

2024 ANNUAL REPORT

The Yearly Chronicle of the Akron Metropolitan Area Transportation Study



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Big Strides

2024 was a year during which the Akron Metropolitan Area Transportation Study (AMATS) took big strides toward the future on behalf of the Greater Akron area.

The first significant strides occurred at the outset of the year with amendments to the area's four-year Transportation Improvement Program (TIP). In January, the agency approved more than \$25.5 million in new funding for highway, resurfacing, and bike and pedestrian projects throughout Portage and Summit counties and northeast Wayne County. In March, AMATS approved more than \$15.2 million in new funding for three major roadway projects in Cuyahoga Falls, Coventry, and Kent. In the ensuing months, AMATS added and adjusted the funding and scheduling of other substantial TIP projects throughout the region.

The next notable strides were taken in the spring with the completion of the *AMATS Areawide Roundabout Study* and the *Active Transportation Plan (ATP)*. The roundabout study is a comprehensive safety evaluation of traffic roundabouts across the Greater Akron area. The ATP is an extensive evaluation of the region's bike and pedestrian networks and identifies regional goals to promote accessibility, efficiency, and safety.

In the latter part of the year, the agency took several huge strides in its update of the area's upcoming long-range regional transportation plan, *Transportation Outlook 2050 (TO2050)*. AMATS approved the *2050 Planning Data Forecast*, the *2024 Freight Plan*, and the *2024 Transit Plan*. Each item provides fresh planning data necessary for AMATS to craft TO2050, which will analyze the future of regional transportation in the Greater Akron area.

Along with these noteworthy steps, the agency managed to keep the pace in its other planning endeavors during the year. In March, the AMATS Connecting Communities Program awarded two \$40,000 grants to develop plans that promote safe and livable communities along a portion of state Route 619 in New Franklin and Akron's Summit Lake neighborhood. In May, the agency and local officials hosted one of its celebrated Bike & Brainstorm events in Hudson.

To end the year's journey with a final big step, in December the agency completed the *2021-2023 Crash Report*, which identifies 138 high-crash roadway sections and 245 high-crash intersections. The report tracks motor vehicle, bicycle and pedestrian crashes. Crash data is used by the agency to program and schedule safety improvement projects throughout the region.

As the calendar changes from 2024 to 2025, I am proud of the agency's journey during the year that just passed and looking forward to where AMATS and the region will be in the year ahead. I think that you will find the *AMATS 2024 Annual Report* to be informative and illuminating.

Curtis Baker
Director
AMATS



Planning

The Greater Akron area made tremendous progress in transportation planning during 2024 under AMATS' leadership.

In the spring, the agency released the *AMATS Areawide Roundabout Study* and the *Active Transportation Plan*. Both items assess the state of key elements of the area's transportation network and present recommendations to continue improving these elements in terms of effectiveness and safety.

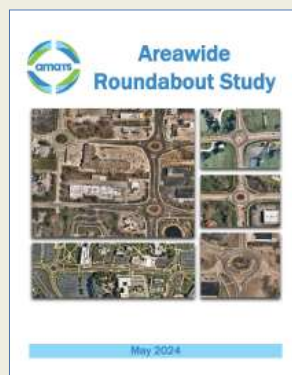
In the fall, the region took significant steps to the year 2050 with the completion of three vital planning elements necessary to complete the area's upcoming long-range regional transportation plan. These elements — the *2050 Planning Data Forecast*, the *2024 Freight Plan*, and the *2024 Transit Plan* — provide fresh planning data necessary for AMATS to craft *Transportation Outlook 2050 (TO2050)*, which will analyze the future of regional transportation in the Greater Akron area.

In addition to these accomplishments, the agency continued to promote regional connectivity among the area's roadway, bicycle, and pedestrian networks through its Connecting Communities and Bike-N-Brainstorm programs.

Summaries of these items are presented below.

AMATS Areawide Roundabout Study

In May, the AMATS Policy Committee approved the *AMATS Areawide Roundabout Study*, a comprehensive safety evaluation of traffic roundabouts across Portage and Summit counties and northeastern Wayne County. A roundabout is a type of circular intersection or junction in which road traffic is permitted to flow in one direction around a central island. Compared to stop signs, traffic signals, and earlier forms of traffic circles, modern roundabouts reduce the likelihood and severity of collisions by reducing traffic speeds and minimizing accident impacts.



Area communities, most notably Akron, Green, and Kent, have pursued roundabouts to improve traffic flow and safety. The study presents comprehensive data for each of the region's 28 roundabouts prior to their construction and

post-construction. The study shows promising safety improvements across the region. The study reveals that the level of severity for crashes in locations with roundabouts is dropping off sharply throughout the region. Many locations are showing declines in overall crash totals too, but the drop in crash severity is the most welcome finding from the study for AMATS.

