8	44	52

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	1.00	3.67	4.67
Post-Con. Avg	0.00	0.00	0.33	2.67	3.00
% Change	0%	0%	-67%	-27%	-36%

Corporate Woods Parkway & Corporate Woods Circle

Map ID E16

Roundabout Characteristics	
PID	N/A
Construction	Opened Spring 2019
FFC	Local (all approaches)
Density	Medium Density
Crosswalks	Ladder
Outer Diameter	150 ft
Inner Diameter	112ft Including Apron
Current ADT	6,600
Approach Speeds	35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			2	10	12
2013			2	7	9
2014			2	8	10
2015			8	4	12
2016			4	9	13
2017			1	7	8
2018			1	8	9
2019				1	1
2020					0
2021				1	1
2022				1	1
Total	0	0	20	56	76

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	3.17	7.5	10.67
Post-Con. Avg	0.00	0.00	0.00	0.67	0.67
% Change	0%	0%	-100%	-91%	-94%

E. Turkeyfoot Lake (SR 619) & Myersville Road

Map ID E17

Roundabout Characteristics	
PID	N/A
Construction	6/3/2019 to 8/20/2019
FFC	Principal Arterial (SR 619), Major Collector (N side of Myersville), Local (S side of Myersville)
Density	Medium-density
Crosswalks	Ladder
Outer Diameter	140-145ft
Inner Diameter	103 ft Including Apron
Current ADT	11,913
Approach Speeds	25, 35, 35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			2	2	4
2013				1	1
2014			1	2	3
2015			3	4	7
2016			2	3	5
2017			2	4	6
2018			3	6	9
2019			1	3	4
2020				2	2
2021				3	3
2022					0
Total	0	0	14	30	44

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	1.86	3.14	5
Post-Con. Avg	0.00	0.00	0.00	1.50	1.50
% Change	0%	0%	-100%	-52%	-70%

Massillon Road (SR241) & Raber Road

Map ID E18

Roundabout Characteristics	
PID	90415
Construction	5/27/20 to 5/15/22
FFC	Principal Arterial (SR 241), Major Collector (Raber Rd)
Density	Medium Density
Crosswalks	Ladder
Outer Diameter	165-185 ft
Inner Diameter	110 ft Including Apron
Current ADT	27,826
Approach Speeds	35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			2	4	6
2013			3	3	6
2014			2	4	6
2015			3	5	8
2016				4	4
2017			1	5	6
2018			1	2	3
2019			2	3	5
2020		1	2	5	8
2021			1	5	6
2022			2	7	9
Total	0	1	19	47	67

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	1.75	3.75	5.5
Post-Con. Avg	n/a	n/a	n/a	n/a	n/a
% Change	n/a	n/a	n/a	n/a	n/a

Massillon Road (SR 241) & Stein Road

Map ID E19

Roundabout Characteristics	
PID	90415
Construction	5/27/20 to 5/15/22
FFC	Principal Arterial (SR 241), Major Collector (Stein Rd)
Density	Medium Density
Crosswalks	Ladder
Outer Diameter	150-185 ft
Inner Diameter	115 ft Including Apron
Current ADT	16,591
Approach Speeds	25, 35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			2	1	3
2013			4	4	8
2014				3	3
2015			3	2	5
2016			1	5	6
2017				1	1
2018			2	2	4
2019				2	2
2020					0
2021				1	1
2022			1	8	9
Total	0	0	13	29	42

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	1.5	2.5	4
Post-Con. Avg	n/a	n/a	n/a	n/a	n/a
% Change	n/a	n/a	n/a	n/a	n/a

Massillon Road (SR241) & E. Turkeyfoot Lake Road (SR619)

Map ID E20

Roundabout Characteristics	
PID	90415
Construction	5/27/20 to 5/15/22
FFC	Principal Arterial (SR 241 & east side of SR 619), Minor Arterial
Density	Medium Density
Crosswalks	Ladder
Outer Diameter	170-195 ft
Inner Diameter	113 ft Including Apron
Current ADT	21,269
Approach Speeds	35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			2	12	14
2013			3	11	14
2014			7	15	22
2015			2	13	15
2016			2	5	7
2017			4	19	23
2018			4	8	12
2019			3	6	9
2020			3	8	11
2021			1	11	12
2022			4	27	31
Total	**0**	**0**	**35**	**135**	**170**

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	3.38	11.13	14.50
Post-Con. Avg	n/a	n/a	n/a	n/a	n/a
% Change	n/a	n/a	n/a	n/a	n/a

Arlington Road & Greensburg Road

Map ID E21

Roundabout Characteristics	
PID	N/A
Construction	Opened 2022
FFC	Minor Arterial (Greensburg Rd & north side of Arlington Rd), Major Collector (south side of Arlington Rd)
Density	Medium-density
Crosswalks	None
Outer Diameter	150 ft
Inner Diameter	95 ft Including Apron
Current ADT	13,215
Approach Speeds	40 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012				4	4
2013			1	1	2
2014			1	3	4
2015			1		1
2016			2	3	5
2017			1	3	4
2018			4	1	5
2019			1	2	3
2020				8	8
2021			3	1	4
2022				2	2
Total	**0**	**0**	**14**	**28**	**42**

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	1.4	2.6	4
Post-Con. Avg	n/a	n/a	n/a	n/a	n/a
% Change	n/a	n/a	n/a	n/a	n/a

Summit Street & Ted Boyd Drive & Johnston Drive

Map ID E22

Roundabout Characteristics	
PID	84546
Construction	Opened 2017 (Whole PID 11/13/2015 to 11/29/2019)
FFC	Minor Arterial (Summit St), Local (all other approaches)
Density	Medium Density
Crosswalks	Stamped/Brick
Outer Diameter	130-150 ft
Inner Diameter	90ft Including Apron
Current ADT	14,293
Approach Speeds	25, 25, 35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			1	4	5
2013			1	1	2
2014				6	6
2015			4	4	8
2016				4	4
2017			1	5	6
2018				3	3
2019				6	6
2020				2	2
2021				2	2
2022				1	1
Total	0	0	7	38	45

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	0.67	3.67	4.33
Post-Con. Avg	0.00	0.00	0.00	2.80	2.80
% Change	0%	0%	-100%	-24%	-35%

Summit Street & Campus Center Drive & Risman Drive

Map ID E23

Roundabout Characteristics	
PID	84546
Construction	Opened 2018 (Whole PID 11/13/2015 to 11/29/2019
FFC	Minor Arterial (Summit St), Local (all other approaches)
Density	Medium Density
Crosswalks	Stamped/Brick
Outer Diameter	186 ft
Inner Diameter	120 ft Including Apron
Current ADT	14,924
Approach Speeds	25, 25, 35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			4	14	18
2013			2	10	12
2014			1	10	11
2015			5	18	23
2016			2	3	5
2017			1	4	5
2018				6	6
2019			1	5	6
2020				2	2
2021				2	2
2022			1	5	6
Total	0	0	17	79	96

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	2.33	11.33	13.67
Post-Con. Avg	0.00	0.00	0.33	3.00	3.33
% Change	0%	0%	-86%	-74%	-76%

Twinsburg-Warren Road (SR82) & Chamberlain Road

Map ID E24

Roundabout Characteristics	
PID	111007
Construction	9/17/21 to 3/15/23 (Opened 2022)
FFC	Major Collector (SR 82), Local (Chamberlain Rd)
Density	Low-density/rural or suburban
Crosswalks	None
Outer Diameter	131 ft
Inner Diameter	70-85 ft Including Apron
Current ADT	6,096
Approach Speeds	35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			1	1	2
2013					0
2014			1	3	4
2015			1	2	3
2016			2	2	4
2017			4	4	8
2018			2	1	3
2019			5	4	9
2020			2		2
2021			2	3	5
2022				4	4
Total	0	0	20	24	44

