



# AMATS

THE GREATER AKRON AREA'S TRANSPORTATION JOURNAL

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**COVER:**

The good news is that congested scenes like the one at right are becoming fewer in the Greater Akron area. The bad news is that there may be less project funding for our region's remaining problem areas.

**Congestion - It's Declining,  
But So Is Project Funding  
.....pages 2-5.**

## Report finds area's traffic congestion is declining, but so is project funding

A sluggish economy, rising gas prices and hundreds of millions of dollars spent on transportation projects over the past decade may explain why traffic congestion in the Greater Akron area has improved in the last several years, according to the *2012 Congestion Management Process Report*. The AMATS report also finds that - while area traffic levels will likely increase between now and 2035 as economic growth returns - new congestion problems shouldn't.

That's fortunate for the area. Because the report also predicts that it's unlikely that there will be a lot of project funding available to deal with new problems, at least in the near future.

The report identifies existing and future congestion in the Greater Akron area and presents recommendations to reduce or eliminate problems. The agency attributes recent declines in congestion to a combination of people driving less and local, state and federal government investments in the area's freeways, arterials and intersections.



Transit Planner Nate Brugler notes that the completion of long-needed improvements on state Route 8 and Interstate 77 have resulted in improved traffic flow throughout the region. The completion of these projects frees AMATS to target the area's limited and increasingly scarce project funds to other congested locations.

"Previous reports had more than 100 recommendations. Our latest report presents 25 recommendations targeting only the most congested areas in our region. This is consistent with our agency's 'fix-it-first' approach, which stresses the importance of maintaining roads before expanding them," Brugler explains.

Under this approach, costly roadway expansion projects are seldom embarked upon, typically only when congestion and safety problems are severe. The report recognizes that high-cost, large-scale projects are increasingly unlikely, due to fiscal realities, and that the area's congestion problems will need to be addressed at a smaller and attainable scale.

Of the 25 recommendations presented in the report, Akron's Central Interchange produces the greatest amount of congestion and - with an estimated \$300 million price tag - it is by far the most costly. Limited regional transportation funding places a complete, one-time reconstruction beyond reach. However, if the total project is broken into a number of smaller projects, improvement of this top congestion priority becomes more attainable, according to Brugler.

"For example, the Ohio Department of Transportation is in the planning phase of closing one of our area's most problematic ramps at Wolf Ledges Parkway and I-76/77. This project is on our report's list of freeway recommendations and should address a portion of the larger congestion issue in that area. We're encouraging projects like this, which should provide incremental improvement in freeway congestion at a manageable cost," Brugler observes.

The report will be a key element of the agency's upcoming *Transportation Outlook 2035*, the area's long-range regional transportation plan. The report's 25 recommendations are available for viewing on the agency's web site at [amatsplanning.org](http://amatsplanning.org). A listing of the report's recommendations appears on [page 3](#) and a map detailing the report's recommendations appears on [pages 4 and 5](#).



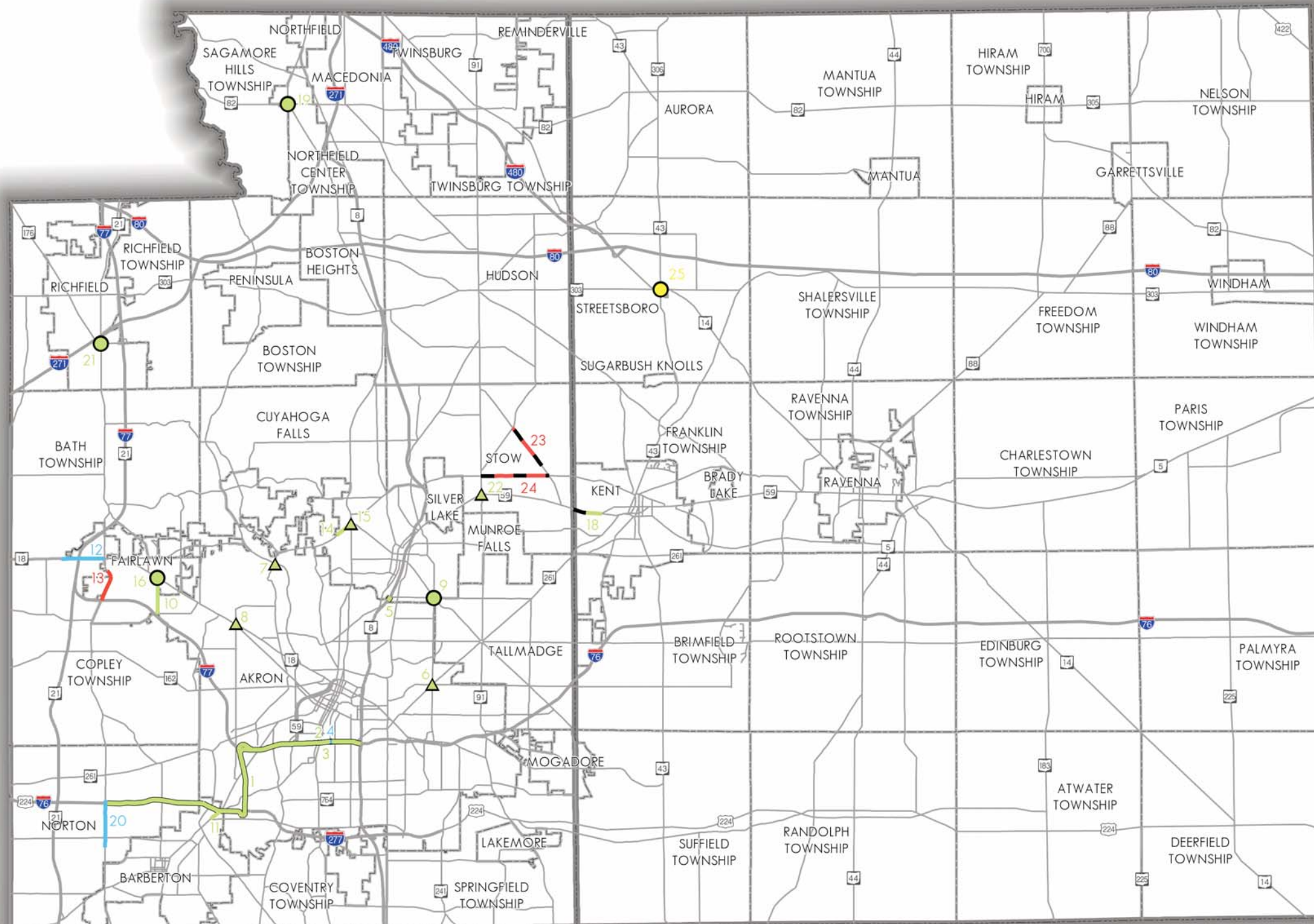
## Congestion Management Process Report 25 Final Recommendations