The study not only inventories existing and planned roundabouts, but also assesses the crash and safety data of roundabouts operating in the region during a 10-year period spanning 2012 through 2022.

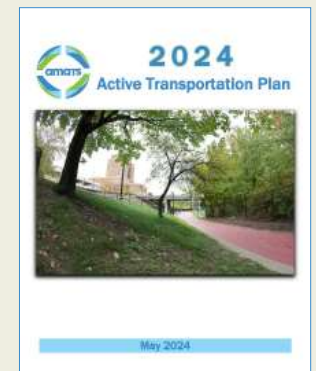
For more information about the *AMATS Areawide Roundabout Study*, please click [here](#).



Active Transportation Plan

In May, the AMATS Policy Committee approved the ATP, which presents what has been accomplished in improving the Greater Akron area's active transportation network and offers a vision for its future.

Active transportation is human-powered mobility such as biking and walking. The plan evaluates the current status of bike and pedestrian networks within the Greater Akron area and identifies regional goals to promote accessibility, efficiency, equity, and safety. The ATP is another step in the agency's pursuit of regional transportation infrastructure that is accessible and safe for all users,



not just motor vehicles, throughout Portage and Summit counties and northeastern Wayne County.

The plan presents the agency's vision of a region in which biking and walking are vital components of the region's multi-modal transportation system of roadways and transit service.

The plan finds that, while the region has witnessed significant growth in its active transportation networks, most notably with new hike-and-bike trails such as the Freedom Trail and The PORTAGE, active transportation users remain the most vulnerable on the area's roadways. The ATP aims to counter the reluctance that many would-be active transportation users may experience using the area's cycling and pedestrian resources by presenting a host of strategies such as new shared use paths, bike lanes, and quality sidewalks.

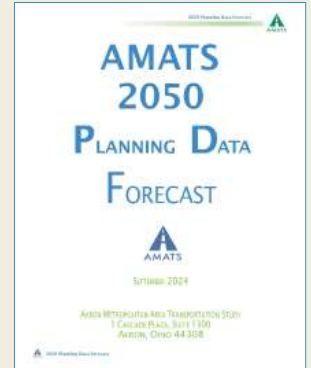
The ATP will be a key component of the agency's upcoming TO2050, the long-range transportation plan for the region's highways, public transit, and bike and pedestrian networks.

For more information about the ATP, please click [here](#).



2050 Planning Data Forecast

In September, the AMATS Policy Committee approved the *2050 Planning Data Forecast*. The forecast projects socioeconomic data over a 30-year period spanning 2020 to 2050. This data is categorized into four broad variable categories of population, household characteristics, employment, and stand-alone considerations, such as school and university enrollment. Each of these variable categories has a direct impact on local traffic, which is examined by AMATS in 837 traffic analysis zones to determine traffic volumes and origins and destinations.



The latest forecast marks two notable firsts for the agency: It is the first such forecast to address two scenarios, and it is the first to be driven by a private consultant firm under AMATS' guidance.

The *2050 Planning Data Forecast* addresses two potential population scenarios for the Greater Akron area. One scenario, prepared by the Ohio Department of Development, shows the region experiencing a drop in population as part of an overall statewide trend. In contrast, the AMATS-prepared scenario, based on past population trends compiled by the agency, shows the region's population remaining relatively flat. Under both scenarios, the Greater Akron area exhibits robust employment growth, which is projected to increase by 16.4 percent.

The forecast was also the first whose development was largely driven by a private consultant. In 2023, the agency decided to hire an outside firm to free up limited staffing resources for other planning endeavors and products. Burgess & Niple, Inc. (B&N) developed much of the study under the leadership of AMATS. B&N was tasked with updating AMATS existing variables to 2020 with the latest U.S. Census figures, distributing all new data to AMATS traffic analysis zones, and forecasting these data to 2050.

For more information about the *2050 Planning Data Forecast*, please click [here](#).

2024 Freight Plan

In September, the AMATS Policy Committee approved the *2024 Freight Plan*. The plan is an analysis of the region's existing freight system and identifies elements of the transportation system that are critical for the transport of goods into, out of, and within the region. The plan addresses factors and trends that impact both railway and roadway freight and examines highway-rail grade crossings and freight corridors within the Greater Akron area. The plan also identifies regional job hubs and evaluates the freight network's efficiency in these hubs.



The plan recommends various strategies to improve the area's freight network, such as bridge replacements, roadway improvements, and grade separations for highway and rail crossings. The plan also endorses the continuation of several projects for inclusion in TO2050, including the \$193.3 million state Route 8 Bridge Replacement project, the \$160 million improvement project on the Interstate 76/ Interstate 77/state Route 8 Akron Beltway, and the \$132.2 million widening of I-77 in northern Summit County.