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	2	1.89	3.89
Post-Con. Avg	n/a	n/a	n/a	n/a	n/a
% Change	n/a	n/a	n/a	n/a	n/a

Northeast Avenue (SR261) & E. Howe Road & N. Munroe Road

Map ID E25

Roundabout Characteristics	
PID	81533
Construction	4/12/2010 to 3/2/2011
FFC	Principal Arterial (SR 261), Minor Arterial (West side of Howe Rd), Major Collector (South side N. Munroe Rd), Local (East side of Howe Rd & N. side of N. Munroe Rd)
Density	Low-Density/Rural or Suburban
Crosswalks	Ladder
Outer Diameter	205 ft
Inner Diameter	135-140 ft Including Apron
Current ADT	19,410
Approach Speeds	35mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012				8	8
2013			1	11	12
2014			1	14	15
2015			2	13	15
2016			1	15	16
2017			3	18	21
2018			3	19	22
2019			1	9	10
2020			1	12	13
2021			4	4	8
2022			2	11	13
Total	**0**	**0**	**19**	**134**	**153**
2000-2009	0	0	11	56	67

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	1.10	5.60	7.44
Post-Con. Avg	0.00	0.00	1.90	12.60	14.50
% Change	0%	0%	73%	125%	95%

Darrow Road (SR91) & Ethans Drive & Meadowood Boulevard

Map ID E26

Roundabout Characteristics	
PID	92032
Construction	9/4/18 to 2019
FFC	Principal Arterial (SR 91), Local (Ethan's & Meadowood)
Density	Medium Density
Crosswalks	Stamped/Brick
Outer Diameter	132-152 ft
Inner Diameter	90 ft Including Apron
Current ADT	14,927
Approach Speeds	25, 35 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			1	4	5
2013				4	4
2014			1	4	5
2015			1	2	3
2016				7	7
2017				2	2
2018				2	2
2019			1	1	2
2020			1	4	5
2021			2	4	6
2022				5	5
Total	0	0	7	39	46

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	0.5	3.83	4.33
Post-Con. Avg	0.00	0.00	1.00	4.50	5.50
% Change	0%	0%	100%	17%	27%

Darrow Road (SR91) & Glenwood Drive

Map ID E27

Roundabout Characteristics	
PID	92032
Construction	Opened 2016
FFC	Principal Arterial (SR 91), Major Collector (Glenwood Dr)
Density	High density/CBD
Crosswalks	Stamped/Brick
Outer Diameter	105 ft
Inner Diameter	60 ft Including Apron
Current ADT	21,959
Approach Speeds	25 mph

Before

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			2	2	4
2013			2	4	6
2014			1	7	8
2015			1	4	5
2016			3	7	10
2017			3	29	32
2018			3	20	23
2019			2	10	12
2020				19	19
2021			2	15	17
2022				9	9
Total	**0**	**0**	**19**	**126**	**145**

*Red indicates construction timeframe. Excluding data from comparison

After

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0	0	1.5	4.25	5.75
Post-Con. Avg	0.00	0.00	1.40	14.60	16.00
% Change	0%	0%	-7%	244%	178%

Glenwood Drive and Liberty Road

Map ID E28

Roundabout Characteristics	
PID	N/A
Construction	Opened 2009
FFC	Major Collector (all approaches)
Density	Medium Density
Crosswalks	Stamped/Brick
Outer Diameter	120 ft
Inner Diameter	70 ft Including Apron
Current ADT	16,493
Approach Speeds	35mph and 25mph

Before

After

Crash History					
Crash Year	Fatal	Serious	Injury/Possible Injury	PDO	Total
2012			2	4	6
2013			2	6	8
2014			1	4	5
2015				6	6
2016				7	7
2017			1	5	6
2018			1	9	10
2019			1	4	5
2020				2	2
2021			1	3	4
2022				1	1
Total	**0**	**0**	**9**	**51**	**60**
2000-2007	0	0	11	31	42
2010-2011	0	0	0	10	10

Note: roundabout constructed prior to 2012

Crash Comparison					
	Fatal	Serious Injury	Injury/Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	1.38	3.88	5.25
Post-Con. Avg	0.00	0.00	0.69	4.69	5.38
% Change	0%	0%	-50%	21%	3%

Chapter 4 — Planning for Roundabouts in the Greater Akron Area

Eleven communities within the AMATS region have modern roundabouts and four additional communities are slated to construct roundabouts within the next five years. AMATS is aware of additional communities which are seriously considering the construction of roundabouts at intersections throughout the planning area. A few cities, particularly Akron and Green, have constructed multiple roundabouts and continue to seek funding to build more.

Some communities might be concerned with the potential controversy a planned roundabout may present, and other communities have not proceeded in funding and constructing roundabouts due to their relatively high initial cost.

While roundabouts aren't an ideal solution for every unsafe or congested intersection, they should be considered where appropriate. Roundabouts have become common within the Greater Akron area and are projected to increase steadily in number due to their proven effectiveness and because funding is widely available. This chapter introduces some planning considerations for communities that are interested in pursuing the construction of a roundabout and presents procedures to secure funding for roundabouts.

Local Government Planning Considerations

Regional Best Practices
AMATS staff has had numerous roundabout-related conversations with area officials over the past several years, including during this report's writing. Collectively, the Greater Akron area's officials have designed and constructed a variety of roundabouts, learning valuable lessons along the way. Federal and ODOT best-practice guidance and design guidelines have also changed over the past two decades.

The following advice stands out as some of the lessons learned over the past two decades:

Design and build smaller and simpler—Past design guidelines, unrealistic and unnecessary growth rate projections, and traditional methods of focusing on capacity and travel time efficiency have led to some roundabouts that are overbuilt. Single-lane roundabouts have a better safety record overall compared to multi-lane roundabouts. They have more inherent simplicity, particularly for unfamiliar drivers, and can be advantageous for vulnerable road users such as pedestrians. They also cost less to construct and maintain. Therefore, if planners and engineers are looking at traffic volumes that could justify designing a roundabout as either single-or-multi-lane, it is usually best to keep the design as simple as possible.

The same advice applies for slip lanes, where motorists can change roads without entering the intersection. Although slip lanes can assist with and be necessary on roads with high right turning movements, there are some cases where a simpler roundabout without slip lanes can adequately handle traffic.

Growth rates—or the potential for significant growth—have for years been used to justify more capacity on area roadways. However, the AMATS region has seen either stable or decreasing traffic

volumes on most regional roadways. This trend is true even in many of the area's communities that have seen the highest growth over the past decade. Several additional trends appear to be emerging that are causing people to drive less: working from home, remote learning, and more teenagers delaying the decision to drive. For nearly all areas within the AMATS planning area, zero growth rates should be utilized in regional traffic projections. If a large-scale development or other major change in traffic is known and can be justified, or if traffic growth is already occurring, communities should reach out to AMATS to review past trends and calculate realistic future projections.

Communities should also recognize that the capacity that they design a street for will directly affect the adjacent area. Roadway designs to move more cars will encourage people to drive more. Conversely, roadway designs with less capacity might encourage people to combine and limit trips, take alternate routes or even encourage non-vehicular travel.

Furthermore, building roundabouts larger will increase long-term maintenance costs. Plowing, striping, resurfacing, and concrete costs will all be higher over time.

In cases where current traffic volumes demonstrate that a simpler roundabout can adequately function, but where there is a *potential* for significant growth, one creative solution is to design a roundabout that can be easily and inexpensively converted to a larger roundabout if necessary.

Conduct meaningful public involvement—The timing and methods of public involvement matter. Even as roundabouts become more common, the suggestion of a new roundabout has the potential to cause significant interest and concern. If a roundabout is proposed for an intersection, chances are the intersection currently has safety and/or congestion issues that professionals have determined can be improved upon by constructing a roundabout.

