

7 | Recommendations

AMATS has completed a number of reports and studies analyzing the Greater Akron area's transportation system. This analysis advanced recommendations to improve and strengthen the area's transportation network. Recommendations included in *Transportation Outlook 2045* include infrastructure improvements and policies intended to ensure our system remains a benefit to the region from now until 2045.

Transportation Outlook 2045 includes highway, transit, bicycle and pedestrian infrastructure and policy recommendations. The recommendations included in *Transportation Outlook 2045* are financially constrained and conform to federal air quality requirements.

7.1 | Highway Recommendations

Highways are the most critical element of the region's transportation system. The recommendations contained in *Transportation Outlook 2045* aim to preserve the existing system and improve the safety of the system. The following section contains policy and highway infrastructure recommendations to improve and maintain the region's highway network.

7.1.1 | Funding

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

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

Federal funds may only be invested on roadways that are contained in the Federal Functional Classification of Highways (page 67). Local roadways (like streets in a residential subdivision) are not eligible for funding.

AMATS receives around \$17 million annually for highway improvements. While this funding is a substantial source of revenue for highway projects, it is not the only funding available. ODOT receives funds from federal and state gasoline taxes. Counties and municipalities also receive federal and state funding. Discretionary funding, also known as earmarks, can be made available for highway projects when written into federal legislation.

Any highway project using federal funding must be consistent with *Transportation Outlook 2045*, regardless of whether AMATS provided the funding. *Transportation Outlook 2045* is important because it gives the authority to local officials to determine collectively how federal funds are spent.

7.1.2 | Recommendations

Preservation

In 2019, AMATS estimated that to maintain the existing system through 2045 would cost \$3.78 billion dollars. The longer large preservation projects are delayed, the more expensive they become.

Transportation Outlook 2045 recommends a regional preservation policy. Since 2008, AMATS has devoted a minimum of 20 % of its funds for a local resurfacing program. This program has been incredibly successful and popular throughout the region. AMATS will continue this program and recommends providing additional AMATS Surface Transportation Funds for the program.

Operational and Safety Projects are consistent with Transportation Outlook 2045

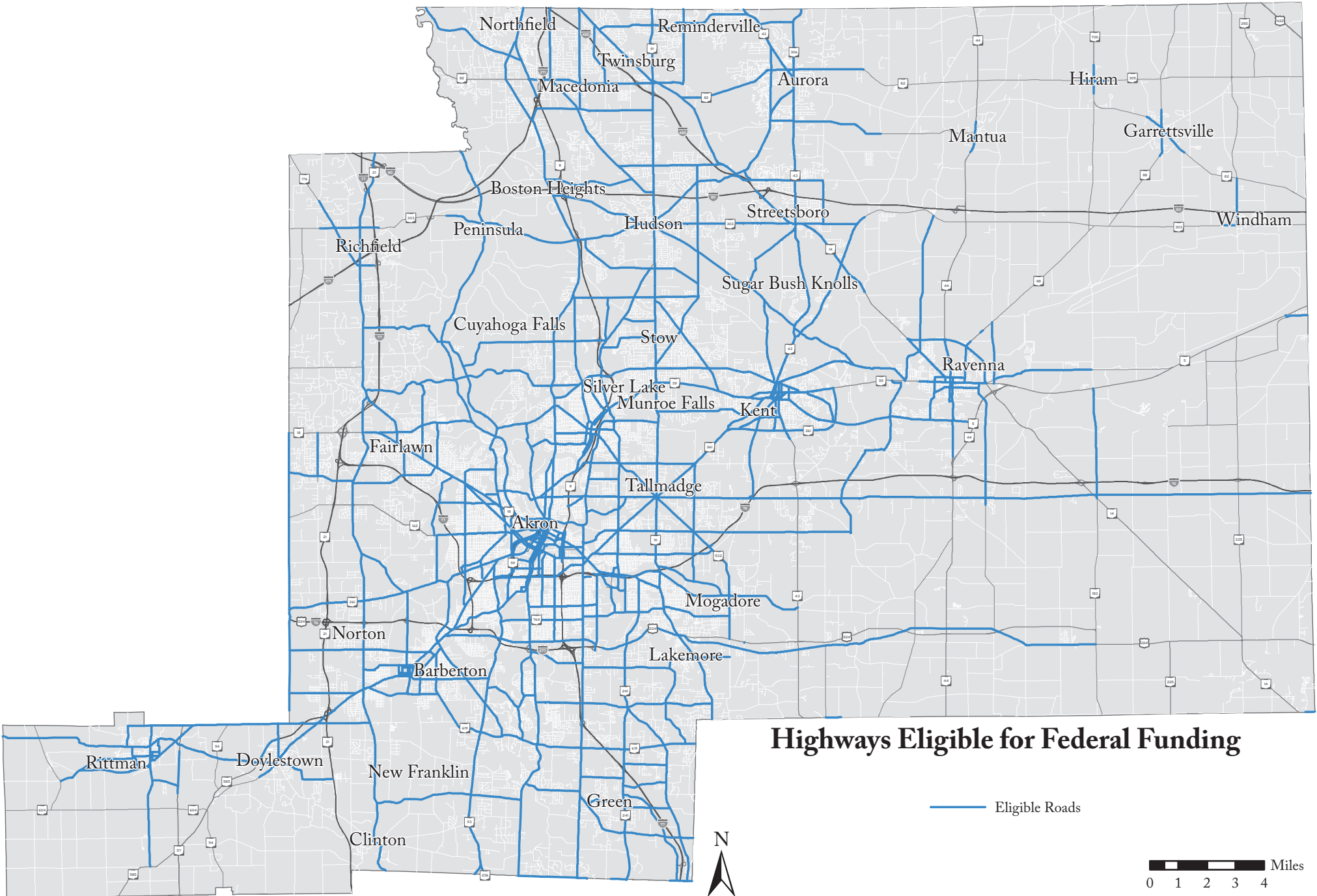
While it is important to develop a plan for the next 20 plus years, it is also necessary to provide flexibility to the planning process to allow for unseen developments. To that end, AMATS maintains its policy that projects that improve safety conditions or contain operational improvements are consistent with *Transportation Outlook 2045*. This includes railroad grade separation projects. AMATS has set aside \$40 million over the life of the plan for unspecified safety and operation improvements.

Reduce Congestion by Promoting Carpooling and other Alternative Modes of Transportation

While congestion is not the main focus of *Transportation Outlook 2045*, it is still an important issue that can negatively impact the transportation system. In order to help reduce congestion, AMATS will continue to promote [Gohio Commute](#) and [Switching-Gears.org](#). Gohio Commute is a website that allows users to find carpool partners to share rides to and from work. [Switching-Gears.org](#) is a bicycle advocacy website that promotes bicycle commuting in the region.

Signal Timing Optimization Program

AMATS has invested heavily in coordinated signals throughout the Greater Akron area over the past 15 years. As part of an ongoing effort to continue to ensure that traffic signals are appropriately timed, AMATS will consider developing a signal timing optimization program to provide grant funding for communities to invest in signal operation improvements.



Connecting Communities Planning Grant Program

For the last 10 years, AMATS has maintained its Connecting Communities Planning Grant Program. This program is focused on providing funds for studies that emphasize land use and transportation planning integration. The program has led to multiple infrastructure investments in the Greater Akron area. AMATS will continue administering the Connecting Communities Planning Grant Program and continue emphasizing the integration of land use and transportation planning.

\$5 Billion of Highway Transportation Infrastructure Investments

Transportation Outlook 2045 recommends over \$5 billion dollars of highway

infrastructure investments through 2045 in year of expenditure dollars. This funding includes over \$4.7 billion for preservation of the existing system, \$419 million specifically for freeway recommendations, \$350 million for specific roadway projects, and approximately \$100 million in bike/pedestrian, transit, safety and other operational improvements in the AMATS area.

The following table shows Long-Term Highway projects recommended in *Transportation Outlook 2045*. All projects are financially constrained and conform to air quality requirements.