For more information about the *2024 Freight Plan*, please click [here](#).



2024 Transit Plan

In September, the AMATS Policy Committee approved the *2024 Transit Plan*. The plan was developed by AMATS in conjunction with the area's two local transit agencies, the Portage Area Regional Transportation Authority (PARTA) of Portage County and the METRO Regional Transit Authority of Summit County. The transit plan contains an analysis of the region's existing transit system and offers recommendations for inclusion in TO2050.



The plan's recommendations are based on six goals and strategies that include investments in programs that support transit goals and in sustainable vehicle fleets and operations.

Another goal is the integration of transit into regional transportation projects by project sponsors and transit agencies. Remaining goals urge transit as an integral component of land use planning, the optimization of transit service through system studies and new technologies, and providing safe and equitable access to bus stops, shelters and related infrastructure for pedestrians and cyclists.



For more information about the *2024 Transit Plan*, please click [here](#).

Connecting Communities Planning Grant Program

2024 was 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.

In March, the AMATS Policy Committee awarded two \$40,000 program grants to develop plans that promote safe and livable communities along a portion of state Route 619 in New Franklin and Akron's Summit Lake neighborhood. New Franklin's *SR 619 Corridor Development Planning Study* and Akron's *Summit Lake Pedestrian Safety Master Plan* were the two highest scoring proposals submitted from eight applicants across the region.

New Franklin officials stated in their grant application and AMATS agreed that a study of the state Route 619 corridor, between South Main and State streets, is needed, especially as a new residential development is planned near the state Route 619 and Point Comfort Drive intersection. As there are no nearby safe facilities for pedestrians and cyclists, New Franklin officials opted to pursue a

proactive planning approach. The study will consider potential solutions to accommodate all modes of transportation for hundreds of new residents in an area expected to grow in the coming years.



Renewed investment and new cycling, pedestrian, and recreational amenities are attracting new visitors and increased traffic to Akron's Summit Lake neighborhood. City officials will use the upcoming *Summit Lake Pedestrian Safety Master Plan* to identify a framework for the development and integration of complete street principles during the neighborhood's ongoing renaissance. The aim of the plan is to improve pedestrian safety for people of all ages and abilities in the Summit Lake neighborhood.

For more information about the Connecting Communities Planning Grant Program, the *SR 619 Corridor Development Planning Study* and the *Summit Lake Pedestrian Safety Master Plan*, please click [here](#).



SUMMIT LAKE SCENES!

The Summit Lake Pedestrian Safety Master Plan study area in Akron, shown above, is bounded by Thornton Street to the north, South Main Street to the east, a CSX-owned rail corridor to the south, and Manchester Road to the west.

Bike-N-Brainstorm

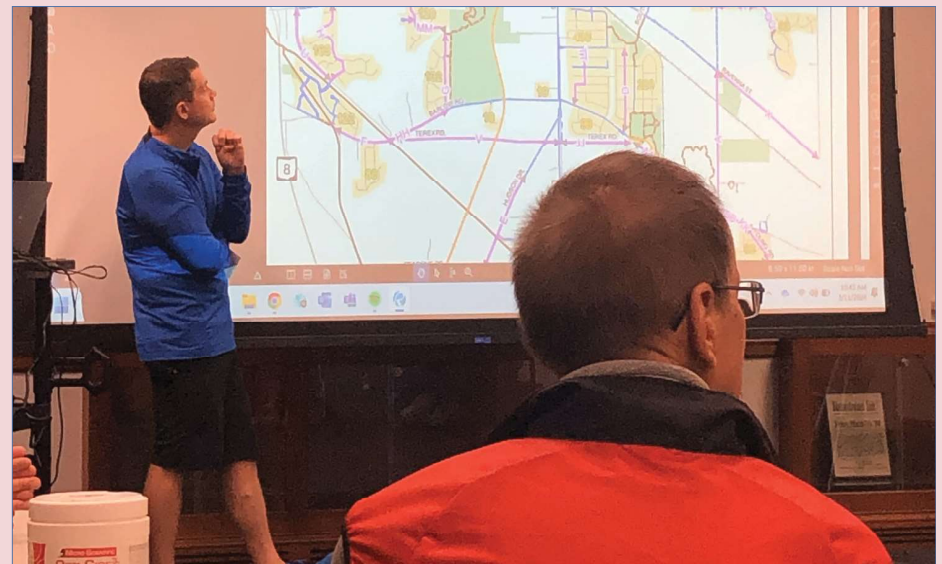
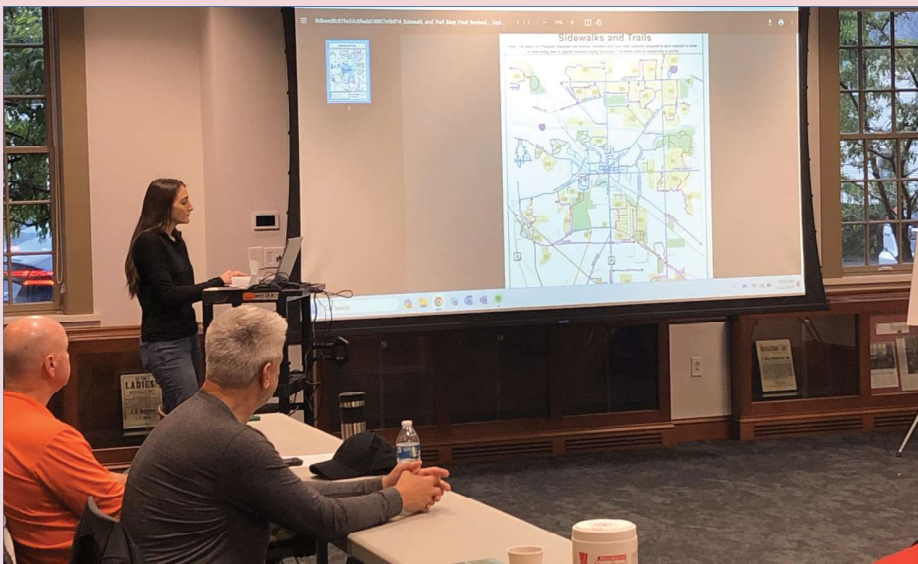
Hudson's Bike-N-Rainstorm