AMATS encourages would-be project sponsors to invest the time and resources to reach out to residents, elected officials, and other stakeholders through multiple meetings on the proposed project. Some communities utilize citizen advisory committees, which can be an effective tool to educate and learn from a cohort of the interested public. Early public engagement at the outset of roundabout planning is key to a project's success.

Public Engagement for Kent's upcoming E. Main Street

If community leaders and their consultants can focus on explaining the purpose and need of what is proposed, this can help to educate stakeholders and assuage common concerns and myths. In most cases, the safety benefits of roundabouts—particularly reducing the most severe crashes—are what leads to a roundabout being proposed in the first place. Some communities have found that storytelling carries more impact than citing technical facts and figures. Explaining safety data in terms that support the value of a life can be particularly compelling. For example:

- Reducing opportunities for mistakes by 75%, i.e., fewer conflict points in a roundabout will reduce the chances for crashes.
- Roundabouts are designed to make vehicles travel more slowly, while signals are designed for vehicles to travel the speed limit or faster. This greatly reduces the chance for fatal and serious injury crashes.

- Roundabouts protect the most vulnerable users—pedestrians—who are spending less time in the street and only need to look one direction instead of two.

Presentations featuring visualizations such as conceptual drawings and other potential intersection improvements like bicycle or pedestrian accommodations and landscaping) that help to convey projects in terms that non-technical stakeholders comprehend. Testimonials from community members associated with nearby roundabouts and videos that show how existing roundabouts work can also be powerful tools in educating stakeholders.

The engagement process should offer the public opportunities to provide comments on a proposed roundabout. An open-house format meeting where meeting attendees can break into small groups or travel between different stations after a presentation is an effective way to get people to engage in productive conversation and avoid the issues associated with one or two strong opinions driving the tone of a conversation. Follow-up comment forms or surveys can also be provided. Taking the time to follow-up with attendees and demonstrating that they are being heard builds trust among stakeholders. Moreover, the process allows community officials, engineers, and planners involved in the project to learn other points of view. As with any project, everyday users will have valuable insights into the needs of the area that aren't obvious from traditionally gathered data.

One final consideration during the public engagement process that sponsors should address is the impact of construction. Roundabout construction can be disruptive to nearby businesses and for those traveling the route. Closing an intersection while a roundabout is being constructed is not always an option but keeping it open to maintain traffic may prolong the duration of construction. Communities must be upfront with property owners and businesses about the significance of construction impacts and take the time to address challenges on an individual level. Having compassion and a willingness to do everything legally possible to assist these individuals builds trust with citizens and the community at large.

Examples of creative public engagement: Left—The city of Akron shows how a proposed roundabout is different from a traffic circle by imposing the size and design of the Tallmadge Circle over the proposed roundabout in Ellet; Right—The city of Green assisted restaurants affected by construction by providing gift cards to citizens.

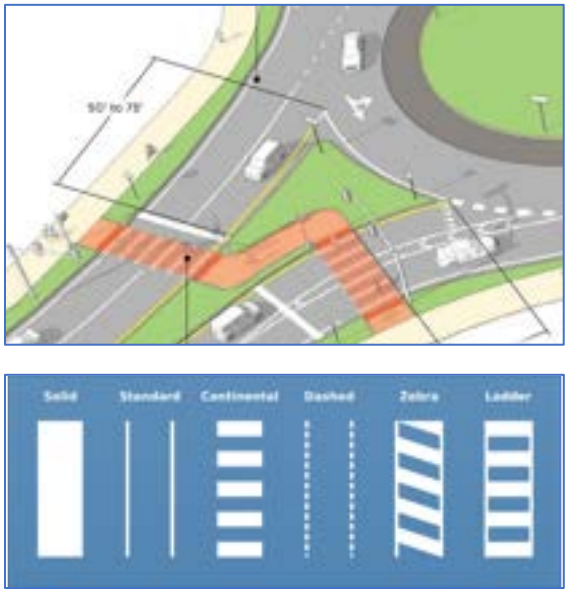
Public understanding increases with familiarization—Sentiments about roundabouts often change as people become familiar with them. While there will always be people who dislike roundabouts for various reasons, anecdotal evidence shows some of this skepticism has eased as more people become comfortable with roundabouts. Based on the increasing number of roundabouts throughout the AMATS planning area, roundabouts are becoming a common sight for travelers in the region. As roundabouts become more common, drivers and even pedestrians and bicyclists are more likely to

encounter and navigate them with regularity. While there is no hard data to measure how public sentiment has changed regionally, the Insurance Institute for Highway Safety (IIHS) notes compelling statistics on public opinion through several studies conducted between 2002 and 2014. In each case, the percentage of drivers supporting roundabouts increased significantly after a roundabout was built. In one case, public sentiment more than doubled from 34% to 70% support, and that was for (more controversial) double-lane roundabouts.

Design roundabouts for all users—In many cases, non-vehicular modes of travel have been afterthoughts in the design process of roadway improvements. Over the past 10-15 years, designing around people—not just cars—has shifted from a fringe movement to a commonly accepted practice. AMATS and ODOT strongly support and incentivize meaningful consideration of active transportation amenities within projects. Such accommodations were typically focused in cities and villages of higher-density, but AMATS encourages lower-density suburban fringe and rural areas to consider pedestrians and bicyclists when planning roundabouts. Adding amenities for non-vehicular modes rarely adds significant cost to a project, but may be difficult to justify based on a current lack of pedestrian or bicycle activity. However, designing for the safety of all users is an important long-term consideration.

AMATS cautions that merely including amenities for non-vehicular users is not sufficient. Amenities and related infrastructure must be well designed to make the most vulnerable users *feel* safe. Officials in one AMATS-area community shared that their pedestrians have indicated that they are apprehensive crossing roundabout intersections, particularly at larger and more complex roundabouts. Ideas to consider help make bicyclists and pedestrians feel safer include:

- Pushing the crosswalks on the exit lanes of the roundabout further away from the circulatory lane. This strategy provides exiting motorists with more time to react to a pedestrian in the crosswalk and pedestrians more opportunity to anticipate the path of vehicles. Placing crosswalks further from the roundabout can also help to prevent rear-end crashes within the circulatory lane.
- Having the crosswalks closer to the circulatory lane on the vehicle entry approach to a roundabout is also beneficial. Approaching vehicle speeds are designed to be slower the closer that a vehicle is to the yield point.
- Improving crosswalk visibility can help lower vehicle speeds and provides another visual cue for motorists to watch for pedestrians. Raising crosswalks is perhaps the most dramatic way to make them visible. Stamped asphalt or concrete crosswalks designed to look like brick or alternate road surfaces, or even painted or thermoplastic crosswalk improvements of a ladder or continental style are strongly recommended.



Top photo: Staggered crosswalks; Bottom photo: diagram of various crosswalk marking styles.

- Installing Rectangular Rapid Flashing Beacons (RRFBs) on more complex, multi-lane roundabouts where vehicle approach and exit speeds can be significantly higher reinforces that cars must yield to others.
- Creating an "offramp" for bicyclists to exit the roadway and use the crosswalks in situations where bicycle lanes are constructed going into a roundabout is a sound approach to make bicyclists feel safer.
- Sufficient lighting at crosswalk locations is essential.

Example of RRFB →

Roundabouts provide opportunities for placemaking—Roundabouts stand out within the landscape and, as discussed in Chapter 2, can create community gateways or transition zones. The installation of a roundabout can convey a community's pride using signage, landscaping, statues, or public art.

Left: S. Main/Mill Roundabout in Akron has an iconic rubber worker statue; Right: Lack of landscape maintenance can convey neglect and make a place look decrepit.

Stay informed—Roundabouts are a relatively new concept in the United States, and new and meaningful research is always being conducted. Staying current on the latest research may help communities make the best decisions on how to design roundabouts and prevent them from causing unnecessary problems.

