



# 2021 ANNUAL REPORT

*The Yearly Chronicle of the Akron Metropolitan Area Transportation Study*

# Small Steps

At the end of 2021, I completed my second year as chairwoman of the Policy Committee of the Akron Metropolitan Area Transportation Study (AMATS). I ended my tenure with a strong sense of pride in the agency's accomplishments and a growing sense of hope. The former was due to the significant achievements of AMATS during another challenging year of an ongoing health crisis. The latter was due to the realization that life was beginning to take a few small steps back to normality beginning with the resumption of in-person meetings of AMATS' three committees in the summer.

Live committee meetings were a small step to be sure. Another step was the resumption by agency personnel of regular office hours after a move into new offices in the PNC Building in downtown Akron in July.

Unfortunately, the brief periods of hope that I experienced following these steps were quickly tempered by the back-to-back appearances of the Delta and Omicron variants of the COVID virus. It was heartening to me that, even in the face of these variants, the mission of AMATS as the area's federally designated metropolitan planning organization continued largely unabated. This accomplishment was no doubt due to the dedication of the agency's staff of professionals and the committee membership.

The approval by AMATS of a new, updated regional transportation plan was the most significant accomplishment by the agency in 2021. In May, the AMATS Policy Committee unanimously approved *Transportation Outlook 2045*, a nearly \$8 billion long-range transportation plan for the region. *Transportation Outlook 2045* identifies regional transportation needs and presents funding recommendations for highway, public transportation, and bike and pedestrian projects over the next 24 years.

The agency also approved significant updates to the *AMATS Funding Policy Guidelines* in September. These revisions clarified how project sponsors may seek funding from the Surface Transportation Block Grant (STBG), Resurfacing, Congestion Mitigation Air Quality (CMAQ), and Transportation Alternatives Set-Aside (TASA) funding programs. These programs are administered by AMATS on behalf of the Greater Akron area.

These new funding guidelines also created the Project Delivery Incentive Program (PDIP), which provides incentives for sponsors to deliver their projects in a specified timeframe. At almost the same time, the agency was suddenly faced with deciding how to utilize \$4 million available to the region under federal COVID-19 relief funds.

Other accomplishments during the year included Bike-N-Brainstorm events and the ongoing progress of the AMATS Connecting Communities Program to promote regional connectivity.

Our *2021 Annual Report* presents the agency's many accomplishments throughout the course of another difficult year. It was an honor for me to lead the AMATS Policy Committee during this time. I am certainly proud of how the agency pursued its mission to provide quality transportation planning for the Greater Akron area.

I am certain that after you read this report, you will feel the same sense of pride.

**Linda S. Clark**  
**2021 AMATS Policy Committee Chairwoman**  
**Village of Mantua Mayor**



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# Planning

2021 was a significant year for AMATS in terms of planning for the Greater Akron area's transportation needs.

The agency's most outstanding planning achievement during the year was the completion of *Transportation Outlook 2045*, the latest long-range regional transportation plan for Portage and Summit counties and a portion of Wayne County.

The agency also made tremendous strides in its efforts to promote regional connectivity with its ongoing Bike-N-Brainstorm and Connecting Communities programs. These programs promote connectivity in planning among the region's roadway and bicycle and pedestrian and networks.

## Transportation Outlook 2045

The Greater Akron area's transportation infrastructure took a huge step to the year 2045 in May. The AMATS Policy Committee unanimously approved *Transportation Outlook 2045*, a nearly \$8 billion long-range transportation plan for the region during an online virtual meeting.

As the area's federally designated metropolitan planning organization, AMATS prepares and updates the region's long-range transportation plan every four years. *Transportation Outlook 2045* identifies regional transportation needs and presents funding recommendations for highway, public transportation, bike and pedestrian projects.

The latest plan recommends more than \$7.7 billion in funding to meet identified needs over the next 24 years. More than \$5.3 billion of these funds are for the region's highways, which includes over \$4.7 billion for preservation of the existing system.

While system preservation is a priority, the plan includes \$419 million for freeway recommendations and \$350 million for specific roadway projects. Among the long-term highway recommendations in the plan are a more than \$146 million bridge replacement project on state Route 8, between the Perkins Street and Glenwood Avenue interchanges, and a \$133.5 million improvement project on Interstate 77, between Ghent Road and Interstate 80 (Ohio Turnpike).