Bike-N-Brainstorms are public meetings that include a bike ride and brainstorming session. Following rides, participants share their insights on how to improve biking and pedestrian access in a community.

In May, although the ride portion of the Bike & Brainstorm in Hudson was cancelled due to rain, participants gathered in the Hudson Library & Historical Society for a morning brainstorming session with agency and city officials, shown below and at right.

Public feedback collected by agency and city officials following this Bike-N-Brainstorm will be used to identify active transportation strategies for the area in the future. The event was hosted by AMATS and Hudson as part of the northern Summit County community's update of the Hudson Walk & Bike Plan. The plan is part of Hudson's ongoing efforts to promote connectivity.

For more information about the agency's Bike-N-Brainstorms, please click [here](#).



Engineering

2024 was a year of extraordinary engineering achievements for AMATS. As the federally designated metropolitan planning organization (MPO) serving the Greater Akron area of Portage and Summit counties and northeastern Wayne County, the agency is responsible for developing and maintaining the region's four-year, multimillion-dollar Transportation Improvement Program (TIP) of highway, public transit, and active transportation projects.

Along with developing and maintaining the TIP, the agency's other engineering responsibilities include the collection of data and the compilation of various data analyses. This information is used by the agency to program and schedule safety improvement projects throughout the region.

The AMATS Policy Committee began the year by programming a slate of 33 projects totaling \$25.5 million in new funding into the current TIP. The committee also adopted the *AMATS Area Coordinated Public Transit – Human Services Transportation Plan*. That opening act was followed by the Policy Committee's adding another three major roadway projects totaling more than \$15.2 million to the program two months later.

The agency ended 2024 with the completion of a three-year crash report that revealed some troubling trends. The AMATS Traffic Counting Program also completed another successful year in data collection.

Transportation Improvement Program

Spanning Fiscal Years 2024 through 2027, the \$938.5 million TIP includes approximately \$523.1 million for highway projects, more than \$399.4 million for public transit needs, and \$16 million for bike and pedestrian projects throughout the Greater Akron area.

No project can be implemented with federal transportation funds unless it is included in the TIP.

The funding programs that AMATS administers through the TIP are designed to meet specific transportation needs.



Highway and Roadway-Specific Programs:

These funding sources include the:

- Resurfacing Program
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation/Air Quality (CMAQ) Program
- Transportation Alternatives Set Aside (TASA) Program
- Carbon Reduction Program (CRP)
- and various metropolitan planning programs.

Public Transit-Specific Programs:

AMATS coordinates the use of state and federal public transit funds closely with the Greater Akron area's two regional transit agencies: the Portage Area Regional Transportation Authority (PARTA) of Portage County and the METRO Regional Transit Authority of Summit County.

These funding sources include the:

- Federal Transit Administration (FTA) 5307 Program
- FTA 5310 Program
- FTA 5339 Program
- Ohio Diesel Emissions Reduction Grant (DERG) Program
- Ohio Workforce Mobility Program (OWMP)

It should be noted that occasionally highway, public transit, and bike and pedestrian funding may be programmed and comingled for mixed-use projects, such as roadway improvements that improve transit and pedestrian access. The area's project listings are regularly monitored and updated by AMATS to reflect implementation of programmed projects, additions of new projects, major changes in projects and deletions of canceled projects.