Table 7.1-1 | Long-Term Highway Recommendations

FREEWAY RECOMMENDATIONS					
ID	Freeway	Location	Recommendation	Current Cost	Performance Measure
1	I-76 / I-77 / SR 8	"Braid" (Central Interchange)	Reconfigure and Reconstruction	\$ 55,000,000	PM1, PM2
2	I-76	Kenmore Leg	Upgrade	\$ 85,000,000	PM1, PM2
3	I-77	between Ghent Rd and I-80 (Ohio Turnpike)	Add Additional Travel Lane	\$ 133,500,000	PM1, PM2, PM3
4	SR 8	between Perkins St Interchange and Glenwood Ave Interchange	Bridge Replacement and Auxiliary Lane	\$ 146,291,000	PM2

Freeway Total Cost \$ 419,791,000

ARTERIAL AND INTERSECTION RECOMMENDATIONS					
ID	Community	Location	Recommendation	Current Cost	Performance Measure
5	Akron	Arlington Rd from Waterloo Rd to E Market St	Reconstruction	\$ 21,904,000	PM2
6	Akron	Copley Rd from I-77 to Cedar St	Reconstruction	\$ 13,400,000	PM2
7	Akron	E Market St from SR 8 to Case Ave	Reconstruction	\$ 7,900,000	PM2
8	Akron	Memorial Pkwy / Hickory St (Intersection)	Roundabout	\$ 2,750,000	PM1, PM3
9	Akron	Mull Ave from White Pond Dr to S Hawkins Ave	Reconstruction	\$ 4,800,000	PM2
10	Aurora	Bissell Rd / Pioneer Trl (Intersection)	Operational Improvements at Intersection	\$ 2,100,000	PM3
11	Aurora	Mennonite Rd / Page Rd (Intersection)	Intersection Improvements	\$ 2,100,000	PM3
12	Aurora	SR 43 / Kingston Dr (Intersection)	Left Turn Lane at Intersection	\$ 2,100,000	PM3
13	Aurora	SR 43 / Mennonite Rd (Intersection)	Intersection Safety Improvements	\$ 2,100,000	PM1, PM3
14	Barberton	4th St from Lake Ave to Norton Ave	Widening to 3 Lanes	\$ 2,670,000	PM1, PM3
15	Barberton	Barber Rd / 4th St / Norton Ave (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
16	Barberton	SR 619 (Wooster Rd N) from Hopocan Ave to I-76 Interchange	Road Diet with Bike Lanes	\$ 4,512,000	PM1, PM2
17	Cuyahoga Falls	Barney's Busy Corners (Intersection)	Intersection Improvements	\$ 13,430,000	PM3
18	Cuyahoga Falls	Portage Trail from 13th St to Front St	Road Improvements, Possible Road Diet	\$ 2,424,000	PM1, PM3
19	Cuyahoga Falls	Steels Corners Rd from State Rd to Bridgewater Pkwy	Widening, Add Shared-Use Path	\$ 6,500,000	PM2
20	Green	Arlington Rd from Boettler Rd to September Dr	Widening, Roundabout at Southwood, Roundabout at Boettler, 4-Lane Divided Median	\$ 12,300,000	PM1, PM2, PM3
21	Green	Arlington Rd / Greensburg Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3

Table 7.1-1 | Long-Term Highway Recommendations

ARTERIAL AND INTERSECTION RECOMMENDATIONS (Continued)					
ID	Community	Location	Recommendation	Current Cost	Performance Measure
22	Green	Mayfair Rd / Graybill Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
23	Green	Raber Rd / Mayfair Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
24	Green	SR 241 (Massillon Rd) / Graybill Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
25	Green	SR 619 (E Turkeyfoot Lake Rd) / Mayfair Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
	Hudson	Citywide	Smart Signals	\$ 3,650,000	PM1, PM3
26	Kent	Main St from SR 43 (Mantua St) to Depeyster St	Signalization, Four Signals Replaced & Interconnected	\$ 600,000	PM1, PM3
27	Kent	SR 261 from Cherry St to SR 59 (Kent-Ravenna Rd)	Road Diet and Shared-Use Path	\$ 10,000,000	PM1, PM2, PM3
28	Kent	SR 43 (N Mantua St) from Kent High School to Davey Tree Entrance	Access Management	\$ 750,000	PM1, PM3
29	Kent	SR 43 (River St & Gougler St) from SR 59 (Haymaker Pkwy) to Fairchild Ave	Safety Issues: Restriping, Add Parking, Sidewalks, Reduce to One Lane	\$ 1,000,000	PM1, PM3
30	Kent	SR 59 (W Main St) from Kent West Corp Limit to Longmere Dr / Main St	Upgrade Signals, Streetscape, 6-Foot Sidewalk	\$ 6,000,000	PM1, PM2, PM3
31	Macedonia	SR 8 from Highland Rd to Valley View Rd	Safety Improvements	\$ 5,000,000	PM1
32	New Franklin	SR 619 (W Turkeyfoot Lake Rd) from Howland Ave to S Turkeyfoot Rd	Improvements, Sidewalks	\$ 2,000,000	PM2
33	New Franklin	SR 93 (Manchester Rd) from Nimisila Rd to SR 619 (W Turkeyfoot Lake Rd)	Improvements, Sidewalks	\$ 11,664,000	PM2
34	New Franklin	SR 93 (Manchester Rd) / Nimisila Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
35	Norton	Barber Rd from I-76 to SR 261 (Wadsworth Rd)	Center Turn Lane	\$ 5,000,000	PM1, PM2, PM3
36	Norton	Barber Rd from Norton South Corp Limit to I-76	Capacity Improvements	\$ 3,300,000	PM2, PM3
37	Norton	S. Medina Line Rd / Greenwich Rd (Intersection)	Intersection Improvements	\$ 2,100,000	PM1, PM3
38	Norton	SR 261 / Hametown Rd (Intersection)	Intersection Improvements	\$ 2,100,000	PM1, PM3
39	Portage County Engineer	Cleveland Rd / Infirmary Rd / Wall St (Intersection)	Intersection Improvements	\$ 2,100,000	PM1, PM3
40	Portage County Engineer	Knapp Rd over West Branch	Bridge Replacement	\$ 1,100,000	PM2
41	Portage County Engineer	Mogadore Rd / Old Forge Rd (Intersection)	Roundabout	\$ 2,500,000	PM1, PM3
42	Portage County Engineer	SR 14 / Price Rd (Intersection)	Intersection Improvements	\$ 2,100,000	PM3
43	Portage County Engineer	SR 82 / Chamberlain Rd (Intersection)	Intersection Improvements	\$ 2,100,000	PM3
44	Portage County Engineer	US 224 / Waterloo Rd from SR 44 to New Milford Rd	Lane Reduction from 4 Lanes to 2	\$ 2,000,000	PM1
45	Ravenna	Cleveland Rd / Sycamore St / Highland Ave (Intersection)	Roundabout	\$ 2,750,000	PM1, PM3
46	Ravenna	SR 59 (W Main St) from Ravenna West Corp Limit to Grant St	1 Lane, Bike Lanes in Each Direction	\$ 4,100,000	PM2, PM3
47	Richfield	Brecksville Rd / Broadview Rd / Wheatley Rd (Intersection)	Sidewalk, Intersection Improvements	\$ 2,100,000	PM3
48	Richfield	SR 303 (W. Streetsboro St) / SR 176 (Broadview Rd) (Intersection)	Intersection Improvements	\$ 2,500,000	PM3
49	Rittman	Industrial St from Ohio St to Sunset Dr	Reconstruction	\$ 1,000,000	PM2
50	Rittman	N Main St / E Ohio Ave (Intersection)	Intersection Improvements, Streetscape	\$ 2,100,000	PM3
51	Rittman	Ohio Ct / E Ohio Ave (Intersection)	Intersection Improvements	\$ 1,900,000	PM3
52	Rittman	Sunset Dr from Main St to Gish Rd	Reconstruction	\$ 800,000	PM2
53	Stow	Call Rd / Young Rd (Intersection)	Roundabout	\$ 750,000	PM1, PM3
54	Stow	Fishcreek Rd from SR 91 (Darrow Rd) to Laurel Woods Dr	Turn Lane Improvements	\$ 500,000	PM2, PM3