Notable road projects in the plan include a nearly \$22 million reconstruction of Arlington Road, from Waterloo Road to East Market Street, in Akron and a more than \$13.4 million improvement project at the Barney's Busy Corners (pictured to the right) intersection in Cuyahoga Falls. One unique project in Portage County is a \$10 million "road diet" on state Route 261 in Kent. The "road diet" will rededicate a portion of the four-lane divided route spanning from Cherry Street to Kent-Ravenna Road (state Route 59) to a shared-use path to promote cycling.

*Transportation Outlook 2045* addresses other regional needs beyond area freeways and roadways. The plan includes nearly \$2.4 billion for public transit systems in Portage and Summit counties and \$35 million for various bicycle and pedestrian improvements throughout the region.

The bulk of the plan's public transit funds - \$2 billion - will be used for general operating expenses by the area's two regional transit authorities (RTAs), the Portage Area RTA in Portage County and METRO in Summit County. Another \$250 million will be used by the authorities to preserve their existing bus fleets and approximately \$68 million will be used to expand the region's public transit systems.

Among the plan's more ambitious public transit recommendations is its call for the area's RTAs to pursue bus rapid transit (BRT) and Microtransit services. BRT service provides dedicated transit routes with higher speeds, shortened wait times, and improved reliability. Currently, METRO is studying several potential corridors for BRT service and is working to identify a priority corridor for such service. Microtransit is a demand-response type service with integrated web applications that provide flexibility for riders where traditional fixed-route transit service isn't warranted. PARTA is considering microtransit service to rural areas of Portage County in which regular line service is unavailable.

The plan continues AMATS' efforts to promote active transportation such as biking and walking through expansion of the region's bike and hike trail and sidewalk networks. The plan recommends: more than \$8 million to construct the Rubber City Heritage Trail in Akron; more than \$7 million to construct the Veterans Trail in Akron, Cuyahoga Falls, Silver Lake and Stow; nearly \$8 million to construct the Headwaters Trail in Aurora and Mantua Township; and \$6.5 million to construct the Heartland Trail in Chippewa Township and the Village of Clinton.

More than \$10.2 million is recommended for sidewalk improvements in the communities of Hudson, Norton, Richfield, Stow, and Twinsburg. Tallmadge will receive \$1 million for the construction of a pedestrian tunnel between West Avenue and Northwest Avenue to the center of Tallmadge Circle.

If you would like to learn more about the Greater Akron area's long-range regional transportation plan, *Transportation Outlook 2045* is available by clicking [here](#).



## Bike-N-Brainstorms

The AMATS Switching Gears Program hosted three successful Bike-N-Brainstorm events in 2021. Bike-N-Brainstorms are public meetings that include a bike ride and brainstorming session. During sessions, participants share their insights on how to improve biking and pedestrian access in a community.

The program hosted two events in Cuyahoga Falls in August and September and a third event in Stow in October.

For events in Cuyahoga Falls, cyclists met on the evenings of Aug. 6 and Sept. 3 at the bicycle repair station near Falls River Square Pavilion in the Front Street area of Cuyahoga Falls for a 7.2-mile ride through the city.

The Stow event occurred on Oct. 16 and consisted of an 8.35-mile ride that began and ended at Stow City Hall. This event and the public feedback collected by the agency and Stow officials were incorporated into an ongoing study financed by AMATS (See *City of Stow City-Wide Connectivity Plan*, page 4.)

For more about the agency's Bike-N-Brainstorms, please visit [Switching-Gears.org](http://Switching-Gears.org).

## Connecting Communities Planning Grant Program

2021 marked another successful year for the AMATS Connecting Communities Planning Grant Program and its efforts to promote regional connectivity in the Greater Akron area. The program helps communities strike a balance between their land use decisions and transportation investments by providing financial grants for the development of plans and studies that promote vibrant, livable communities. Work progressed on two separate studies led by the Portage Area Regional Transportation Authority (PARTA) and the city of Stow that received program grants during the previous year. These studies and their progress are described below.

### State Route 59 Alternative Transportation Improvements

This study will identify necessary transit, pedestrian, and bicycle improvements along state Route 59, between Horning Road and state Route 261, in Franklin Township. PARTA is the lead entity for this study, which will identify areas where sidewalks could be extended, crosswalks installed, crossing signals implemented, mid-block crossing areas highlighted, and better transit passenger amenities added.