Roundabouts are one of many potential solutions—There is not a single transportation improvement that works universally. Roundabouts are one of several proven safety countermeasures, or tools, that might be considered to improve the transportation system. Like any tool, a roundabout has a particular way and place that it works best, and there are situations and places where a roundabout would not work well. Communities need to consider a variety of tools and must consider the people that they serve before deciding to build a roundabout.

Funding for Roundabouts

The proven effectiveness of roundabouts has led to various funding options available for communities. The table on the following page lists and describes some of the most popular federal funding sources available for the construction of roundabouts. More information about each source can be found by clicking the hyperlinked title of each funding program.

Funding Program	Awarding Agency	Description	Funding Amt. Available	When to Apply
Carbon Reduction Program (CRP)	AMATS	A newer funding source designed to fund projects that reduce carbon dioxide emissions from on-road highway sources. Roundabouts are the top-scoring project type, compared to other eligible activities.	$2m maximum; 20% local match	Applications are due during AMATS' biennial funding rounds, typically in autumn of odd-numbered years.
Surface Transportation Block Grant (STBG)	AMATS	Versatile funding source for a wide variety of transportation projects on federally classified collector and arterial roadways.	$6m maximum; 10%* to 20% local match	Applications are due during AMATS' biennial funding rounds, typically in autumn of odd-numbered years.
Congestion Mitigation/Air Quality (CMAQ)	Ohio Statewide Urban CMAQ Committee (OSUCC)	Flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Eligible projects must improve air quality and relieve congestion.	No stated maximum, but the AMATS region historically receives about $7m per year; 20% local match	Applications are due biennially, typically during the summer of odd-numbered years. AMATS receives applications and submits them to the OSUCC.
Highway Safety Improvement Program (HSIP) Formal Safety Program	ODOT	Available for higher-cost, more complex safety improvements. Focus on locations with a history of fatal or injury crashes where low-cost safety improvements have failed to solve the problem.	Typically $500k to $5m; 10% local match	Two application cycles per year: March 31 and August 31.
Safe Streets for All (SS4A) Implementation Grants	FHWA	A discretionary federal program designed to implement projects that will prevent roadway deaths and serious injuries. Locations included on the AMATS SS4A Action Plan's High Injury Network (HIN) are much more likely to receive funding.	$2.5m to $25m per project (roundabouts likely to be one component of a larger project); 20% local match	Applications are due annually, typically in May.

* - *Local share can be reduced to 10% if sponsors elect to participate in AMATS' Project Delivery Incentive Program (PDIP), which is a program that incentiviz3es project sponsors to deliver their projects in a specified time window.*

Other possible, non-federal sources to explore include the following:

Ohio Public Works Commission (OPWC) funds
Nineteen districts across Ohio administer OPWC funds that assist in funding infrastructure projects. Various grant and loan programs are available through the OPWC.
https://publicworks.ohio.gov/programs/infrastucture/01-infrastucture
https://publicworks.ohio.gov/districts

Ohio Department of Transportation (ODOT) Transportation Improvement District (TID) program
A TID is a form of local government that strives to promote intergovernmental and public-private cooperation of transportation resources and investments. TIDs must be registered with ODOT to apply for TID program funding, which can go toward various phases of transportation improvements on any publicly owned roadways.
https://www.transportation.ohio.gov/programs/jobs-commerce/03-transportation-improvement-districts

ODOT Jobs and Commerce Economic Development (JCED) program
The Jobs & Commerce Economic Development (JCED) Program provides funding for transportation projects that promote job creation, job retention and private sector investment. ODOT Jobs & Commerce works with private and public partners to find fast and smart solutions to build or improve roads for new or growing businesses within the state.
https://www.transportation.ohio.gov/programs/jobs-commerce/02-jobs-and-commerce-economic+development

Chapter 5 — Conclusion

This report provided an initial look at the key characteristics of roundabouts, an overview of the region's roundabouts including their crash performance, and a summary of some of the lessons learned by the area's communities. The efficacy of roundabouts is a topic that garners passionate debate, though they have been proven nationally to be a viable solution for improving intersections.

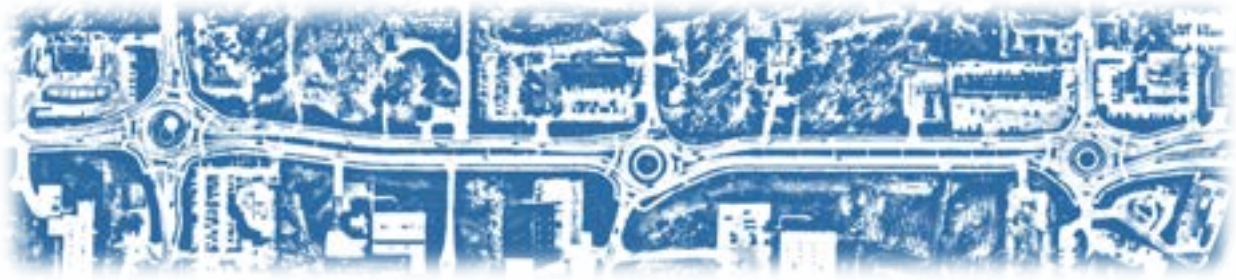
Roundabouts will likely become more common both nationally and regionally. As with any transportation solution, there are myriad factors that must be considered in the planning of a roundabout. Pre-existing crash performance and traffic management must be studied alongside the site-specific characteristics of a roadway. In some cases, a roundabout may be an ideal solution when an intersection improvement is planned, but there are various circumstances that may lead to other design alternatives being advanced.

Over the past 18 years within the Greater Akron area, roundabouts have been built at nearly 30 intersections. 12 more are funded and will be built over the next five years. AMATS is aware of additional roundabouts that communities are considering as their leaders think ahead to future transportation improvements. Although they are clearly becoming a popular solution when intersections are improved, roundabouts still represent a small minority of all major intersections. (For comparison, the Greater Akron area has just under 1,000 traffic signals).

Given their newness—about two-thirds of the region's roundabouts have been built within the past decade—post-roundabout crash data is limited. But the data so far is compelling, particularly in the reduction of injury-related crashes. In many cases within the AMATS planning area, less-severe crashes increased or stayed about the same after roundabouts were built, though these *Property Damage-Only* crashes have decreased on more than half of the roundabouts.

Future tracking and further analysis will help to obtain a clearer sense of how the Greater Akron area's roundabouts are performing. Many of the region's highest-volume roundabouts were too new for post-roundabout crash comparison analysis at the time of this study's compilation, so it will be particularly interesting to monitor how the more complex, multi-lane designs perform.

As more roundabouts are planned, constructed, and become operational, best practices will undoubtedly evolve. Design guidance from within the engineering community will adapt, and the communities within Portage, Summit, and Wayne counties will learn more lessons on how and where to build roundabouts. As drivers, pedestrians, and cyclists become more comfortable with circular intersections, perceptions will also most likely change.



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 2024-10 – Approving the FY 2025 Transportation Planning Work Program and Budget**

DATE: **May 2, 2024**

Executive Summary

This memorandum discusses the activities and budget for transportation planning in the Akron Metropolitan Area for the state fiscal year beginning July 1, 2024. The purpose of this resolution is to approve the Transportation Planning Work Program and Budget.

Annually, the AMATS Policy Committee adopts a Transportation Planning Work Program and Budget (Work Program) for the upcoming fiscal year. A draft of the Fiscal Year 2025 Work Program was approved by the Policy Committee at its meeting on January 25, 2024, and it was subsequently submitted to ODOT for review and comment. ODOT and the Federal Highway Administration (FHWA) have reviewed the draft Work Program. The major elements of the Work Program remain the same as the version presented to, and approved by, the Policy Committee in January.