Table 7.1-1 | Long-Term Highway Recommendations

ARTERIAL AND INTERSECTION RECOMMENDATIONS (Continued)					
ID	Community	Location	Recommendation	Current Cost	Performance Measure
55	Stow	Seasons Rd / Norton Rd from SR 8 to SR 91 (Darrow Rd)	Two Full Lanes with Bike Lanes	\$ 7,000,000	PM1, PM2
56	Stow	Seasons Rd / Norton Rd / Hudson Dr (Intersection)	Roundabout	\$ 2,000,000	PM1, PM3
	Stow	Citywide	Traffic Signal Interconnection	\$ 4,500,000	PM1, PM3
57	Streetsboro	Frost Rd from Greentree Pkwy to Sunny Ln	Sidewalks, Road Improvements	\$ 6,500,000	PM2
58	Streetsboro	SR 14 / SR 43 / SR 303 (Intersection)	Intersection Reconstruction	\$ 1,600,000	PM1, PM3
59	Streetsboro	SR 303 from SR 14 to Kirby Ln	Curb, Gutters, Sidewalks	\$ 6,750,000	PM2
60	Streetsboro	SR 43 from Jude Ave to Seasons Rd	Widening with 2-Way Left Turn Lane	\$ 5,000,000	PM1, PM2, PM3
61	Streetsboro	SR 43 from Frost Rd to Streetsboro North Corp Limit	Widening with 2-Way Left Turn Lane	\$ 5,000,000	PM1, PM2, PM3
62	Summit County Engineer	Killian Rd from Arlington Rd to Canton Rd	Widening (Done in Three Phases)	\$ 5,500,000	PM2, PM3
63	Summit County Engineer	Krumroy Rd from Arlington Rd to Swinehart Rd	Widening (Done in Three Phases)	\$ 4,100,000	PM2, PM3
64	Summit County Engineer	N. Main St / State Rd from Howard St to High Bridge Rd	Bridge Replacement	\$ 40,000,000	PM2
65	Summit County Engineer	Riverview Rd over Yellow Creek (North of Bath Rd)	Bridge Replacement	\$ 1,100,000	PM2
66	Summit County Engineer	S. Main St from Portage Lakes Dr to Axline Ave	Widening	\$ 10,250,000	PM2, PM3
67	Summit County Engineer	Steels Corners Rd Bridge from Windham Ridge Dr to Bridgewater Pkwy	Bridge Repair	\$ 6,000,000	PM2
68	Summit County Engineer	Valley View Rd from Boyden Rd to Olde Eight Rd	Improvements	\$ 1,000,000	PM2
69	Tallmadge	East Ave from Rec Center Drive to Parliament Dr	Improvements	\$ 8,600,000	PM1, PM2, PM3
70	Tallmadge	Howe Rd from SR 91 (North Ave) to SR 261 Roundabout	Road Diet (Three Lanes), Bike Lanes	\$ 8,200,000	PM1, PM2, PM3
71	Tallmadge	Southeast Ave / Eastwood Ave / S Munroe Rd	Roundabout	\$ 5,000,000	PM3
72	Twinsburg	Ravenna Rd / Broadway Ave / Shepard Rd / Richmond Rd	Intersection Improvements	\$ 1,712,000	PM3
73	Twinsburg	SR 91 (Darrow Rd) from Ravenna Rd to Tinkers Creek Bridge near Twin Plaza	Widening	\$ 2,500,000	PM1, PM2, PM3
	Twinsburg	Citywide	Signalization Update	\$ 3,600,000	PM3

Arterial and Intersection Total Cost \$ 337,966,000

Highway Recommendations Total Cost (Freeway Total + Arterial and Intersection Total) \$ 757,757,000

REGIONWIDE RECOMMENDATIONS					
ID	Community	Recommendation	Current Cost	Performance Measure	
	Regionwide	Pavement Resurfacing	\$ 1,248,780,000	PM2	
	Regionwide	Pavement Replacement	\$ 163,271,250	PM2	
	Regionwide	Bridge Preservation	\$ 2,369,525,047	PM2	
	Regionwide	Bike and Pedestrian	\$ 35,000,000	PM3	
	Regionwide	Safety and Operational	\$ 41,188,506	PM1	

Regionwide Recommendations Total Cost \$ 3,857,764,803

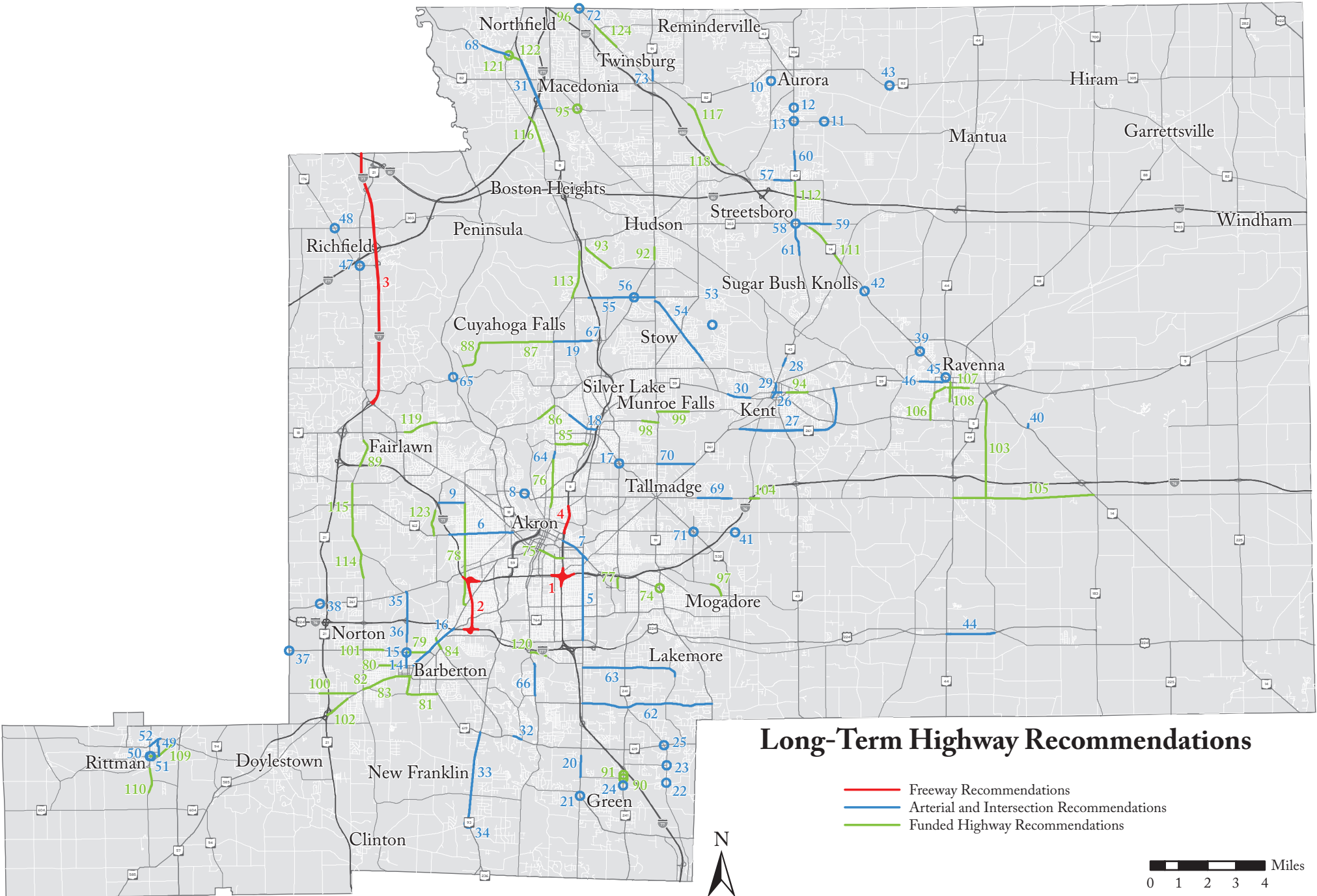
Table 7.1-1 | Long-Term Highway Recommendations