In August, the consulting firm, Arcadis, was selected to lead the creation of this plan on behalf of PARTA. The Plan Steering Committee met several times to oversee the creation of the plan and committee members participated in a bus and walking tour of the study area in August.



*Bike-N-Brainstorm*



## A TALE OF TWO CITIES

The cities of Cuyahoga Falls and Stow hosted three Bike-N-Brainstorm events in 2021.



Cuyahoga Falls Mayor Don Walters, standing in center, begins an Aug. 6 evening trek through the city by meeting with participants.



The Cuyahoga Falls group pauses at the intersection 12th Street and Chestnut Boulevard to discuss their journey.

*(Cuyahoga Falls and AMATS hosted a second Bike-N-Brainstorm on Sept. 3.)*



Cyclists braved an Oct. 16 shower on Stow Road to participate in the Stow Bike-N-Brainstorm.



The Stow participants met later in Stow City Hall to discuss how to make the community more accommodating to cyclists.



## TAKING TOURS

The AMATS Staff continued to take walking tours hosted by community sponsors of project areas. The tours provide the staff with firsthand knowledge as to how project funding programmed by the agency is utilized.

In June, the staff joined Aurora City Engineer Sara Cooper, left photo, in center, for a tour of Aurora's nearly \$12.5 million citywide traffic signal improvement project. AMATS approved nearly \$3.5 million in Surface Transportation Block Grant (STBG) funds for the project in 2018. The project involves 17 signalized intersections located throughout the city. The staff, right photo, shown in background, learned about the many pedestrian improvements planned at the intersection of state Routes 82 and 306.



In October, the staff met with Fairlawn officials, shown below, to tour the Cleveland Massillon Road Improvement Project area. The \$12.1 million project widened the road from two to five lanes and included the construction of a roundabout at the Cleveland Massillon Road/Rothrock Road intersection in Fairlawn. AMATS programmed nearly \$4.5 million in Congestion Mitigation and Air Quality (CMAQ) Program funds for the roundabout. The agency also committed \$3 million in Highway Safety Program funds and \$277,000 in STBG funds to the project.



## City of Stow City-Wide Connectivity Plan

This study will establish Stow's framework for a city-wide, multi-modal trail network to accommodate all users. This network will not only serve Stow's various populations, businesses, and visitors, but will connect the city to adjacent and regional destinations and multi-modal networks.

In August, the consulting firm, City Architecture, was selected to guide the development this plan on behalf of Stow. The consultant and Stow established a project webpage on the city's website for sharing ideas and feedback with the public. You may view this webpage by clicking [here](#).

AMATS and Stow hosted an October Bike-N-Brainstorm event to gather public input for consideration by the consultant as part of this plan's development. A Community Connectivity Open House during which information was presented regarding the study's development and preliminary preferred alternatives occurred in November.

To learn more about the AMATS Connecting Communities Planning Grant Program, please click [here](#).



## DOWNTOWN WITH DAP

AMATS personnel were on the move with the Downtown Akron Partnership (DAP) in October. DAP is a non-profit organization whose mission is to enhance Akron's downtown through innovative programs to promote the area as a vibrant destination. As shown below, agency personnel participated in the DAP-hosted *Experience the New Main Street in DT Akron* series of bike rides. The rides showcased the many bike and pedestrian improvements underway in Akron as part of the city's ongoing Main Street Corridor Project.



# Engineering

2021 was a productive year for AMATS in terms of its engineering endeavors. Most notably, the agency completed necessary updates to the *AMATS Funding Policy Guidelines*. The agency also approved an impressive number of resurfacing and air quality projects, including 12 new resurfacing projects supported by federal COVID-19 relief funds.

In addition to these achievements, AMATS completed various data collection activities necessary to its mission as the region's federally designated metropolitan planning organization.

## *AMATS Funding Policy Guidelines*

In September, the AMATS Policy Committee unanimously approved changes to guidelines used by the agency to administer several key federal funding programs within the Greater Akron area. These programs are:

- The **Congestion Mitigation Air Quality (CMAQ)** Program – CMAQ funds may be used for transportation improvement projects that reduce traffic congestion, improve air quality, and help urban areas achieve federal clean air standards.
- The **Resurfacing** Program – Provides funding for the asphalt resurfacing of eligible roadways classified above a minor collector that is not a state route up to a maximum of \$700,000.
- The **Surface Transportation Block Grant (STBG)** Program – This program provides a flexible funding source for communities seeking to improve highways and bridges on any public road.
- The **Transportation Alternatives Set-Aside (TASA)** Program – TASA funds may be used for projects such as pedestrian and bicycle facilities that provide transportation alternatives to motor vehicles.