### Freeway Recommendations

Map #	Community	Location	Recommendation
1	Akron	I-76 from State St to SR 59	Operational Improvements
2	Akron	I-76/77 Main/Broadway Interchange	Reconstruct Interchange
3	Akron	I-76/77 from SR 59 to SR 8	Reconstruct Interchange
4	Akron	I-76 WB/77 NB at Wolf Ledges Pkwy	Existing Project (Close WB/NB Ramp, New Signage)
5	Akron/Cuyahoga Falls	SR 8 at Howe Ave	Interchange Reconfiguration/Improvements

### Arterial and Intersection Recommendations

Map #	Community	Location	Recommendation
6	Akron	Brittain Rd at Eastland Ave/Eastwood Ave	Additional Capacity, Operational Improvements
7	Akron	N Portage Path at Merriman Rd	Additional Capacity, Operational Improvements, Enhance Transit
8	Akron	SR 18 (W Market St) at Hawkins Ave/W Exchange St	Additional Capacity, Operational Improvements, Enhance Transit
9	Akron/Cuyahoga Falls/Tallmadge	Howe Ave at Brittain Rd/Northwest Ave	Intersection Reconfiguration
10	Akron/Fairlawn	Miller Rd from Ridgewood Rd to SR 18 (W Market St)	Operational Improvements (Add left turn lanes)
11	Barberton	SR 619 (Wooster Rd N) from Waterloo Rd to I-76	Operational Improvements (Potential Road Diet)
12	Bath Twp/Copley Twp/Fairlawn	SR 18 (Medina Rd) from Heritage Woods Dr to Cleveland-Massillon Rd	Additional Capacity, Operational Improvements, Enhance Transit, Existing Project (reconfiguration of Montrose W Ave)
13	Copley Twp/Fairlawn	Cleveland-Massillon Rd from I-77 to Bywood Ave	Additional Capacity (Widen to 4 lanes)
14	Cuyahoga Falls	Portage Trail from Valley Rd to State Rd	Operational Improvements
15	Cuyahoga Falls	State Rd at Portage Trail	Operational Improvements, Enhance Transit
16	Fairlawn	SR 18 (W Market St) at Miller Rd	Operational Improvements (NB left turn lane)
17	Green	SR 241 (Massillon Rd) from Raber Rd to SR 619 (Turkeyfoot Lake Rd)	Existing Project (Widen to 5 lanes)
18	Kent	SR 59 (W Main St) from Summit County Line to W Main St	Operational Improvements, Enhance Transit
19	Northfield Center Twp	SR 82 at Olde Eight Rd/Brandywine Rd	Operational Improvements (Close Brandywine/ Roundabout)
20	Norton	Cleveland-Massillon Rd from Weber Dr to I-76	Existing Project (Add median turn lane, intersection improvements), Enhance Transit
21	Richfield	SR 176 (Wheatley Rd) at Brecksville Rd	Operational Improvements
22	Stow	SR 59 (Kent Rd) at SR 91 (Darrow Rd)	Additional Capacity, Operational Improvements, Traffic Study, Enhance Transit
23	Stow	Fishcreek Rd from Stow Rd to Laurel Woods Blvd	Additional Capacity, Operational Improvements, Enhance Transit
24	Stow	Graham Rd from SR 91 (Darrow Rd) to Fishcreek Rd	Additional Capacity, Operational Improvements, Enhance Transit
25	Streetsboro	Streetsboro Town Center: SR 14/43/303 and environs	Detailed Traffic Study