FUNDED HIGHWAY RECOMMENDATIONS CURRENTLY IN FY 2021-2024 TIP					
ID	Community	Location	Recommendation	Current Cost	
74	Akron	SR 91 (Canton Rd) / SR 18 (E Market St) (Intersection)	Roundabout	\$ 4,937,959	
75	Akron	E Exchange St from Broadway St to Fountain St	Complete Streets, Signal Upgrade	\$ 4,962,000	
76	Akron	N Main St from Olive St to Riverside Dr	Complete Streets	\$ 12,386,100	
77	Akron	Seiberling Way from Eagle St to Englewood St	New road	\$ 14,256,732	
78	Akron	South Hawkins Rd from East Ave to Mull Ave	Resurfacing	\$ 1,122,680	
	Aurora	Citywide	Signal Improvements	\$ 3,605,410	
79	Barberton	2nd St SW from Hudson Run Rd to Wooster Rd W / Norton Rd from Barber Rd to Wooster Rd / Wooster Rd N from Norton Rd to Burt St	Resurfacing	\$ 1,689,591	
80	Barberton	Hopocan Av from Hillsdale Ave to 8th St NW	Resurfacing	\$ 358,520	
81	Barberton	Snyder Av from 2nd St SW to 5th St SE	Resurfacing	\$ 778,770	
82	Barberton	Wooster Rd W from 31st St to Hudson Run Rd	Resurfacing	\$ 294,960	
83	Barberton	Wooster Rd W from Hudson Run Rd to 2nd St NW	Reconstruction, Possible Road Diet	\$ 9,667,257	
84	Barberton	Wooster Rd / State St / Robinson Ave from 4th St to 2nd St and from 2nd St to Robinson Ave	Shared-Use Path, Reconstruction, Signal Coordination	\$ 4,446,220	
85	Cuyahoga Falls	Chestnut Blvd from State Rd to 2nd St	Resurfacing	\$ 498,820	
86	Cuyahoga Falls	Portage Trail Extension from Albertson Pkwy to State Rd	Widening with 2-Way Left Turn Lane, Shared-Use Path, Traffic Signals	\$ 7,726,375	
87	Cuyahoga Falls	W Steels Corners Rd from Northampton Rd to State Rd	Resurfacing	\$ 785,850	
88	Cuyahoga Falls	W Steels Corners Rd from Akron Peninsula Rd to Northampton Rd	Resurfacing	\$ 890,800	
89	Fairlawn	Cleveland Massillon Rd from I-77 to Bywood Dr	Widening, rounabout at Rothrock Rd	\$ 11,489,629	
90	Green	SR 241 (Massillon Rd) / Boettler Rd (Intersection)	Roundabout	\$ 4,858,452	
91	Green	SR 241 (Massillon Rd) / Corporate Woods Cir (Intersection)	Roundabout	\$ 5,317,398	
92	Hudson	SR 91 (Darrow Rd) from Barlow Rd to Stoney Hill Dr	Widening with TWLTL, Bike Lanes	\$ 5,062,864	
93	Hudson	Terex Rd from Londonairy Blvd to Barlow Rd (West)	Resurfacing	\$ 643,900	
94	Kent	SR 59 (E Main St) from Willow St to Horning Rd	Complete Streets with Raised Median, Roundabouts, Bus Pull-Offs	\$ 17,198,260	
95	Macedonia	Highland Rd / Valley View Rd (Intersection)	Intersection Improvements	\$ 2,452,814	
96	Macedonia	Ravenna Rd / Shephard Rd (Intersection)	Intersection Improvements	\$ 3,513,020	
97	Mogadore	Gilchrist Rd from Mogadore West Corp Limit to Mogadore Rd	Resurfacing	\$ 453,330	
98	Munroe Falls	Munroe Falls Ave from Munroe Falls West Corp Limit to SR 59 (Main St)	Resurfacing	\$ 332,387	
99	Munroe Falls	North River Rd from SR 91 (N Main St) to Munroe Falls East Corp Limit	Resurfacing	\$ 710,518	
100	Norton	Johnson Rd from Hametown Rd to Norton East Corp Limit	Resurfacing	\$ 564,836	
101	Norton	Norton Ave from Cleveland Massillon Rd to Norton East Corp Limit	Resurfacing	\$ 496,310	
102	Norton	Wooster Rd from SR 21 to Taylor St	Resurfacing	\$ 303,592	
103	Portage County Engineer	New Milford Rd from Tallmadge Rd to SR 5/44	Resurfacing	\$ 752,802	
104	Portage County Engineer	Tallmadge Rd and I-76 Interchange from Mogadore Rd to Sunnybrook Rd	Operational Improvements	\$ 8,309,445	
105	Portage County Engineer	Tallmadge Rd from SR 44 to SR 14	Resurfacing	\$ 890,800	

Table 7.1-1 | Long-Term Highway Recommendations

FUNDED HIGHWAY RECOMMENDATIONS CURRENTLY IN FY 2021-2024 TIP (Continued)					
ID	Community	Location	Recommendation	Current Cost	
106	Ravenna	Mill Rd from Diamond St to Sycamore St / S Diamond St from Summit St to Mill St	Resurfacing	\$ 410,182	
107	Ravenna	Riddle St from Meridian St to Liberty St	Resurfacing	\$ 254,500	
108	Ravenna	S Chestnut St from Lake St to Main St	Resurfacing	\$ 244,300	
109	Rittman	E Ohio Av from Main St to Sunset St	Resurfacing	\$ 574,578	
110	Rittman	S Main St from Rittman South Corp Limit to Front St	Resurfacing	\$ 420,735	
111	Streetsboro	SR 14 from Portage Point Dr to Diagonal Rd	Widening with 2-Way Left Turn Lane, New Sidewalk	\$ 7,045,648	
112	Streetsboro	SR 43 from Market Square Dr to Frost Rd	Widening	\$ 7,595,556	
113	Summit County Engineer	Akron Cleveland Rd from Cuyahoga Falls North Corp Limit to Boston Heights South Corp Limit	Resurfacing	\$ 890,800	
114	Summit County Engineer	Cleveland Massillon Rd from Norton North Corp Limit to Minor Rd	Resurfacing	\$ 1,119,800	
115	Summit County Engineer	Cleveland Massillon Rd from Minor Rd to Ridgewood Rd (South Intersection)	Resurfacing	\$ 1,167,100	
116	Summit County Engineer	Olde Eight Rd from Boston Heights North Corp Limit to E Highland Rd	Resurfacing	\$ 890,800	
117	Summit County Engineer	Ravenna Rd from Twinsburg South Corp Limit to Old Mill Rd	Resurfacing	\$ 941,640	
118	Summit County Engineer	Ravenna Rd from Old Mill Rd to Portage County Line	Resurfacing	\$ 763,500	
119	Summit County Engineer	Smith Rd from Fairlawn East Corp Limit to Sand Run Rd	Resurfacing	\$ 1,018,000	
120	Summit County Engineer	Swartz Rd from S Main St to Glenmount Ave	Resurfacing	\$ 636,300	
121	Summit County Engineer	Valley View Rd / Olde Eight Rd (Intersection)	Intersection Improvements	\$ 333,200	
122	Summit County Engineer	Valley View Rd from SR 8 to Olde Eight Rd	Resurfacing	\$ 381,740	
123	Summit County Engineer	White Pond Dr from SR 162 (Copley Rd) to Akron South Corp Limit	Resurfacing	\$ 763,490	
124	Twinsburg	Ravenna Rd from Chamberlin Rd to E Idlewood Dr	Resurfacing	\$ 549,800	

Funded Total Cost \$ 170,146,170



7.2 | Bicycle and Pedestrian Recommendations

Bicycle and pedestrian facilities are an essential part of an active transportation system throughout the Greater Akron area in providing a low-cost means of transportation and serving as a recreational amenity. Bicycling and walking are efficient transportation modes for short trips and, where convenient intermodal systems exist, these non-motorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, bicycle and pedestrian facilities should be given the same priority as is given to other transportation modes. Cycling and walking should not be an afterthought in roadway design.