A significant portion of the current program – \$721.2 million or about 77 percent of the program - is devoted to maintenance-type projects for the Greater Akron area's highway and public transportation systems rather than costly expansions of existing transportation networks.

The TIP's importance to the Greater Akron area stems from the program being:

1. A schedule by which to coordinate projects among jurisdictions and transportation agencies.
2. A guide for implementation of short- and long-range transportation planning.
3. An aid to financial programming and administration.
4. A source of information for the public.

As the MPO responsible for developing and maintaining the area’s TIP, AMATS occasionally approves amendments to the program as circumstances warrant. Examples of such circumstances include the availability of new project funding or a request by a sponsor to reschedule a programmed project.

The sections below highlight the agency’s most significant accomplishments pertaining to the TIP during 2024.

New Year, New Projects

In January, the AMATS Policy Committee rang in the new year by approving more than \$25.5 million in new funding for highway, resurfacing, and bike and pedestrian projects throughout the Greater Akron area. The committee’s approval ended a comprehensive selection process that began in late 2023 when the agency began reviewing 114 funding applications from project sponsors throughout the region.

Committee approval provided more than \$15.2 million in Resurfacing Program funds for 20 resurfacing projects, several of which are sponsored by county engineer’s offices throughout the region. Portage County will receive \$900,000 to resurface a portion of Chamberlain and Mennonite roads in Mantua Township and Summit County will receive nearly \$2.3 million for projects on Krumroy Road in Springfield Township. Wayne County will receive more than \$900,000 for a project on Doylestown Road in Chippewa Township.

The 2024 round of project awards heralded a new era for the region in that they included nearly \$8 million for four CRP-funded projects. Created in 2023, the CRP Program provides federal funds for projects that emphasize carbon emission reductions while improving traffic flow.

The area’s inaugural CRP-funded projects all include roundabouts. New roundabouts will be constructed at the current intersections of Killian and Pickle roads in Springfield Township and Wooster Road and Hopocan Avenue in Barberton. The remaining two CRP projects entail various corridor improvements in Green and Kent, which include the construction of new roundabouts.

The area’s trail and sidewalk networks will continue their growth as the Policy Committee approved \$2.3 million in TASA funds for three projects across the region. The TASA Program provides funding for projects such as pedestrian and bicycle facilities that provide transportation alternatives to motor vehicles. The three projects are Phase IX of the Headwaters Trail in Mantua Township, various pedestrian improvements along Stow Road and Summit Street in Kent, and Phase 3 of the Rubber City Heritage Trail in Akron.

New Area Coordinated Public Transit – Human Services Transportation Plan

The AMATS Policy Committee also approved the *AMATS Area Coordinated Public Transit – Human Services Transportation Plan* in January.

The Coordinated Plan’s purpose is to improve transportation services for persons with disabilities, older Americans, and low-income individuals. The plan is necessary for the area to obtain and utilize funds from the FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program. Eligible projects seeking to use 5310 funding must be consistent with the plan.

Throughout the development of the plan, AMATS staff worked closely with PARTA and METRO and representatives of local public, private and non-profit transportation and human services providers. The planning process also solicited and received insightful guidance from members of the public.

The Coordinated Plan:

- Identifies current transportation providers and the assets available to the region (public, private, and non-profit).
- Assesses the transportation needs of individuals with disabilities, older adults and low-income individuals.

- Provides recommendations to address the identified gaps between current services and needs.
- Assigns priorities for implementation.

The plan issued the following AMATS funding policy and nonfinancial-related recommendations for the Greater Akron area.

Recommendations for AMATS Funding

1. Purchase new accessible vehicles for regional providers of public transportation for older individuals, those with disabilities and those with low incomes.
2. Pursue transit stops connecting passenger destinations.
3. Expand the reach and hours of fixed-route transit and demand response service.
4. Fund new transit services to access key employment areas.
5. Invest in fare reimbursement solutions and smart fare technology.
6. Invest in intelligent transportation systems (ITS) infrastructure.
7. Provide same-day service for demand response.
8. Promote and increase travel training for transit users.



Recommendations for Non-Financial AMATS Support

1. Increase dialogue between transportation providers and regional employers/medical centers.
2. Maintain a standing committee to address coordination issues.
3. Promote the Gohio Commute rideshare program.

Third Month, Three New Projects

In March, the AMATS Policy Committee approved more than \$15.2 million in new funding for three major roadway projects throughout the Greater Akron area.