The major work products that are to be completed during FY 2025 include the following:

- **Maintain the FY 2024-2027 Transportation Improvement Program**
- **Develop the new FY 2026-2029 Transportation Improvement Program**
- **Traffic Counting Program** – The staff is expected to complete over 200 counts on regional roadways and provide this data to the public. Counts are also completed by member request.
- **Participate in the Statewide CMAQ Discretionary Funds Program** - AMATS will continue to work with ODOT and the other Metropolitan Planning Organizations (MPOs) to select projects for the CMAQ Program.
- **Continue implementation of the Bipartisan Infrastructure Law (BIL)**
- **Provide the Congestion Management Process update**
- **Direct the Gohio Commute and Air Quality Advocacy Programs** – The staff will utilize a multimodal approach to promote modes of travel that reduce the use of single-occupancy vehicles.

- **Pavement Condition Data Collection and Analysis Program –** continue the development and analysis of pavement conditions.
- **Begin work on the next round of Connecting Communities Planning Grants for the cities of New Franklin and Akron**
- **Continue the Regional Signal Inventory Analysis**

AMATS member communities receive approximately $20 million annually in several funding categories to be used for highway, transit and enhancement improvements. AMATS is the federally mandated conduit for these funds.

It has been estimated that $1,528,733 in federal Consolidated Planning Grant (CPG) funds will be available to AMATS for planning activities in FY 2025. CPG funds must be matched by state and local funds at a percentage rate of 80/10/10, yielding an initial budget of $1,910,916. Any remaining funds from this fiscal year (FY 2024) will be carried over on July 1 and may be used through December 31, 2024.

The following table (Table 1) entitled *AMATS FY 2025 Work Program – Funding by Source* summarizes the budget that is to be included in the FY 2025 Work Program. This budget includes an expenditure of $3,080,916 to support the AMATS staff and its activities. Along with METRO RTA and PARTA, the budget for regional transportation planning totals $3,970,916.

In addition, total annual dues for FY 2025 will be $198,736. The attached *AMATS Local Share Calculation* table (Table 2) shows each member's dues for the upcoming fiscal year. Local share dues are used to match CPG funding as well as cover delayed expenses and reimbursements not immediately paid by ODOT. Local share amounts for individual members reflect the US Census 2020 population figures, charged per capita, by previous agreement of the Policy Committee.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for staff air quality planning activities must be matched with appropriate funding where applicable. Per ODOT's instructions, Toll Revenue Credit (TRC) is applied to portions of the staff CMAQ air quality planning activities.

Staff Recommendation

Attached is Resolution 2024-10 for your review and consideration. This resolution approves the final FY 2025 Transportation Planning Work Program and Budget and authorizes the staff to collect annual dues. The staff will adjust the FY 2025 budget once the final carryover balances from FY 2024 are known in July. The Policy Committee's approval is requested.

Table 1

AMATS FY 2025 WORK PROGRAM
FUNDING BY SOURCE

AMATS AGENCY ONLY	**FY 2025**
USDOT Consolidated Planning Grant	$1,528,733
ODOT Match	$191,092
AMATS Local Share (Match)	$191,091
SUBTOTAL	**$1,910,916**
AMATS Local Expenses (Match)	$25,000
FY 2025 Carryover (Estimated)	$965,000
FHWA/CMAQ (Non-SOV Advocacy)	$180,000
TOTAL	**$3,080,916**
METRO RTA PLANNING	
METRO Planning (Local METRO Funds)	$825,000
PARTA PLANNING	
PARTA Planning (Local PARTA Funds)	$65,000
GRAND TOTAL	**$3,970,916**

Note: All carryover amounts will be adjusted when the FY 2024 program is closed out and final balances are known after June 30.

AMATS
LOCAL SHARE CALCULATION*
SFY 2025 WORK PROGRAM

MEMBERS	2020 POP (CENSUS)	LOCAL SHARE PERCENT	CY 2024 LOCAL SHARE
METRO RTA	N/A	14.5%	$28,909
PARTA	N/A	2.4%	$4,824
SUMMIT COUNTY			
AKRON	190,469	22.2%	$44,162
BARBERTON	25,191	2.9%	$5,841
CUYAHOGA FALLS	51,114	6.0%	$11,851
FAIRLAWN	7,710	0.9%	$1,788
GREEN	27,475	3.2%	$6,370
HUDSON	23,110	2.7%	$5,358
LAKEMORE	2,926	0.3%	$678
MACEDONIA	12,168	1.4%	$2,821
MOGADORE	3,811	0.4%	$884
MUNROE FALLS	5,044	0.6%	$1,170
NEW FRANKLIN	13,877	1.6%	$3,218
NORTHFIELD	3,541	0.4%	$821
NORTON	11,668	1.4%	$2,705
REMINDERVILLE	5,412	0.6%	$1,255
RICHFIELD	3,729	0.4%	$865
SILVER LAKE	2,516	0.3%	$583
STOW	34,483	4.0%	$7,995
TALLMADGE	18,394	2.1%	$4,265
TWINSBURG	19,248	2.2%	$4,463
SUMMIT CO. UNINCORP.	76,699	8.9%	$17,784
PORTAGE COUNTY			
AURORA	17,239	2.0%	$3,997
KENT	28,215	3.3%	$6,542
RAVENNA	11,323	1.3%	$2,625
STREETSBORO	17,260	2.0%	$4,002
PORTAGE CO. UNINCORP.	80,133	9.3%	$18,580
WAYNE COUNTY			
DOYLESTOWN	3,051	0.4%	$707
RITTMAN	6,131	0.7%	$1,422
WAYNE COUNTY ENGINEER	9,708	1.1%	$2,251
TOTAL	721,109		
TOTAL CONTRIBUTING MEMBERS	711,645		$198,736

* $0.232 per person

Communities under 2,400 in population do not pay local dues.

RESOLUTION NUMBER 2024-10

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

APPROVING THE FISCAL YEAR 2025 TRANSPORTATION PLANNING WORK PROGRAM AND BUDGET

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, this Committee annually reviews and approves a Work Program and Budget for the continuation of the transportation planning process; and

WHEREAS, this Committee has reviewed the Transportation Planning Work Program for Fiscal Year 2025 and has found it to be consistent with local, State and Federal transportation planning priorities.

WHEREAS, this Committee authorizes staff to make changes to the Transportation Planning Work Program work elements, when necessary, that will not change the intent of the activity of the Transportation Planning Work Program and Budget.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves the Fiscal Year 2025 Transportation Planning Work Program.
2. That this Committee approves the provisional Fiscal Year 2025 regional transportation planning budget totaling $3,970,916 as contained in the Fiscal Year 2025 Work Program.
3. That this Committee approves a FY 2025 local share of $198,736 in order to match the federal funds in support of the AMATS budget, as discussed in the attached memorandum.
4. That this Committee approves the collection of $198,736 in annual dues from member communities as shown in the attached table entitled *AMATS Local Share Calculation SFY 2025 Work Program*.
5. That this Committee authorizes the Staff, without further action by this Committee, to adjust the provisional FY 2025 Budget as necessary to reflect the final carryover balances from FY 2024.
6. That this Committee authorizes the AMATS staff to adjust the FY 2025 Transportation Planning Work Program as previously specified to make such changes to the work element budgets as are needed to satisfy clarifying comments from the Ohio and U.S. Departments of Transportation, or to make such changes to fully utilize funds and minimize carryover, but which do not change the intent of the activity.

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.

_____

Larry Jenkins, P.E., P.S., 2024 Chairman
Metropolitan Transportation Policy Committee

_____

Date

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 2024-11 - Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan**

DATE: **May 1, 2024**

In order to remain certified as a Metropolitan Planning Organization (MPO), AMATS must satisfy various requirements each year. These requirements include:

1. Reaffirming the approval of *Transportation Outlook,* the area's 2045 Regional Transportation Plan.
2. Reaffirming the approval of the Transportation Improvement Program (TIP).
3. Affirming the consistency between *Transportation Outlook*, the Transportation Improvement Program, and the State Implementation Plan (SIP) for improving air quality.