The slate of changes approved by the Policy Committee primarily concern the Resurfacing, STBG and TASA programs. Under the new guidelines, project sponsors may:

1. Use the Project Delivery Incentive Program (PDIP) – The purpose of newly created PDIP is to give project sponsors an incentive to deliver their projects in a specified timeframe. Sponsors' local share obligations can be cut to 10 percent of their project's cost with a maximum reduction of \$100,000. Future projects seeking Resurfacing and STBG program funds are eligible for this program.
2. Expect More Equitable Funding – The new guidelines revise the limit of projects funded per sponsor from three to two per funding category per funding cycle. The purpose of this change is to promote a more equitable distribution of AMATS' limited funding among communities and project sponsors.
3. Find Clarifying Language Regarding the Awarding of Contracts – AMATS-funded projects may have their construction contracts awarded through either the Ohio Department of Transportation (ODOT) "Let" Process or a locally administered "Let" process with ODOT oversight. Local governments who participate in ODOT's Local Let Process are required to take training to ensure that they comply with all federal and state laws, regulations, and policies.
4. Expect STBG Program Changes Including:
  - Points for Landslide Issues – The guidelines include language that modifies the previous definition of "Bridge Closed" to include "Bridge/Road Closed." The guidelines also adjust the awarding of points for projects to reduce landslides.
  - Descriptions of Eligible Complete Street Improvements – The guidelines identify eligible Complete Street components, such as on-street bicycle lanes and new sidewalks, and how points will be awarded for projects that incorporate such components.
  - A Change in Delay Reduction Calculations – This change was necessary because AMATS has changed how it measures traffic congestion. The agency now uses Free Flow Speed of traffic rather than the Level of Service (LOS) of a roadway.
5. Find Changes in the Average Daily Traffic (ADT) Point Structure Used to Award Resurfacing Program Funds.

## New Resurfacing Projects

In June, the AMATS Policy Committee unanimously voted to approve 23 new resurfacing projects by adopting two separate resolutions. These two committee votes are examples of how the COVID-19 Pandemic impacted regional transportation planning in the Greater Akron area as this medical crisis was the impetus for these votes and necessitated committee action.

The pandemic, coupled with various projects whose contracts sold below their original cost estimates, led to a \$5 million surplus of STBG funds in Fiscal Year 2022. Because of this surplus, the Greater Akron area risked losing over \$2 million in funding due to ODOT policies, which would require a return of these funds to the department. Facing the possible loss of such a significant amount of funding, the leadership of AMATS opted to approve a special round of funding for various resurfacing projects throughout the region. These 11 STBG-funded projects are presented in Table 1.

Table 1 - STBG-Funded Projects				
SPONSOR	PROJECT	PROJECT LIMITS	STBG FUNDS	TOTAL PROJECT COST
Cuyahoga Falls	Broad Boulevard	State Road to 2nd Street	\$800,000	\$1,251,063
Akron	Arlington Street	Ericsson Avenue to Munson Street	\$800,000	\$1,066,000
Wayne County Engineer's Office	Eastern Road/Gates Street	Eastern Road, from state Route 94 to Portage Street, and Gates Street, from Eastern Road to the Doylestown Corporate Limit.	\$606,887	\$758,609
Rittman	Eastern Road	Rufener Street to Gish Road	\$465,712	\$597,140
Norton	Barber Road	South Corporate Limit to Wadsworth Road	\$662,923	\$1,000,423
Portage County Engineer's Office	Tallmadge Road	State Route 14 to Alliance Road	\$523,444	\$662,305
Tallmadge	Munroe Avenue - Phase 1	Eastwood Avenue to East Avenue	\$152,357	\$190,446
Aurora	East Mennonite Road	Chillicothe Road to Aurora Corporate Limit	\$572,000	\$780,000
Kent	Main Street/South Water Street	Main Street, from South Mantua Street to Willow Street, and South Water Street, from state Route 59 to Main Street.	\$799,200	\$1,042,000
Richfield	Brecksville Road	State Route 303 to State Route 21	\$800,000	\$1,425,150
Streetsboro	Frost Road	Philipp Parkway to Sunny Lane	\$508,712	\$650,890

During the same June meeting, the Policy Committee approved 12 resurfacing projects because \$4 million in federal COVID-19 relief funds became available to the region. This aid was part of the larger federal response to strengthen the national economy through governmental initiatives and programs during the pandemic.