AMATS oversees the federal STBG Program, which provides a flexible funding source for communities seeking to improve highways and bridges on any public road. The projects are in Cuyahoga Falls, Coventry Township, and Kent. Cuyahoga Falls was the largest recipient of STBG funds in the region with \$6.1 million for the reconstruction of State Road between Quick Road and Boulder Boulevard. The State Road improvement project will include the addition of a two-way, left-turn lane and may include a roundabout.

The Summit County Engineer’s office landed \$5.9 million for pavement replacement and new sidewalks along South Main Street, from Portage Lakes Drive to North Turkeyfoot Road, in Coventry Township.

The Kent-based project will receive more than \$3.2 million and is jointly sponsored by Kent, PARTA, and the Portage County Engineer’s office. Spanning along state Route 59, from east of Horning Road to state Route 261, the project will reconstruct pavement and include various pedestrian, signal, trail, and transit improvements along the corridor.

The state Route 59 project is the result of recommendations issued in PARTA’s *State Route 59 Alternative Transportation Improvements Study*, which was completed in May 2022. The study itself was funded by the AMATS Connecting Communities Program, which is an agency initiative to promote active transportation such as walking and cycling throughout the Greater Akron area.

Committee approval ended a comprehensive selection process that began in late 2023 when the agency began reviewing 26 STBG applications from project sponsors across the region.

For more information about the TIP, please click [here](#).



2021-2023 Crash Report

In December, AMATS completed the *2021-2023 Crash Report* on behalf of the Greater Akron area. The agency compiles crash data as part of the area's ongoing regional transportation planning process. This data is used by the agency to program and schedule safety improvement projects throughout the region.



The agency's latest three-year analysis spans the years 2021 through 2023. For the *2021-2023 Crash Report*, the agency identified 138 high-crash roadway sections and 245 high-crash intersections within Portage and Summit counties and northeastern Wayne County. The report was based on AMATS' analysis of more than 47,600 motor vehicle, bicycle and pedestrian-related crash records obtained from the Ohio Department of Transportation (ODOT).

The study shows that there were 69 crash-related fatalities and 68 fatal crashes in 2023, which marks the continuation of an upward trend for both categories that began in 2018. However, the study found that the total number of area crashes continues its downward trend of the last several years. The crashes reported during 2023 are nearly as low as the 2020 level of 15,005 crashes, which was an atypical time of reduced vehicular travel and fewer crashes due to the COVID-19 pandemic and subsequent lockdown. The year-over-year change between 2022 and 2023 saw the number of crashes drop by 1,518 or 9.2 percent from 16,563 to 15,045 crashes.

Unfortunately, the report finds that crashes resulting in serious injuries and serious injury-related crashes have increased despite notable decreases over the past five years. The number of crashes resulting in serious injuries jumped to 396 in 2023 from 333 in 2022 and the number of serious injury-related crashes increased to 324 from 302 during the same period. The study revealed troubling trend lines for area pedestrian-related and bicycle-related crashes too. Total pedestrian-related crashes jumped to 170 in 2023 from 143 in 2022 and bicycle-related crashes increased to 87 in 2023 from 73 in 2022. Both crash types showed significant increases from their recorded lows in 2020 when 94 pedestrian-related crashes and 54 bicycle-related crashes occurred.

High-crash locations identified in the report may be used by communities as a starting point when seeking federal Highway Safety Program funds through ODOT for safety improvement projects. The report identifies state Route 59, from Alpha Drive to state Route 261, in Franklin Township, and North Main Street (state Route 261), from Olive Street to East Tallmadge Avenue (state Route 261) in Akron, as the two highest ranked high-crash roadway sections in Portage and Summit counties respectively. State Route 585, from Benner Road to state Route 57, in Milton Township ranks 69th in the listing, the highest appearance for a section within Wayne County.

The intersections of state Route 14 and state Route 44 (North Chestnut Street) in Ravenna and Ravenna Township and Riverview and Ira roads in Cuyahoga Falls rank first and second respectively for high-crash intersections in the region. The highest-ranking Wayne County intersection is located at state Routes 57 and 604 in Chippewa and Milton townships and places seventh in the agency's listing.

Additional data, such as those crashes resulting in minor injuries and property damage only, is available in the *2021-2023 Crash Report*. For more information about the *2021-2023 Crash Report*, please click [here](#).

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.

The agency conducted **471** traffic counts at various area roadway segments during 2024.

Outreach

The exchange of ideas and information between AMATS and the public which it serves is an integral component of regional transportation planning in the Greater Akron area. The public's insights and opinions aid agency personnel in identifying the needs of various communities and populations. 2024 was a year of solid achievement by AMATS with regards to its public outreach endeavors.

In addition to its regularly scheduled virtual meetings of the AMATS Citizens Involvement Committee (CIC), the agency hosted a successful annual meeting and continued its community outreach meetings.