Transportation Outlook, the AMATS area's current Regional Transportation Plan was adopted by the AMATS Policy Committee on May 20, 2021. Federal planning requirements under the *Bipartisan Infrastructure Law (BIL)* state that the regional transportation plan must be reviewed and updated every four years in air quality non-attainment or maintenance areas. Consequently, the area's next regional transportation plan update is scheduled for adoption by the Policy Committee in 2025.

The AMATS Policy Committee approved the FY 2024-2027 TIP on May 18, 2023. The TIP is typically updated every two years (in this case three years ago) and is comprised of projects drawn from *Transportation Outlook*, the area's Regional Transportation Plan.

Because AMATS is part of the eight-county Cleveland-Akron-Lorain air quality non-attainment area, its Regional Transportation Plan and TIP must also contain an air quality analysis that shows that emissions from mobile sources will not exceed the allowable limits for ozone and fine particulate matter ($PM_{2.5}$) that have been established by the Ohio Environmental Protection Agency (OEPA) in the State Implementation Plan (SIP). To that end, an air quality analysis

entitled, *Ozone and PM2.5 Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area* was completed. This air quality document demonstrates that *Transportation Outlook* and the TIP are in compliance with the applicable air quality standards.

ODOT requests that AMATS annually reaffirm its approval of the area's Regional Transportation Plan and TIP, and that AMATS affirm the consistency of both documents with the SIP, in a single resolution. Resolution 2024-11 meets this objective.

The Staff recommends that Resolution 2024-11 be approved.

RESOLUTION NUMBER 2024-11

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

REAFFIRMING THE APPROVAL OF THE REGIONAL TRANSPORTATION PLAN AND THE TRANSPORTATION IMPROVEMENT PROGRAM, AND AFFIRMING THE CONSISTENCY BETWEEN THE REGIONAL TRANSPORTATION PLAN, THE TRANSPORTATION IMPROVEMENT PROGRAM, AND THE STATE IMPLEMENTATION PLAN

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, AMATS has, pursuant to 23 United States Code 134 and 49 United States Code 5303, prepared *Transportation Outlook*, the area's 2045 Regional Transportation Plan, which was approved on May 20, 2021; and

WHEREAS, AMATS has, pursuant to Title 23 United States Code Section 134 prepared the Transportation Improvement Program for Fiscal Years 2024 through 2027, which was approved on May 18, 2023; and

WHEREAS, the Transportation Improvement Program for Fiscal Years 2024-2027 is consistent with *Transportation Outlook*, the area's 2045 Regional Transportation Plan; and

WHEREAS, Section 176(c)(3) of the Clean Air Act Amendments of 1990, requires that the MPO make a determination that the Regional Transportation Plan and the Transportation Improvement Program are in conformity with respect to the State Implementation Plan for attainment of the National Ambient Air Quality Standards (NAAQS); and

WHEREAS, a quantitative air quality analysis of *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2024 through 2027 was completed for both ozone and fine particulate matter ($PM_{2.5}$), in accordance with the requirements specified by the *Bipartisan Infrastructure Law (BIL)* and the Clean Air Act Amendments of 1990; and

WHEREAS, this quantitative air quality analysis entitled, *Ozone and PM2.5 Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area SFY 2024 – 2027 Transportation Improvement Programs* demonstrates that *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2024 through 2027 are in conformity with the applicable air quality standards of the State Implementation Plan.

RESOLUTION NUMBER 2024-11 - Continued

NOW THEREFORE BE IT RESOLVED:

1. That this Committee reaffirms its approval of *Transportation Outlook* as the Regional Transportation Plan for Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County.

2. That this Committee reaffirms its approval of the Transportation Improvement Program (TIP) for Fiscal Years 2024 and 2027 as the program of projects being implemented with federal transportation funds in Summit and Portage counties and the Chippewa and Milton Township areas of Wayne County.

3. That this Committee affirms the consistency between the Transportation Improvement Program (TIP) for Fiscal Years 2024 and 2027 and *Transportation Outlook*.

4. That this Committee affirms the consistency between *Transportation Outlook* and the State Implementation Plan (SIP) for air quality.

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

_____

Larry Jenkins, P.E., P.S., 2024 Chairman
Metropolitan Transportation Policy Committee

_____

Date

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 2024-12 - Certification of the Urban Transportation Planning Process**

DATE: **May 1, 2024**

In order to remain a Metropolitan Planning Organization (MPO), AMATS must satisfy various requirements each year. One requirement is for the Policy Committee to certify that the urban transportation planning process is being carried out in compliance with all applicable federal requirements.

Every four years, the US DOT certifies whether AMATS is operating the planning process according to federal guidelines. Two years ago, AMATS underwent its federal certification review. At that time, US DOT certified that AMATS may continue to conduct the planning process for another four years, at which point the US DOT will return for another certification review.

One federal requirement pertaining to Title VI of the Civil Rights Act of 1964, requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Consequently, it is the policy of AMATS to provide an environment of nondiscrimination and equal opportunity in employment. The area's regional transportation policies, plans, and programs contained in the Regional Transportation Plan (*Transportation Outlook*) and the Transportation Improvement Program are also compliant with Title VI of the Civil Rights Act of 1964.

The Staff recommends that Resolution 2024-12 be approved.

RESOLUTION NUMBER 2024-12

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

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS

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, as evidenced in the Agreement of Cooperation, Number 32963, between ODOT and the City of Akron finalized on April 5, 2019; and

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO to certify that the cooperative metropolitan transportation planning process is in conformance with these regulations; and

WHEREAS, the federal regulations published as 23 CFR 450 require that the metropolitan transportation planning process shall include activities to support the development and implementation of a regional transportation plan and a transportation improvement program and subsequent transportation planning activities to the degree appropriate for the area; and

WHEREAS, these activities have been acted upon by the MPO by separate Resolution Number 2024-11, signed and dated May 16, 2024; and

WHEREAS, the federal regulations published as 23 CFR 450.334 also require that the planning process be carried out in accordance with:

a. Title 23 United States Code (U.S.C.) Section 134 and Title 49 U.S.C. 5303 concerning metropolitan planning for Highways and Transit, respectively;
b. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and Title 40 Code of Federal Regulations (CFR) part 93 in non-attainment areas;
c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
d. 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
e. Section 1101(b) of the *Bipartisan Infrastructure Law (BIL)* (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq*.) and 49 CFR parts 27, 37, and 38;
h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;

RESOLUTION NUMBER 2024-12 - Continued

i. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, Title VI of the Civil Rights Act of 1964 requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance; and

WHEREAS, *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires that recipients of federal funds make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds; and also requires that they identify and address any disproportionately high and adverse human health and environmental effects on minority and low-income groups, which may result from the implementation of their plans and programs; and

WHEREAS, in accordance with the *Bipartisan Infrastructure Law (BIL), formally known as the Infrastructure Investment and Jobs Act (P.L. 117-58)*, AMATS, as a Transportation Management Area, is carrying out its planning responsibilities under the applicable provisions of federal law.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation system, that the urban transportation planning process is being carried out in compliance with all applicable federal requirements.

2. That this Committee authorizes the Staff to implement and provide copies of the AMATS Title VI Civil Rights Program Procedures and Documentation, as amended.

3. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.

_____

Larry Jenkins, P.E., P.S., 2024 Chairman
Metropolitan Transportation Policy Committee

_____

Date

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 2024-13 – To Add Newly Awarded Funds for METRO RTA and PARTA (FY 2024-2027 TIP Amendment #6)**

DATE: **May 1, 2024**

Executive Summary

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

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. In January, METRO and PARTA were awarded funds through this program for inclusion in FY 2025 of the AMATS Transportation Improvement Program (TIP). METRO received $2,042,590 in federal and state funds. And PARTA received $604,654 in federal funds. The sources of the OTP2 awards are state-attributable Carbon Reduction Program (CRP) and Surface Transportation Block Program (STBG) federal funds, as well as state of Ohio General Revenue Funds (GRF).