Because the Greater Akron area had to use these funds by Fiscal Year 2024, AMATS chose viable projects that were scheduled for Fiscal Year 2022 or Fiscal Year 2023 to minimize the risk of losing federal relief funding. The agency also limited funding eligibility to new resurfacing projects as they could be quickly "fast tracked" through the development process to meet the looming Fiscal Year 2024 deadline. These 12 relief-funded projects and the fiscal years in which they are programmed are presented in Table 2.

Table 2 - Relief-Funded Projects					
SPONSOR	PROJECT	PROJECT LIMITS	STBG FUNDS	TOTAL PROJECT COST	FISCAL YEAR
Ravenna	Chestnut Street	State Route 59 (Main Street) to state Route 14	\$504,000	\$630,000	2024
Portage County Engineer's Office	Old Forge Road	Sunnybrook Road to Ranfield Road	\$628,362	\$793,453	2024
Mogadore	Mogadore Road	Gilchrist Road to Martin Road	\$506,040	\$647,550	2023
Barberton	4th Street	West Lake Street to Norton Avenue	\$323,728	\$419,660	2023
Twinsburg	Cannon Road	Ravenna Road to Liberty Road	\$540,000	\$675,000	2023
Summit County Engineer's Office	Canton Road	Pontius Road to Tisen Road	\$528,000	\$660,000	2024
Clinton	Cleveland Massillon Road	Railroad tracks to North Corporate Limit (Serfass Road)	\$573,764	\$727,205	2023
New Franklin	Cleveland Massillon Road	Grill Road to Eastern Road	\$562,132	\$717,685	2023

**Table 2 - Relief-Funded Projects (continued)**

SPONSOR	PROJECT	PROJECT LIMITS	STBG FUNDS	TOTAL PROJECT COST	FISCAL YEAR
Norton	Eastern Road	State Route 21 to Cleveland Massillon Road	\$642,240	\$817,800	2024
Akron	Riverview Road	Riverview Road, from Portage Path to North Corporate Limit; Akron Peninsula Road, from Merriman Road to Steels Corners Road; Smith Road, from Sand Run Road to Riverview Road; and Portage Trail, from North Portage Path to Northampton Road.	\$700,000	\$1,375,000	2023
Lakemore	East Sanitarium Road	East of Seneca Avenue to west of Fye Road	\$100,000	\$139,000	2023
Rittman	Ohio Avenue	Metzger Avenue to Main Street	\$496,852	\$636,065	2023

## New Air Quality Projects

In December, the AMATS Policy Committee approved seven new air quality improvement projects for the Greater Akron area. These projects will help the region in its efforts to meet or exceed federal air quality standards and were deemed consistent with *Transportation Outlook 2045*, the area’s long-term regional transportation plan.

These projects are scheduled to receive more than \$12.6 million in CMAQ funds over the next several years. Details regarding these projects are presented in Table 3.

Table 3 - CMAQ-Funded Projects			
PROJECT	LOCATION	CMAQ FUNDS	FISCAL YEAR
State Route 303/State Route 14 Intersection Improvement	Streetsboro	\$459,517	2026
METRO RTA Electric Bus Purchases	Summit County	\$1,464,750	2026
PARTA Clean Diesel Bus Purchases	Portage County	\$1,600,000	2026
Construction of Arlington Road Roundabouts	Green	(Right of Way) \$762,124	2025
		\$3,305,666	2026
Darrow Road Signal Improvements	Stow	\$1,197,690	2025
Kent Road Signal Improvements	Stow	\$1,520,145	2025
Downtown Hudson Signal Improvements	Hudson	\$2,316,939	2026

## Engineering Activities

### Traffic Counting Program

Traffic count data is a key component of transportation planning. AMATS collects data regarding traffic volumes on Greater Akron area roadways and intersections for use in various regional analyses and evaluations of new projects. This data is collected using radar counters.

Despite the challenges posed by the COVID-19 Pandemic, the agency conducted 45 traffic counts at various area roadway segments during 2021. However, the agency was unable to conduct extensive counts throughout the region during the year due to limited staff availability.