Annual Meeting

The 2024 AMATS Annual Meeting was a day of review, roundabouts and a good bit of multi-modalism. In October, nearly 200 people gathered at the Akron Cuyahoga Falls Sheraton Suites to celebrate the planning agency's accomplishments during the year and to enjoy a panel discussion regarding Greater Akron area roundabouts. A presentation by Kent State University Geography professor, Dr. David Kaplan, concerning the pursuit of multi-modalism in transportation planning capped off this year's meeting.

The day began with AMATS Director Curtis Baker recounting the agency's achievements during 2024 in a humorous election year-themed address. Baker cited the agency's ongoing support of several major area projects such as the state Route 8 Bridge Replacement project, Barberton's Wooster Road West improvement, Summit Metro Parks' Middlebury Connector Trail, and Hudson's Smart Signalization program, as among the agency's milestones.

Baker's address segued smoothly into a panel discussion emceed by AMATS Planning Administrator Matt Stewart regarding the increasing use of roundabouts as a traffic control and safety measure by area communities. Panelists for the discussion included roundabout proponents and representatives from the communities of Akron, Green, and Kent.

Stewart noted that, in May, the agency completed its *AMATS Areawide Roundabout Study*, a comprehensive safety evaluation of traffic roundabouts across the Greater Akron area. The study shows promising safety improvements at roundabout locations across the region. These improvements led AMATS personnel to believe that roundabouts were a natural panel discussion topic for the annual meeting.

In his address, Kaplan urged meeting attendees to pursue multi-modalism in community planning and urban geography. Multi-modal planning considers various modes of transportation beyond motor vehicles and embraces cycling, public transit, and walking connections among modes. Kaplan stated that multi-modal cities that offer users a mix of transportation options are necessary, fair, and – perhaps most importantly – possible despite a largely auto-centric culture.

ROUNABOUT TALK

The Annual Meeting included a panel discussion emceed by AMATS Planning Administrator Matt Stewart, far left, regarding the use of roundabouts in the Greater Akron area. Panelists for the discussion included from left, Akron Engineering Design Manager Christine Jonke, Green Planning Director Paul Pickett, and Kent Engineer Jim Bowling.



Community Outreach

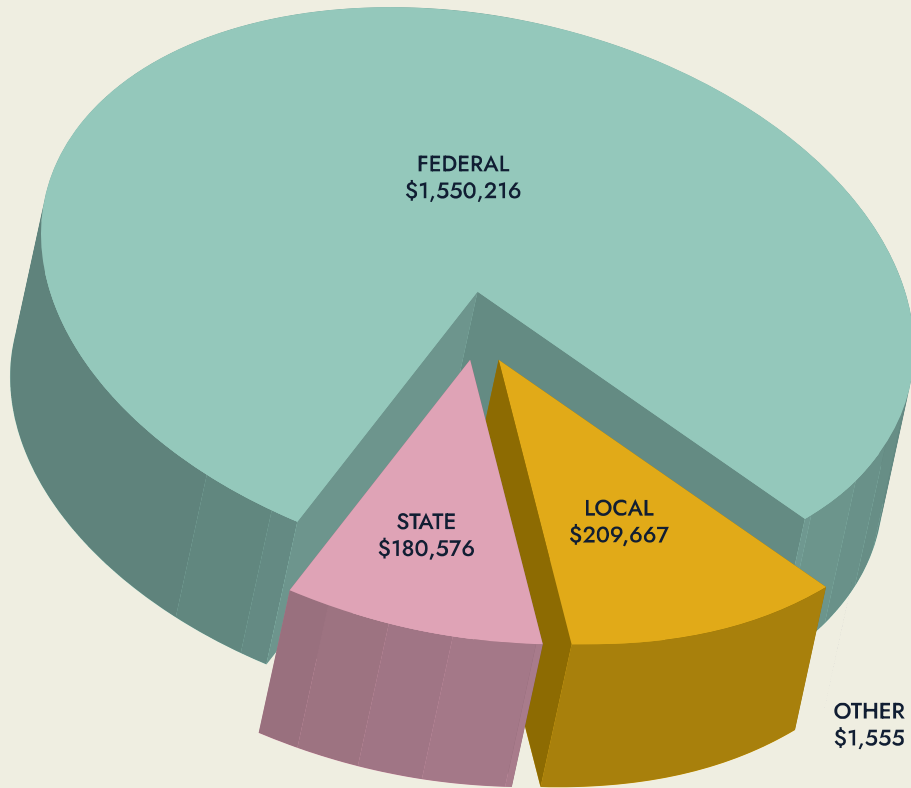
AMATS launched a series of outreach meetings with members and representatives of unique populations within the Greater Akron area several years ago. These unique populations include low-income and minority groups and other previously overlooked segments of the region's population such as the elderly. In July, AMATS hosted a virtual community outreach meeting between agency personnel and officials from the Akron-based office of Asia Services In Action (ASIA, Inc.), a health and human services agency serving the Asian American Pacific Islander (AAPI) community of Northeast Ohio.