AMATS has a long history of planning for active and multi-modal transportation systems. *TO2045* will build on recent and past efforts including the *2019 Active Transportation Plan*. AMATS envisions a Greater Akron area in which biking and walking are not only integral parts of daily life, but vital components of a first-class, multimodal transportation system. The goals for the region's bicycle and pedestrian network are to improve safety, increase connectivity, create a friendly bicycle network and promote quality of life throughout the region. AMATS also understands that, for those who do not own cars, a quality network will increase equity goals as well. Additionally, rather than viewing these networks as generally separate entities as has been done in the past, AMATS urges area communities and project sponsors to identify and pursue opportunities to link these networks to transit networks for the benefit of all transportation users.

A variety of bicycle and pedestrian facilities exist throughout the Greater Akron area with the Ohio and Erie Towpath Trail serving as the spine for the regional bicycle network. There are more than 122 miles of shared-use paths in the region with over 42 miles that have been developed since 2000. On-road facilities, such as bike lanes, are being added at a steady pace to help fill in the gaps and connect people to places. There are approximately 50 miles of bike lanes in the Greater Akron area.

The recommendations contained in *TO2045* will expand the off-road bicycle system and the pedestrian system through additional facilities and make safety improvements to the region's bicycle and pedestrian network.

7.2.1 | Funding

AMATS receives federal funding for bicycle and pedestrian improvements through the Transportation Alternatives Set-Aside Program (TASA), formerly known as the Transportation Alternatives Program (TAP). This funding provides approximately \$1 million each year that can be used for bicycle and pedestrian improvements. All TA projects must relate to surface transportation and address a transportation need, use or benefit. Preliminary engineering, right-of-way and construction are eligible project costs. Planning is an eligible project phase only for Safe Routes to School (SRTS) District Travel Plans provided that the sponsor has first pursued and secured funding

from the Ohio Department of Transportation SRTS Program. Many bicycle and pedestrian improvements are most effectively implemented at the outset of roadway or transit project funding and construction. While all projects represent important steps for improving AMATS bicycle and pedestrian environment, limited financial resources require that most regional bicycle and pedestrian projects use a variety of federal, state and local sources. It is therefore suggested that many regional off road trails rely on local initiative and commitment where member communities seek additional funding. Any bicycle or pedestrian project using federal funds must be consistent with *TO2045*, regardless of whether AMATS provides the funding. *TO2045* gives local officials the authority to determine collectively how federal funds are allocated.

7.2.2 | Recommendations

The bicycle and pedestrian recommendations focus implementation efforts where they will provide the greatest community benefit. While it is important to develop a long-range plan, it is also necessary to provide flexibility in the planning process to allow for unseen developments. *TO2045* ensures that transportation improvements are planned and coordinated on a regional basis. It is AMATS policy that projects coupled with safety improvements, such as bicycle and pedestrian amenities, must be consistent with *TO2045* to be eligible for federal funding.

Complete Streets

When planning a street or neighborhood, it is important to consider all users of the roadway. People like to have options for getting around town. According to Smart Growth America, a complete street is one that is designed with safety in mind for all users - pedestrians, cyclists, transit riders, and vehicles. No two complete streets look alike as each neighborhood or district will have different needs. Bike lanes, bus lanes, bus shelters, sidewalks, crosswalks, refuge islands, curb bump-outs, and roundabouts are all components of a complete street that can improve safety for everyone. Making a street welcome to everyone can improve the vitality of an area and make it a place where people want to be. Communities throughout the Greater Akron area should consider complete streets when planning their transportation projects.

Safe Routes to Schools

Communities should place a special emphasis on providing high-quality, safe bicycle and pedestrian infrastructure near schools. The Ohio Safe Routes to School (SRTS) Program supports projects and programs that improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. SRTS programs examine conditions around schools and conduct projects and activities that work to improve safety and accessibility in the vicinity of schools. The most successful SRTS programs incorporate the Five E's: Engineering, Education, Enforcement, Encouragement, and Evaluation. The development of a School Travel Plan (STP) is a requirement of the SRTS Program to be eligible for infrastructure improvements. The STP outlines a community's plans for engaging students in active transportation. The STP involves key community stakeholders to identify barriers to active transportation

and develop a set of solutions to address them. In 2014, the Akron Public Schools completed its first District-Wide Travel Plan. Akron’s plan became one of the first districtwide STPs for a large school district in Ohio and one of the first nationwide. It was created through a team-based approach in cooperation with ODOT, Akron Public Schools, City of Akron, AMATS and The University of Akron. Prioritizing pedestrian safety and improvements near schools provides an opportunity to work closely with schools, communities, and local government to create a healthy lifestyle for children—and a safer and cleaner environment for everyone.

Traffic Calming

AMATS supports communities considering ways to make their streets safer for pedestrians/bicyclists. Traffic calming measures should be considered in areas that experience high volumes of pedestrian and bicycle traffic. Traffic calming is a concept that reduces the speed and volume of vehicular traffic through an area to make neighborhoods safer, more pleasant, and more livable. This can be achieved either by physical means such as reducing the number of lanes; textured pavements and bump-outs, also known as “curb extensions,” that extend an intersection corner; or psychological means such as adding street trees, on-street parking and the narrowing of lanes to slow drivers down. Over decades of use, these measures have been proven to reduce accidents, collisions, noise, vibration, pollution, and crime. Traffic calming is most often found in downtowns or urban centers due to their high levels of pedestrian activity. They may also be implemented in less dense planning areas.

Road Diets

A road diet is a technique that can be used to achieve traffic calming and improve safety. Road diets occur when numbers of lanes or lane widths are reduced to promote a slower vehicle speed and accommodate other uses such as bike lanes, bus lanes, parking, pedestrian refuge islands, or more sidewalk space. In 2015, AMATS compiled the Road Diet Analysis, which identified 60 candidates for road diets across the Greater Akron area. The analysis is a useful planning resource that defines the road diet concept, identifies potential road diet locations, and serves as a guide to member communities to consider the design and application of road diets in certain locations.

Projects

AMATS recommends \$35 million dollars of bicycle and pedestrian improvements in the Greater Akron area between now and 2045.

The Long-Term Bicycle and Pedestrian Recommendations tables and maps on the following pages contain many recommendations for promoting bicycle and pedestrian transportation in the region. Project costs are shown in current dollars for the entire project. Appendix B (page 88) shows costs inflated to year of expenditure and federal share, totaling \$35 million in federal investment. All projects are financially constrained and conform to air quality requirements.