### Bicycle and Pedestrian Counts

Bicycle and pedestrian counting have become increasingly important aspects of transportation planning in recent years, especially in light of AMATS’ efforts to promote regional connectivity. This count data helps target the location for future bicycle and pedestrian facilities in areas where land use and development are likely to promote frequent use. The data also helps determine trends in biking and walking by measuring the benefits of these investments.

In December, the agency conducted bike and pedestrian counts along the Main Street Corridor in downtown Akron on two separate days. The data compiled from these counts is presented below in Table 4.

**Table 4 - Downtown Akron’s Main Street Corridor Bicycle and Pedestrian Counts**

Table 4 - Downtown Akron’s Main Street Corridor Bicycle and Pedestrian Counts			
December 1, 2021 (12:00 PM – 12:00 AM)			
TOTAL BIKES	TOTAL PEDESTRIANS	PEAK HOURS (BIKES)	PEAK HOURS (PEDESTRIANS)
15	435	3:00 PM – 6:00 PM (8)	3:00 PM – 6:00 PM (173)
December 2, 2021 (12:00 AM – 12:00 PM)			
TOTAL BIKES	TOTAL PEDESTRIANS	PEAK HOURS (BIKES)	PEAK HOURS (PEDESTRIANS)
4	99	8:30 AM – 11:00 AM (2)	8:30 AM – 11:00 AM (69)



# Outreach

Engaging the public is as much a part of regional transportation planning as compiling traffic data and the programming and scheduling of projects. 2021 was a year of solid achievements by AMATS with regards to its public outreach activities. It was a year of high praise, a step to normality, and a big move by the agency.

## High Praise

In May, AMATS was commended by a Federal Review Team of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) officials for its public engagement practices. The team issued these commendations following its certification review of AMATS as the Greater Akron area's federally designated metropolitan planning organization (MPO). Summaries of the federal government's public engagement-specific commendations to the agency are presented below:

**Commendation 1:** AMATS was commended for proactively requiring all project applicants for agency-administered funds to have transition plans in place stating how they will comply with the federal Americans with Disabilities Act of 1990. The federal officials deem ADA compliance vital in assisting persons with disabilities to participate fully in civic life. In recent years, FHWA and ODOT have stressed to public entities across Ohio that they must have such plans in place. The administration and department have approached MPOs such as AMATS for assistance in promoting this requirement. AMATS was commended for not only emphasizing the importance of transition plans to its funding applicants, but for incorporating the existence of such plans as part of its project prioritization strategy.

**Commendation 2:** The agency was praised for its various active transportation approaches and community outreach efforts that incorporate bicycle and pedestrian modes into its multimodal transportation planning process. Specific examples of these approaches cited by the team include the agency's participation in the development of the *Akron Public School Travel Plan* (STP) and its participation in *The Move with the Mayor* (MWTM) initiative.

The *Akron Public STP* was one of the first districtwide plans for a large school district in Ohio and nationwide. The MWTM initiative promotes the importance of active living and highlights the benefits of bicycle and pedestrian-friendly infrastructure while promoting Complete Street planning principles.

**Commendation 3:** AMATS was commended for its efforts to build relationships with social service agencies and members of communities belonging to underserved populations such as the elderly, low-income, and minority populations.

The team praised agency officials for their efforts to foster community dialogue and for organizing various outreach events in diverse communities most notably Bike-N-Brainstorm and Better Block events for active transportation and road diet planning. The team noted that these events include participation elements, like surveys and interviews. Such events promote the agency while assisting AMATS in receiving feedback on potential area infrastructure projects.

The team also commended AMATS for its diligent efforts to connect with and develop relationships with various organizations representing diverse populations. The team noted that these connections are crucial to ensure meaningful engagement with unique and protected populations throughout the regional transportation planning process.



## A Step to Normality

After a nearly 17-month hiatus, in-person meetings of the AMATS Citizens Involvement Committee resumed in August with a meeting at the Akron-Summit County Library - Main Branch in downtown Akron.

The agency's use of virtual meetings during the preceding months proved that the virtual meeting format could provide a viable public forum. While the agency will continue to host in-person meetings at various locations throughout the region, AMATS officials have indicated that the CIC may again utilize the virtual format for upcoming meetings depending upon the necessity for such meetings and the preferences of committee members.