In addition, METRO was awarded funds through ODOT's Ohio Workforce Mobility Partnership (OWMP) Program. This annual competitive grant program provides $15 million statewide to support projects that transport resident workforce members to economically significant employment centers or to places of employment outside of their resident community. METRO was awarded $328,394 in federal highway funds (STBG) flexed over for public transit use.

Annually, the Ohio Department of Transportation (ODOT) in coordination with the Ohio Environmental Protection Agency (OEPA), offers funds from the Diesel Emissions Reduction Grant (DERG) Program to public and private sector diesel fleets (motor vehicle, marine, locomotive and highway construction equipment) that are eligible under the Federal Highway Administration's (FHWA) Congestion Mitigation and Air Quality Improvement Program (CMAQ).

On February 27, 2024, METRO RTA was awarded funds through the DERG Program. This award includes $2,160,000 in federal funds for the purchase of ten electric buses to replace older diesel powered buses. These funds will be used for the maintenance of METRO's bus fleet.

Consequently, METRO and PARTA are requesting that these additional funds be added to the TIP to include the recently awarded federal and state funded projects.

METRO RTA is requesting the following changes to the TIP:

- **Add Funding for IT Professional Services (PID 121809)**

  METRO RTA is requesting to add $57,600 in state-attributable STBG funds for the acquisition of information technology (IT) professional services. These funds were awarded by ODOT through their OTP2 program. The local amount will be $14,400. The total project cost is $72,000, scheduled in FY 2025.

- **Add a Project for Bus Shelters (PID 104365)**

  METRO requests the addition of $66,400 in state-attributable STBG funds awarded recently by ODOT through their OTP2 Program, so that METRO may purchase new bus shelters. The project will be scheduled in FY 2025. The local share contribution is $16,600, to match the awarded amount. The total project cost is $83,000.

- **Add Funding for Data Platform and Planning Software (PID 121809)**

  METRO requests the addition of $200,000 in state-attributable STBG funds awarded recently by ODOT through their OTP2 Program, to assist with METRO's data platform and planning software improvements and upgrades. The project will be scheduled in FY 2025. These federal funds will be flexed over for transit use at 80 percent federal share. The local contribution is $40,000. The total project cost is $240,000.

- **Add Funding for the Replacement of Computer Server Equipment (PID 121809)**

  METRO is requesting the addition of $120,000 in state-attributable STBG funds for the replacement and upgrade of computer server equipment. These funds were awarded through ODOT's OTP2 program at 80 percent federal share. The local amount will be $30,000. The total project cost is $150,000, scheduled in FY 2025.

- **Add a Project for Replacing a Bus Washing System (PID 121809)**

  METRO is requesting to add $1,200,000 in state-attributable STBG funds for the cost of replacing a bus washing system at their maintenance facility. These funds were awarded by ODOT through their OTP2 program. The local amount will be $300,000. The total project cost is $1,500,000, scheduled in FY 2025.

- **Add Funding for Replacement Buses (PID 112245)**

  METRO is requesting the addition of $272,190 in state General Revenue Funds (GRF) towards an existing project for the replacement of three large buses. These funds were

awarded through ODOT's OTP2 program to assist in the local match of a CMAQ project scheduled in FY 2024. The federal CMAQ amount is $1,260,000.

- **Add a Project for Replacing Laptop Computers (PID 121809)**

  METRO is requesting the addition of $14,400 in state-attributable STBG funds for the replacement of computer equipment. These funds were awarded through ODOT's OTP2 program at 80 percent federal share. The local amount will be $3,600. The total project cost is $18,000, scheduled in FY 2025.

- **Add Funding for HR Computer Software (PID 121809)**

  METRO requests the addition of $112,000 in state-attributable STBG funds awarded recently by ODOT through their OTP2 Program, to assist with METRO's upgrade of Human Resources computer software. The project will be scheduled in FY 2025. These federal funds will be flexed over for transit use at 80 percent federal share. The local contribution is $28,000. The total project cost is $140,000.

- **Add Funding for Bus Shelters (PID 104365)**

  METRO requests the addition of $304,320 in state-attributable STBG funds awarded recently by ODOT through their OWMP Program, for the purchase of bus shelters. The project will be scheduled in FY 2025. These federal funds will be flexed over for transit use at 80 percent federal share. The local contribution is $76,080. The total project cost is $380,400.

- **Add Funding for Scheduling & Dispatching Software (PID 121809)**

  METRO is requesting the addition of $24,074 in state-attributable STBG funds awarded recently through ODOT's OWMP Program, to assist with METRO's vehicle scheduling and dispatching. The project will be scheduled in FY 2025. These federal funds will be flexed over for transit use at 80 percent federal share. The local contribution is $6,019. The total project cost is $30,093.

- **Add Funding for Replacement Buses (PID 121208)**

  METRO is requesting the addition of $2,160,000 in state-attributable CMAQ funds awarded through the DERG Program for the replacement of ten small electric buses. These funds were awarded 80 percent federal share. The local amount will be $540,000. The total project cost is $2,700,000, scheduled in FY 2025.

PARTA is requesting the following changes to the TIP:

- **Add Funding for Facility Equipment (PID 121717)**

  PARTA requests the addition of $361,654 in state-attributable Carbon Reduction Program (CRP) funds awarded through ODOT's OTP2 Program. These funds include $296,000 (federal) for the acquisition of an emergency back-up generator for PARTA's compressed natural gas (CNG) fueling station, and $65,654 (federal) for heating ventilation and air conditioning (HVAC) equipment. The project is funded at 80 percent

federal share, scheduled in FY 2025. PARTA will provide $90,414 in local match (20 percent). The total project cost is $452,068.

- Add Funding for a Maintenance Roof Restoration Project (PID 121717)

This request adds $240,000 awarded through the OTP2 Program, for the restoration of the maintenance building roof. The new funds are derived from the Carbon Reduction Program (CRP). The project is funded at 80 percent federal share, scheduled in FY 2025. PARTA's local share is $60,000 (20 percent). The total project cost is $300,000.

- Revise Funding for a Transit Enhancement Project (PID 111798)

This existing PARTA project will increase the total project cost from $56,250 to $112,500, and include additional bus shelters. PARTA's federal share of funding will be increased from $45,000 to $90,000 (80 percent federal, FTA Section 5307), and be rescheduled to FY 2025. The local share will be $22,500.

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 projects proposed in this amendment are consistent with *Transportation Outlook 2045*, 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 (3P)* 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 2024-13. This resolution approves the requested changes to FY 2025 of the AMATS Transportation Improvement Program as described above. The Staff recommends approval.

RESOLUTION NUMBER 2024-13

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

TO ADD NEWLY AWARDED FUNDS FOR METRO RTA AND PARTA - (FY 2024-2027 TIP AMENDMENT #6)

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 each agency's Transit Asset Management (TAM) Plan; and

WHEREAS, METRO RTA and PARTA are eligible recipients of Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program funds; and

WHEREAS, METRO RTA and PARTA are eligible recipients of Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds flexed over to the FTA; and

WHEREAS, METRO RTA and PARTA are eligible recipients of Carbon Reduction Program (CRP) and Surface Transportation Block Program (STBG) funds flexed over to the FTA; and

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

WHEREAS, METRO RTA and PARTA have each requested that FYs 2024 and 2025 of the TIP be amended to add funds awarded through ODOT's Ohio Transit Partnership Program (OTP2); and

WHEREAS, METRO RTA and PARTA have requested that FYs 2024 and 2025 of the TIP be amended to add funds from the Carbon Reduction Program; and

WHEREAS, METRO RTA has requested that FY 2025 of the TIP be amended to add funds from the state of Ohio General Revenue (GRF); and

RESOLUTION NUMBER 2024-13 Continued

WHEREAS, this Committee has analyzed this request and found it to be consistent with *Transportation Outlook 2045*, the area's Regional Transportation Plan; and

WHEREAS, these projects have 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*.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the FY 2024-2027 Transportation Improvement Program as previously specified in the attached memorandum.