Table 7.2-1 | Long-Term Bicycle Recommendations

BICYCLE RECOMMENDATIONS					
ID	Community	Location	Facility	Mileage	Current Cost
1	Akron	Rubber City Heritage Trail - West (from Exchange St to Towpath Trail)	Shared-Use Path	3.92	\$ 3,920,000.00
2	Akron	Rubber City Heritage Trail - East (from Seiberling St to Spartan Trail)	Shared-Use Path	4.09	\$ 4,090,000.00
3	Akron / Cuyahoga Falls / Silver Lake / Stow	Veterans Trail / Akron Secondary (from Freedom Trail to Graham Rd)	Shared-Use Path	7.14	\$ 7,140,000
4	Aurora	Aurora Trail Connection (from Sunny Lake to RECOMMENDED Headwaters Trail)	Shared-Use Path	1.02	\$ 1,020,000.00
5	Aurora	Aurora Trail Connection (from Treat Rd Quarry to RECOMMENDED Headwaters Trail)	Shared-Use Path	0.75	\$ 750,000.00
6	Aurora / Mantua Twp	Headwaters Trail (from Mantua Center Rd to Cuyahoga County Line)	Shared-Use Path	7.93	\$ 7,930,000.00
7	Barberton	3 Creeks - Silver Creek Trail (from Magic Mile to Lake Dorothy)	Shared-Use Path	2.49	\$ 2,490,000
8	Barberton	Magic Mile (from Lake Anna to Robinson Ave)	Shared-Use Path	0.63	\$ 630,000
9	Barberton / Copley / Norton	3 Creeks - Pigeon Creek / Wolf Creek / Wadsworth Trail (from Hopocan Ave to I-77)	Shared-Use Path	7.37	\$ 7,370,000
10	Chippewa Twp / Clinton	Heartland Trail (from Heartland Trail - Marshallville Terminus to Towpath Trail)	Shared-Use Path	6.54	\$ 6,540,000
11	Green	Greensburg Trail (from Greensburg Rd to Shriver / Steese Split)	Shared-Use Path	0.79	\$ 790,000
12	Green	Greensburg Trail Extension (from Shriver / Steese Split to Shriver Rd)	Shared-Use Path	0.26	\$ 260,000
13	Green	Greensburg Trail Extension (from Shriver / Steese Split to Steese Rd)	Shared-Use Path	0.51	\$ 510,000
14	Green	Koons Bike Trail (from Koons Rd to Roydean Dr)	Shared-Use Path	0.69	\$ 690,000
15	Green	Roydean Trail (from Roydean Dr to Greensburg Rd)	Shared-Use Path	0.18	\$ 180,000

Table 7.2-1 | Long-Term Bicycle Recommendations

BICYCLE RECOMMENDATIONS (Continued)					
ID	Community	Location	Facility	Mileage	Current Cost
16	Green	Willadale Trail (from Thursby Rd / Southgate Park to Koons Rd)	Shared-Use Path	1.07	\$ 1,070,000
17	Hudson / Stow	Veterans Trail / Akron Secondary (from Springdale Rd to Veterans Park)	Shared-Use Path	4.60	\$ 4,600,000
18	Kent	East Main St Sidepath (from Willow St to Horning Rd)	Shared-Use Path	0.72	\$ 720,000
19	Kent	Freedom Trail Extension (from Middlebury Rd to SR 43)	Shared-Use Path	2.73	\$ 2,730,000
20	Kent	The Portage Trail - Mill Run Segment (from The Portage at Tannery Park to The Portage at Brady's Leap)	Shared-Use Path	0.26	\$ 260,000
21	New Franklin	Portage Lakes Trail (from Towpath Trail to Metro-Sandyville Local RR)	Shared-Use Path	5.31	\$ 5,310,000
22	Norton	Medina Line Trail (from Medina Line Rd to Lake Dorothy)	Shared-Use Path	2.13	\$ 2,130,000
23	Norton	Norton Trail (from Silver Creek to RECOMMENDED Medina Line Trail)	Shared-Use Path	1.06	\$ 1,060,000
24	Portage Park District	Franklin Connector (from Hudson Rd to Cuyahoga River)	Shared-Use Path	2.95	\$ 2,950,000
25	Portage Park District	The Portage Trail East - N of the Arsenal (from Peck Rd to Trumbull County Line)	Shared-Use Path	11.88	\$ 11,880,000
26	Portage Park District	The Portage Trail East - S of the Arsenal (from Peck Rd to Trumbull County Line)	Shared-Use Path	14.82	\$ 14,820,000
27	Ravenna	Hike & Bike Downtown Connection (from Prospect St to The Portage Hike & Bike Trail)	Shared-Use Path	0.68	\$ 680,000
28	Rittman / Chippewa Twp	County Line Trail - North Extension (from County Line Trail terminus to Medina County Line)	Shared-Use Path	1.64	\$ 1,640,000
29	Streetsboro	Streetsboro Trail Connection (from Tinkers Creek/Old Mill Rd to Clare Wilcox Park)	Shared-Use Path	4.58	\$ 4,580,000
30	Summit Metroparks	Highbridge Trail (from Towpath Trail to Front St)	Shared-Use Path	2.65	\$ 8,350,000
31	Summit Metroparks	Liberty Trail (from SR 82 to Cuyahoga County Line)	Shared-Use Path	2.75	\$ 2,650,000
32	Summit Metroparks	Ohio-to-Erie Trail (from Wayne County Line to Towpath Trail)	Shared-Use Path	7.20	\$ 5,796,000
33	Summit Metroparks	Sagamore Connector Trail (Towpath Trail to Bike & Hike Trail near Valley View)	Shared-Use Path	1.50	\$ 2,700,000
34	Summit Metroparks	Stanford Trail (from Towpath Trail to Bike & Hike Trail)	Shared-Use Path	1.68	\$ 1,352,400
35	Twinsburg	Park Loop Trail (from Center Valley Bikeway to Center Valley Bikeway)	Shared-Use Path	0.92	\$ 920,000

Bicycle Total Cost \$ 120,508,400

FUNDED BICYCLE RECOMMENDATIONS CURRENTLY IN FY 2021-2024 TIP					
ID	Community	Location	Facility	Mileage	Current Cost
36	Akron	Rubber City Heritage Trail (from 3rd Ave to Exchange St)	Shared-Use Path	0.73	\$ 1,593,650
37	Barberton	Wooster Rd / State St / Robinson Ave (from 4th St / 2nd St to 2nd St / Robinson Ave)	Shared-Use Path	0.66	\$ 4,446,220
38	Green	Raber Rd (from Troon Dr to Mayfair Rd)	Shared-Use Path	0.76	\$ 1,372,710
39	Kent	The Portage Trail - Brady's Leap Connection (from W Main St to West of Fairchild Ave)	Shared-Use Path	0.30	\$ 1,434,044
40	Portage Park District	The Portage Trail - Ravenna Rd Bridge (over Norfolk Southern RR)	Shared-Use Path	0.88	\$ 1,683,099
41	Stow	Stow - Silver Lake - Cuyahoga Falls Bike Connector (from SR 8 Pedestrian Bridge to Springdale Rd)	Shared-Use Path	1.30	\$ 1,017,600
42	Summit County Engineer	CVNP Pedestrian Bridge & Trail (from Boston Mills Trailhead to Riverview Rd)	Shared-Use Path	0.11	\$ 975,709
43	Summit Metroparks	Freedom Trail - Phase 4 (from Mill St to Rosa Parks Blvd)	Shared-Use Path	1.71	\$ 4,277,377
44	Summit Metroparks	Freedom Trail - Phase 5 (from Freedom Trail - Middlebury Rd Trailhead to The Portage Trail - Middlebury Rd Terminus)	Shared-Use Path	0.48	\$ 2,700,330