## A Big Move

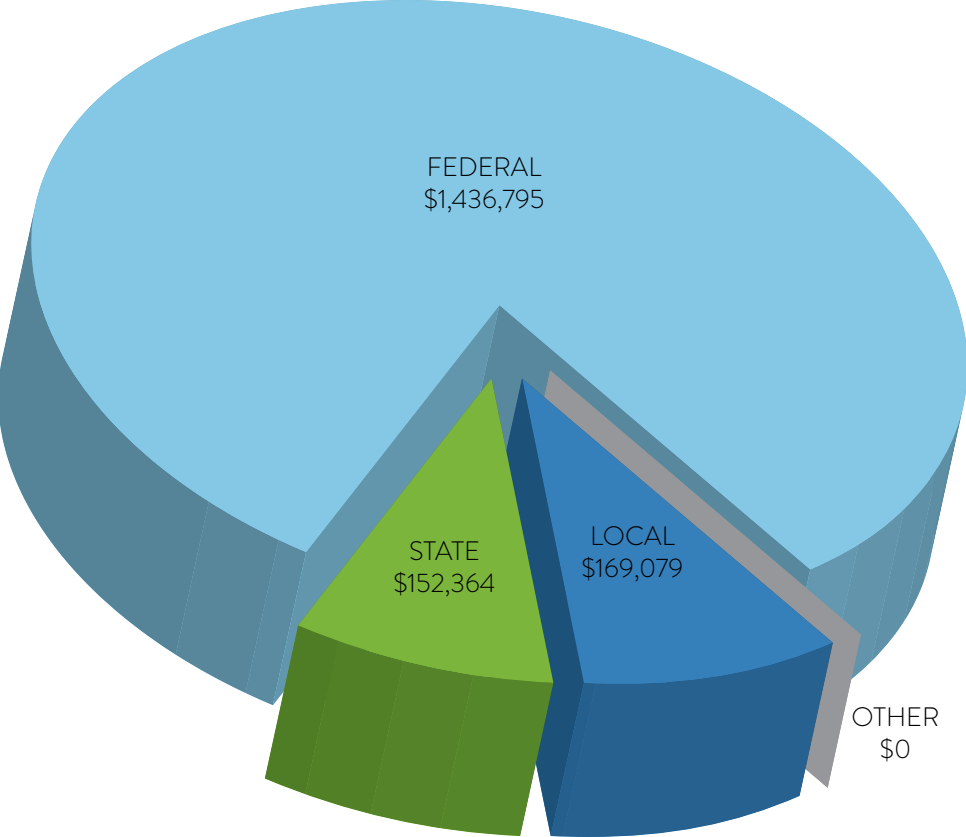
In July, AMATS completed its move to new offices in the PNC Building in downtown Akron. With the return of the AMATS Technical Staff, the Greater Akron area's MPO was once again open to the public.

The agency moved into its new facilities located in Suite 1300 at 1 Cascade Plaza in Akron. The new downtown facilities allow agency personnel to work in a modern, central, cohesive work environment while remaining easily accessible to the public.