2. That this Committee affirms that the FY 2024-2027 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 (3P)*.

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.

_____

Larry Jenkins, P.E., P.S., 2024 Chairman
Metropolitan Transportation Policy Committee

_____

Date

Attachment 6E

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 2024-14 - Approving Amendment #7 to the FY 2024-2027 Transportation Improvement Program to add three projects, revise funding / move from group to individual project for one project and delete one project.**

DATE: **May 16, 2024**

The following changes have been requested to the FY 2024-2027 Transportation Improvement Program:

Add new projects

1. **SUM-N Main St High Level Bridge (CR 8-9.08) (PID 115383)** – Is a project that includes replacing the high-level bridge over the Cuyahoga River in Akron. This project has received a $5 million major bridge grant for design phase. Construction is tentatively scheduled to begin in FY 2030 but is not currently funded.

2. **SUM-Rubber City Heritage Trail Ph 3 (PID 121747)** – Is a project that constructs a multi-modal trail along an abandoned railroad from Exchange St/Huntington Ave intersection to Brown St/Johnston St intersection. This project received $133,600 in TASA funding for design in FY 2027.

3. **POR-Stow/Summit Pedestrian Improvements (PID 121755)** – Is a project to replace a bridge over the Cuyahoga River which is designed to include an 8-foot side path to carry non-vehicular traffic from Portage Hike and Bike Trail to Franklin Ave in Kent. This project received $200,000 in TASA funding for design in FY 2026.

Revise funding/moved from group

4. **POR-SR 59 Alternative Transportation-2.93 (PID 118500)** – Is a project that includes reconstruction of SR 59 from east of Horning Rd to SR 261. It includes narrowing lanes, widening and extending sidewalks, ADA curb ramps, mid-block pedestrian crossings, new

ADA bus stops and shelters, and upgrading pedestrian signal heads with audible countdown timers. This project received $3,212,000 in STBG funds for construction in FY 2027 and already had design funding in FY 2024 & FY 2026 from HSIP.

Deleted project

5. **WAY-N Main St (PID 117631)** – This project PID is being deleted from the TIP since it is being combined with PID 121203 (S Main St) in FY 2028.

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 projects listed meet all the amendment requirements mentioned above. Therefore, this amendment does not cause any negative impact.

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2024-14. This Resolution approves the amendment to the FY 2024-2027 TIP. The Staff recommends approval.

RESOLUTION NUMBER 2024-14

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

Approving Amendment #7 to the FY 2024-2027 Transportation Improvement Program to add three projects, revise funding/move from group to individual project for one project and delete one 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 2024-2027 Transportation Improvement Program to add three projects, revise funding/move from group to individual project for one project and delete one project:

1. **SUM-N Main St High Level Bridge (CR 8-9.08) (PID 115383)** – Is a project that includes replacing the high-level bridge over the Cuyahoga River in Akron. This project has received a $5 million major bridge grant for design phase. Construction is tentatively scheduled to begin in FY 2030 but is not currently funded.

2. **SUM-Rubber City Heritage Trail Ph 3 (PID 121747)** – Is a project that constructs a multi-modal trail along an abandoned railroad from Exchange St/Huntington Ave intersection to Brown St/Johnston St intersection. This project received $133,600 in TASA funding for design in FY 2027.

3. **POR-Stow/Summit Pedestrian Improvements (PID 121755)** – Is a project to replace a bridge over the Cuyahoga River which is designed to include an 8-foot side path to carry non-vehicular traffic from Portage Hike and Bike Trail to Franklin Ave in Kent. This project received $200,000 in TASA funding for design in FY 2026.

4. **POR-SR 59 Alternative Transportation-2.93 (PID 118500)** – Is a project that includes reconstruction of SR 59 from east of Horning Rd to SR 261. It includes narrowing lanes, widening and extending sidewalks, ADA curb ramps, mid-block pedestrian crossings, new ADA bus stops and shelters, and upgrading pedestrian signal heads with audible countdown timers. This project received $3,212,000 in STBG funds for construction in FY 2027 and already had design funding in FY 2024 & FY 2026 from HSIP.

5. **WAY-N Main St (PID 117631)** – This project PID is being deleted from the TIP since it is being combined with PID 121203 (S Main St) in FY 2028.

RESOLUTION NUMBER 2024-14 (Continued)

WHEREAS, the necessary public involvement has been fulfilled 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 2045, 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 2024-2027 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 2045 Regional Transportation Plan.

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

6. That this Committee affirms consistency with Transportation Outlook 2045, 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.

_____

Larry Jenkins, P.E., P.S., 2024 Chairman
Metropolitan Transportation Policy Committee

_____

Date

AMENDMENT # 7 - 5/16/24

RESOLUTION 2024-14

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2024-2027

TABLE 2-3 (HIGHWAY IMPROVEMENTS)

PID #	CO-RTE-SECTION	LENGTH (MILES)	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2024	2025	2026	2027	TOTAL PROJECT COST ($000)	PROJECT SPONSOR	AIR QUALITY STATUS
115383	**SUM-N MAIN ST HIGH LEVEL BRIDGE CR 8-9.08** **(NEW PROJECT)**	0.17	AKRON OVER CUYAHOGA BRIDGE	REPLACE BRIDGE SFN 7730306 (OVER THE CUYAHOGA RIVER)	BRIDGE TRC LOCAL	P P P		**4,210,526** **789,474** **263,158**			**5,263,158**	SUMMIT COUNTY ENGINEER	EXEMPT
117631	**WAY-N MAIN ST** CR 47-4.92 **(DELETE PROJECT)**	0.90	RITTMAN N MAIN ST - OHIO AVE TO RITTMAN NORTH CORP LIMIT	RESURFACING	STBG LOCAL	C C				**0** ~~355,788~~ ~~88,947~~ **0**	444,735	RITTMAN	EXEMPT
118500	**POR-SR 59 ALT TRANSP-2.93** **(REVISED FUNDING/MOVED FROM GROUP)**	0.87	KENT/FRANKLIN TOWNSHIP EAST OF HORNING RD TO SR 261	REDUCING LANE WIDTHS, EXTENDING AND ADDING SIDEWALKS, CURB RAMPS, MID-BLOCK CROSSINGS, ADA BUS STOPS AND SHELTERS, UPGRADE PED SIGNAL HEADS	HSIP LOCAL STBG LOCAL	P P C C	**547,695** **60,855**		**79,816** **8,868**	**3,212,000** **2,994,000**	**6,903,234**	KENT	EXEMPT
121747	**SUM-RUBBER CITY HERITAGE TRAIL PH 3** **(NEW PROJECT)**	0.835	AKRON E EXCHANGE ST/HUNTINGTON AVE INTERSECTION TO BROWN ST/JOHNSTON ST INTERSECTION	NEW MULTI-MODEL TRAIL ALONG ABANDONED RAILROAD	TASA LOCAL	P P				**133,600** **33,400**	**2,015,000**	AKRON	EXEMPT
121755	**POR-STOW/SUMMIT PED IMPROVEMENTS** **(NEW PROJECT)**	0.03	KENT OVER CUYAHOGA BRIDGE	REPLACE BRIDGE SFN 6737498 (OVER THE CUYAHOGA RIVER)	TASA LOCAL	P P			**200,000** **50,000**			PORTAGE COUNTY ENGINEER	EXEMPT