Funded Total Cost \$ 19,500,739

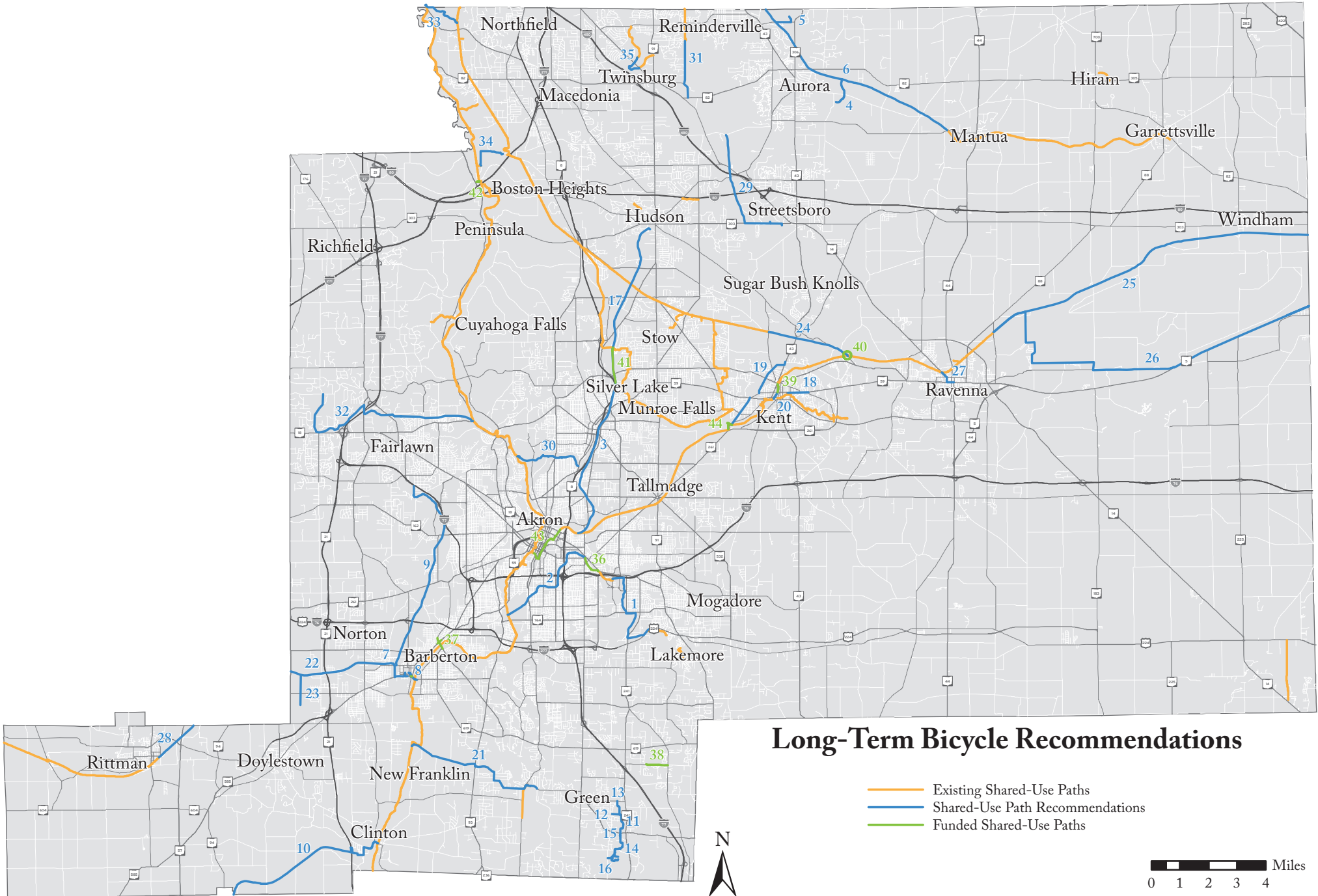


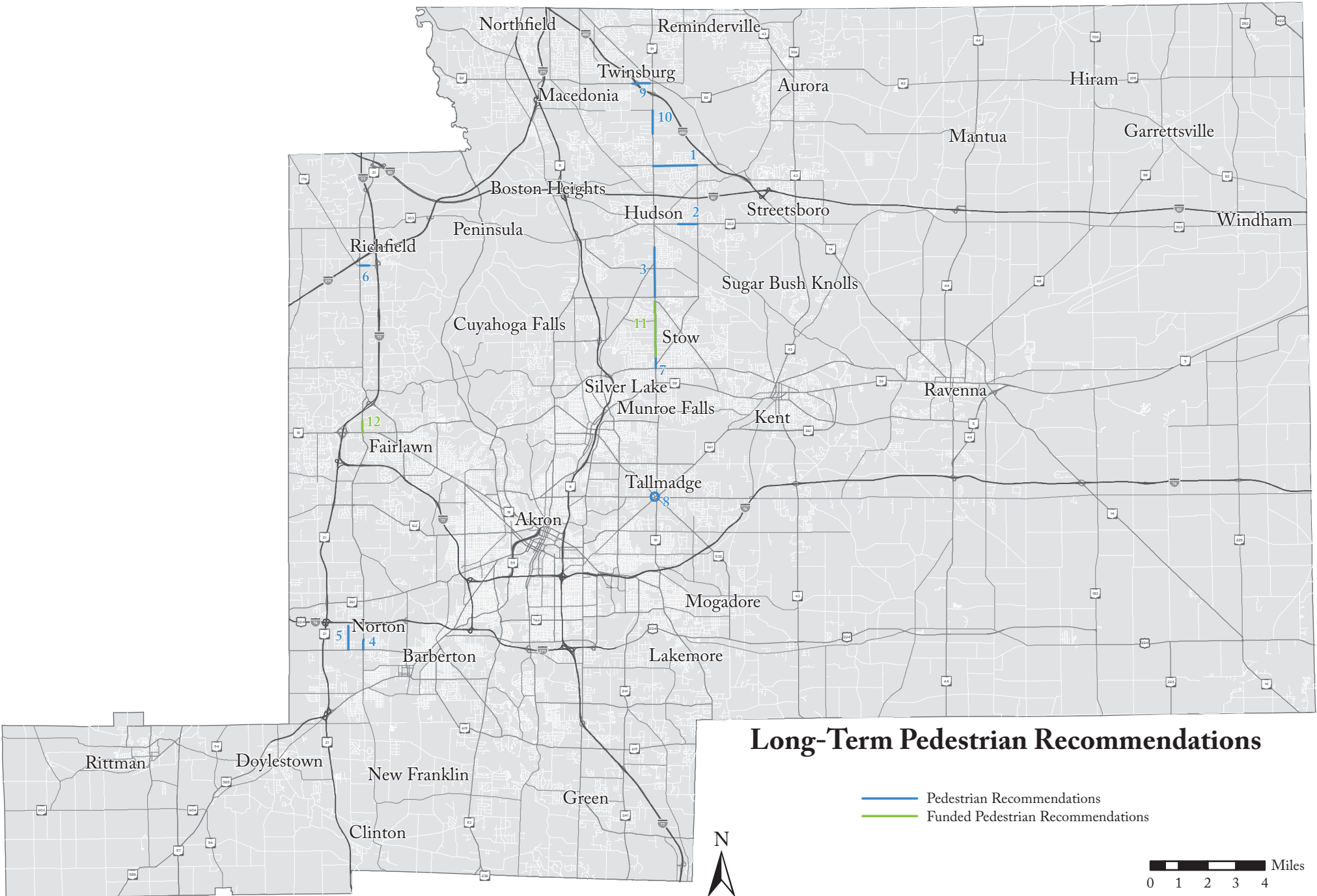
Table 7.2-2 | Long-Term Pedestrian Recommendations

PEDESTRIAN RECOMMENDATIONS					
ID	Community	Location	Facility	Mileage	Current Cost
1	Hudson	Middleton Rd (from SR 91 to Stow Rd)	Sidewalks	1.54	\$ 1,848,000
2	Hudson	SR 303 (from Hayden Pkwy to Stow Rd)	Sidewalks	0.68	\$ 816,000
3	Hudson	SR 91 (from Norton Rd to Stoney Hill Dr)	Sidewalks	1.75	\$ 2,100,000
4	Norton	Cleveland Massillon Rd (from Greenwich Rd to Norton Branch Library)	Sidewalks	0.37	\$ 444,000
5	Norton	Easton Rd (from Greenwich Rd to Oser Rd)	Sidewalks	0.85	\$ 1,020,000
6	Richfield	Wheatley Rd (from Brecksville Rd to Kinross Lakes Pkwy)	Sidewalks	0.32	\$ 384,000
7	Stow	SR 91 / Darrow Rd (from Graham Rd to Fishcreek Rd)	Sidewalks	2.35	\$ 850,542
8	Tallmadge	Pedestrian Tunnel (from between West Ave and Northwest Ave to center of Tallmadge Circle)	Tunnel	0.1	\$ 1,000,000
9	Twinsburg	SR 82 (from Hadden Rd to Church St)	Sidewalks	0.63	\$ 756,000
10	Twinsburg	SR 91 (from Summit Commerce Park to Highland Rd)	Sidewalks	0.82	\$ 984,000