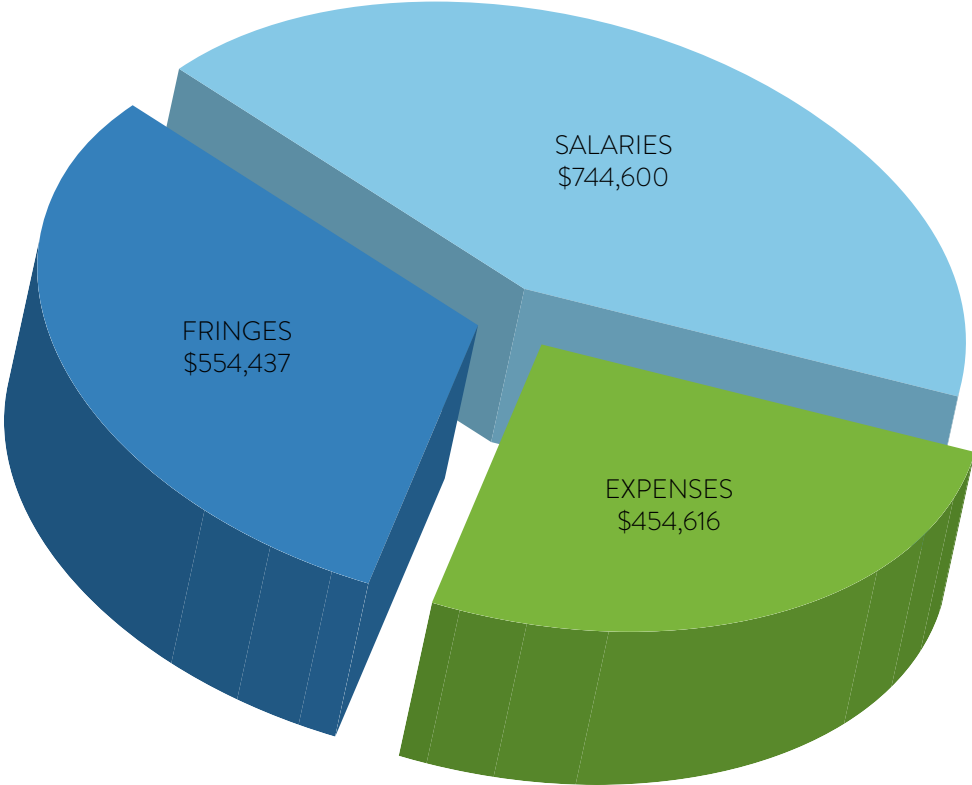


# Financial Data for Fiscal Year 2021

## Revenues by Type



## Expenditures by Type



# Policy Committee and Staff

## 2021 Policy Committee Members

<b>CHAIRWOMAN</b>	Mayor Linda S. Clark
<b>VICE CHAIRMAN</b>	Mayor Gerard Neugebauer
<b>Akron</b>	Mayor Dan Horrigan
<b>Aurora</b>	Mayor Ann Womer Benjamin
<b>Barberton</b>	Mayor William B. Judge, Jr.
<b>Boston Heights</b>	Mayor Bill Goncy
<b>Clinton</b>	Mayor Clarissa Allegra
<b>Cuyahoga Falls</b>	Mayor Don Walters
<b>Doylestown</b>	Mayor Terry L. Lindeman
<b>Fairlawn</b>	Mayor William Roth
<b>Garrettsville</b>	Mayor Rick Patrick
<b>Green</b>	Mayor Gerard Neugebauer
<b>Hiram</b>	Mayor Lou Bertrand
<b>Hudson</b>	City Manager Jane Howington
<b>Kent</b>	City Manager David Ruller
<b>Lakemore</b>	Mayor Richard Cole, Jr.
<b>Macedonia</b>	Mayor Nick Molnar
<b>Mantua</b>	Mayor Linda S. Clark
<b>METRO</b>	Dawn Distler
<b>Mogadore</b>	Mayor Michael A. Rick
<b>Munro Falls</b>	Mayor James W. Armstrong
<b>New Franklin</b>	Mayor Paul Adamson
<b>Northfield</b>	Mayor Jesse Nehez
<b>Norton</b>	Administrative Officer Robert Fowler
<b>ODOT</b>	Gery Noirot
<b>PARTA</b>	Claudia Amrhein
<b>Peninsula</b>	Mayor Daniel R. Schneider, Jr.
<b>Portage County Commissioners</b>	Anthony J. Badalamenti
	Vicki A. Kline
	Sabrina Christian-Bennet
	Michael Marozzi
<b>Portage County Engineer</b>	Mayor Frank Seman
<b>Ravenna</b>	Mayor Sam Alonso
<b>Reminderville</b>	Mayor Michael Wheeler
<b>Richfield</b>	City Manager Bobbie Beshara
<b>Rittman</b>	Mayor Bernie Hovey
<b>Silver Lake</b>	Mayor John Pribonic
<b>Stow</b>	Mayor Glenn M. Broska
<b>Streetsboro</b>	Mayor John Guidubaldi
<b>Sugar Bush Knolls</b>	Mayor Bryan Herschel
<b>Summit County</b>	Stephen Knittel
	Alan Brubaker
<b>Summit County Engineer</b>	Ilene Shapiro
<b>Summit County Executive</b>	Mayor David G. Kline
<b>Tallmadge</b>	Mayor Ted Yates
<b>Twinsburg</b>	Chippewa Township Trustee Dominic Oliverio
<b>Wayne County Commissioners</b>	Scott A. Miller
<b>Wayne County Engineer</b>	Mayor Deborah Blewitt
<b>Windham</b>	

## AMATS Staff

### Administrative

Curtis Baker *Director*  
 Martha Chandler *Accounting Technician*

### Engineering

Farhad Ahmadzai *Transportation Designer*  
 Eugene Paczelt *City Planner*  
 Amy Prater, P.E. *Transportation Engineer*  
 David Pulay, P.E. *TIP Coordinator*

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