ASIA, Inc. provides three main service deliveries to the area AAPI community: health care, social services, and legal services. The non-profit organization also provides resettlement assistance to refugees. AMATS and ASIA, Inc. officials discussed the changing demographics of the Greater Akron area's immigrant populations, these populations' needs for health services, and settlement patterns within the region. ASIA, Inc. officials informed AMATS that one of the greatest needs of these populations is transportation to health care.

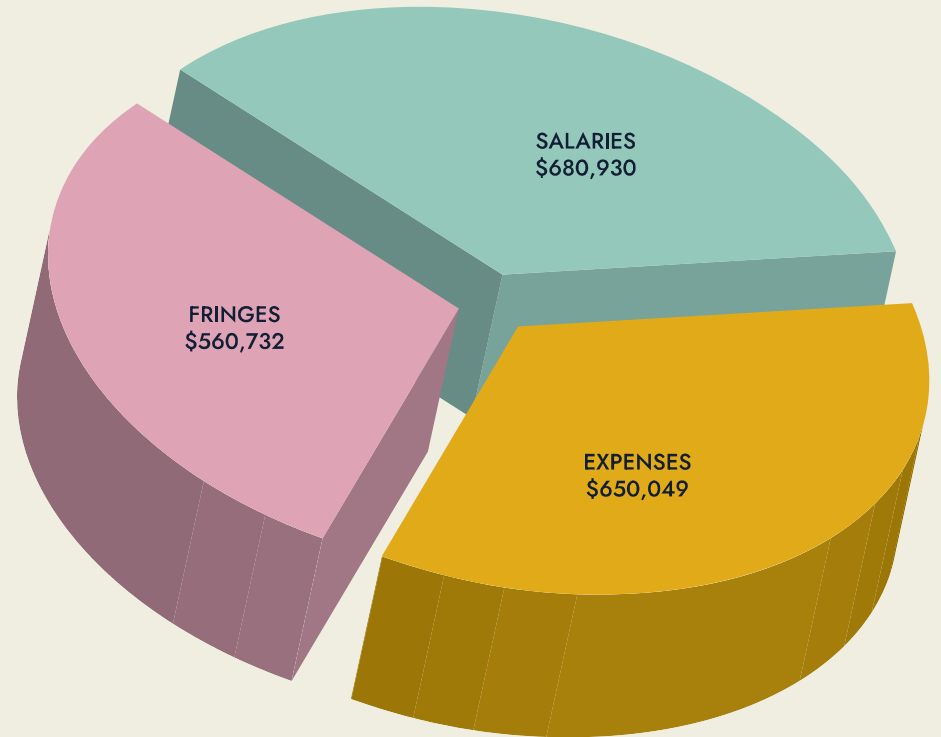
AMATS officials found the insights shared by the ASIA, Inc. representatives to be a meaningful new resource that agency personnel will consider throughout the regional transportation process, especially during the update of the long-range regional transportation plan, *Transportation Outlook 2050*.

Financial Data for Fiscal Year 2024

Revenues by Type



Expenditures by Type



Policy Committee and Staff

2024 Policy Committee Members

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Mayor Larry D. Jenkins

Vice Chairman
Mayor William B. Judge, Jr.

AKRON
Mayor Shammus Malik

AURORA
Mayor Ann Womer Benjamin

BARBERTON
Mayor William B. Judge, Jr.

BOSTON HEIGHTS
Mayor Ron Antal

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Mayor William C. McDaniel

CUYAHOGA FALLS
Mayor Don Walters

DOYLESTOWN
Mayor Terry L. Lindeman

FAIRLAWN
Mayor Russell Sharnsky

GARRETSVILLE
Mayor Rick Patrick

GREEN
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HIRAM
Mayor Ann Haynam

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City Manager Thomas Sheridan

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City Manager David Ruller

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Mayor Allen Mavrides

NEW FRANKLIN
Mayor Paul Adamson

NORTHFIELD
Mayor Jenn Domzalski

NORTON
Administrative Officer Dennis Loughry

ODOT
Gery Noirot

PARTA
Claudia Amrhein

PENINSULA
Mayor Daniel R. Schneider, Jr.

PORTAGE COUNTY COMMISSIONERS
Anthony J. Badalamenti

PORTAGE COUNTY COMMISSIONERS
Mike Tinlin

PORTAGE COUNTY COMMISSIONERS
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PORTAGE COUNTY ENGINEER
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RAVENNA
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