Pedestrian Total Cost \$ 10,202,542

FUNDED PEDESTRIAN RECOMMENDATIONS CURRENTLY IN FY 2021-2024 TIP					
ID	Community	Location	Facility	Mileage	Current Cost
11	Stow	SR 91 / Darrow Rd (from Conwill Rd to Fishcreek Rd)	Sidewalks	1.94	\$ 1,007,704
12	Summit County Engineer	Cleveland Massillon Rd (from SR 18 / Medina Rd to Springside Dr)	Sidewalks	0.43	\$ 650,000

Funded Total Cost \$ 1,657,704



7.3 | Transit Recommendations

The availability of a comprehensive, reliable transit network is key to helping those who lack (or are unable to use) automobile transportation get to work, have access to shopping and services, and complete other important daily tasks. A convenient transit network can also draw choice-riders: Those who have access to automobiles, but choose to use transit for reasons of ease, affordability and convenience. The recommendations contained in *Transportation Outlook 2045* will work to preserve the existing transit system, provide enhanced service in key high-volume corridors and allow for strategic expansion into new communities that contain high densities of jobs, retail and other attractions.

7.3.1 | Funding

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

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

The Federal Transit Administration's (FTA) Urbanized Area Formula Program (Section 5307) and the FTA Bus and Bus Facilities Program (Section 5339) are the largest sources of federal transit funding. The 5307 and 5339 programs use a formula to allocate funding to urbanized areas. AMATS receives nearly \$9 million annually for the Akron Urbanized Area and an additional \$800,000 portion for areas lying within the Cleveland Urbanized Area. These funds are split between METRO and PARTA, generally in proportion to their respective county's share of the total regional population.

The Federal Highway Administration's (FHWA) Congestion Mitigation/Air Quality Program (CMAQ) provides funds that may be used on projects demonstrating an improvement in air quality and congestion reduction. Although the majority of this funding is typically allocated towards regional highway projects, AMATS traditionally obtains a portion for local transit projects.

Other federal transit funding programs include the Specialized Transportation Program (Section 5310), which allocates funding to public transit agencies and non-profit providers of transportation to aid in the transportation of older or disabled

individuals, and the Transportation Alternatives Program (TAP), which may be used by transit agencies to improve non-driver access to public transportation.

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

Any transit project using federal funding must be consistent with *Transportation Outlook 2045*, regardless of whether AMATS provided the funding.

7.3.2 | Recommendations

Fix it First

The majority of federal transit funding will be used to preserve the existing transit network, assets and supporting facilities in the AMATS region. Transit service is not useful unless it is predictable and dependable. *Transportation Outlook 2045* continues AMATS' longstanding policy of working with METRO and PARTA to ensure that they have the resources necessary to maintain their existing levels of service and to serve their existing customer base efficiently. To that end, AMATS will continue to support the preservation and maintenance of METRO and PARTA's bus fleets and other capital assets and facilities.

Bus Rapid Transit

To achieve the most efficient use of the existing public transportation system, additional ridership needs to be developed. Enhancing the existing service, with bus rapid transit where appropriate, is the best way of attracting additional ridership. Bus rapid transit provides dedicated service routes with higher speeds, improved wait times and more reliability. It can take the shape of dedicated bus lanes, additional stop infrastructure or signal prioritization. Bus rapid transit works particularly well in corridors containing dense employment, attractions and residential areas. Decreasing the waiting time between buses, expanding the hours and days of service, and providing safe, attractive and comfortable waiting environments are all potential strategies to attract additional transit users. *Transportation Outlook 2045* recommends that transit agencies continue to work towards development of bus rapid transit. Currently METRO is studying a number of potential corridors for bus rapid transit and working to identify a priority corridor for the service.

Microtransit

Microtransit can be defined as a demand response type service with integrated web applications that can provide flexibility for ridership where fixed-route transit service isn't warranted. Microtransit hubs can provide a more nimble service allowing riders to schedule services on the same day and pay a fixed cost to ride. Both METRO and PARTA will look to expand or develop microtransit hubs over the life of *Transportation*

Outlook 2045. Microtransit is expected to potentially replace some fixed-line service and costs associated with changes to the route structure would be absorbed into existing operation costs and be considered revenue/cost-neutral.

Coordination

At the local level, most transit agencies are funded primarily through transit-dedicated sales taxes. Consequently, they face significant political pressure to confine service within their county borders. Philosophically, the primary role of a transit agency should be to transport their ridership to whatever destination is necessary. Northeast Ohio is a region of many counties and overlapping urban areas, and the demand to travel between them is significant. METRO, PARTA and SARTA (the Stark County/ Canton public transit agency) currently provide service to limited cross-county destinations. *Transportation Outlook 2045* recommends a more integrated, regional transit network – between Summit and Portage counties and beyond.

Transit-Oriented Development / Joint Development

Development of bus rapid transit service creates an attractive opportunity for transit-oriented development. Transit-oriented development is typically high density development along a transit line that benefits from the having consistent transit presence on the corridor. With the potential of bus rapid transit in the Greater Akron area, the transit agencies should also pursue joint development opportunities with private investors to create transit-oriented development near fixed-route service. METRO recently received a FTA grant to explore potential opportunities for transit-oriented development in Akron.

While similar, joint development (JD) and transit-oriented development (TOD) are not synonymous. In joint development, the transit agency needs to be an active partner in a development project and receive a “fair share” of revenues to support public transportation. Joint development leverages transit investment – whether real estate or facilities – for such partnerships, but does not have to be transit-oriented.

Transit-oriented development is often coordinated with joint development, but is not necessitated by it. For example, an area near a transit station or facility can be well designed and built by a private developer to support live, work and play activities without the need for a car (transit-oriented). While easy access to transit was the impetus for the development opportunity, the transit agency does not have to be in partnership with the developer for TOD to result. In this case, the transit agency does not have any direct investment return but would likely see increased ridership because of supportive adjacent land use.

Using both joint development and transit-oriented development together can create a virtuous cycle for transit investment. Recognizing that these tools have the potential to enhance transit ridership and even create a revenue stream to support additional investment, the FTA encourages transit agencies “to work with the private sector and others to pursue joint development.” (FTA Joint Development Circular - C 7050.1B).

As the list of successful joint development and transit-oriented development projects continues to grow, FTA continues to advocate for new ways to fund projects. Understanding the feasibility of and aligning resources to support such projects will improve federal investment opportunities in Northeast Ohio in the years to come.

\$2.4 Billion of Public Transit Investment

Transportation Outlook 2045 recommends just under \$2.4 billion of investment in the region’s public transportation system through 2045. Of that investment, \$2 billion will be dedicated to general operating expenses of the existing system, \$250 million will be reinvested to preserve the existing bus fleet, and approximately \$68 million will be allocated toward expansion of the regional public transportation system.

The following table shows the projects recommended in *Transportation Outlook 2045*. All projects are financially constrained and conform to air quality requirements.

Table 7.3-1 | Long-Term Transit Recommendations

METRO	
Operating Expenses - Base Service (per year)	\$57,000,000
Microtransit - Demand Response	
Capital Costs - Base Service (per year)	\$8,625,000
Annual Bus Fleet Expenditures	
Bus Shelter and Stop Enhancements	
Operating Expenses - Additional Service (per year)	\$500,000
BRT Service Priority Corridor	
Capital Expenses - Additional Service (one time expense)	\$53,000,000
BRT Buses	
Maintenance Facility	
Administration Facility	
BRT Capital Expenses	
PARTA	
Operating Expenses - Base Service (per year)	\$9,800,000
Microtransit - Demand Response	
Capital Costs - Base Service (per year)	\$1,205,000
Annual Bus Fleet Expenditures	
Bus Shelter and Stop Enhancements	
Capital Expenses - Additional Service (one time expense)	\$1,300,000
Fare Collection - Pay on Foot EZ Fare	
Ravenna Hub	