Freeway Recommendations

- Existing Project
- Operational

Arterial Recommendations

- Capacity
- Capacity with Additional Measure
- Existing Project
- Existing Project with Additional Measure
- Operational
- Operational with Additional Measure

Intersection Recommendations

- Capacity
- Existing Project
- Operational
- Detailed Traffic Study
- ▲ Operational with Additional Measures



# CONGESTION MANAGEMENT FINAL RECOMMENDATIONS



## Community Focus: Mantua

*Community Focus* presents information about communities within the Greater Akron area.

**Founded** – Mantua Village was incorporated in 1898.

**Population** – 1,043 (2010 U.S. Census Bureau)

**Area** - About 1.44 Square Miles

**Policy Committee Member** – Mayor Linda S. Clark



**History** - In 1796 Judge Amzi Atwater, a land agent, was sent out to survey the Western Reserve. A member of Atwater's survey party selected the name "Mantua" in honor of Napoleon, who in 1796 captured the city of Mantua in Italy. Just north of Mantua, at the corner of state Route 44 and Pioneer Trail, stands the Old Brick Tavern, which was built in 1825. It was a stopover for ox-cart travelers and later stage coaches traveling between Pittsburgh and Cleveland. It was also part of the Underground Railroad.

**Transportation Challenges** – Mantua is located 10 miles north of Ravenna, and two miles north of the Ohio Turnpike, 20 miles northeast of Akron, 27 miles southeast of Cleveland, and US Route 422 is located seven miles north of the village.

Mayor Clark says that the Village of Mantua is working jointly with a non-profit corporation, the Downtown Mantua Revitalization Corporation (DMRC), to develop and fund streetscape enhancements along state Route 44. The mayor adds that she is working with the DMRC, business owners and interested property owners to partner and collaborate on funding opportunities to improve the village's transportation system.

As part of these efforts, Mantua officials are interested in promoting access improvements with bike and hike paths to the Portage County Headwaters Trail system that is now connected to the village. In addition to the eight-mile Headwaters Trail, which stretches between Mantua and Garrettsville, the Glacial Esker Trail, is located in the southwest corner of the village.

**Web site** - [mantuavillage.com](http://mantuavillage.com)

### MEETING TO REMEMBER:

The 2012 AMATS Annual Meeting on Oct. 12 drew more than 150 attendees to the Sheraton Suites in Cuyahoga Falls. The day's events included a panel discussion regarding the redevelopment of downtown Kent. Panelists from left are: PARTA's Bryan Smith, KSU Vice President Stephen Storck, Kent City Manager David Ruller, Dr. Ron Burbick, and AMATS Director Jason Segedy.



## Project Updates

The following table lists projects that have been awarded between June 12, 2012 to October 24, 2012.

PROJECT	ESTIMATED COMPLETION DATES	CONTRACTOR	AMOUNT
<b>Interstate 76</b> - Slide repair on I-76 eastbound near Parkman Road in Palmyra Township.	09/30/2012	Fechko Excavating - Medina -	\$257,910
<b>The PORTAGE</b> - Construction of a multi-purpose trail, from Fred Fuller Park to John Brown Tannery Park, in Kent.	Not Available	Cavanaugh Building Corp. - Akron -	\$874,727
<b>The PORTAGE</b> - Construction of a multi-purpose trail, from state Route 59 to Lincoln Street, in Kent.	Not Available	Kenmore Construction Co. - Akron -	\$239,872
<b>Tallmadge Road</b> - Resurfacing, from New Milford Road to Industry Road, in Rootstown Township.	Not Available	Tallmadge Asphalt & Paving Co. - Kent -	\$377,713
<b>Mogadore Road</b> - Resurfacing, from the Mogadore West Corporate Line to Gilchrist Road, in Mogadore.	10/31/2012	Karvo Paving Co. - Stow -	\$276,368
<b>Wooster Road North</b> - Resurfacing, from Park Avenue to Hopocan Avenue, in Barberton.	10/31/2012	Karvo Paving Co. - Stow -	\$235,198
<b>Seiberling Way</b> - Second phase to construct a new street, from Eagle Street to Massillon Road, in Akron. Project includes construction of a roundabout at Eagle Street.	Not Available	Sitetech Inc. - Grafton -	\$8,687,213
<b>Northside Train Station Connector</b> - Construction of a multi-purpose trail with bridge, from Beech Street Trailhead to Northside Train Station, in Akron.	Not Available	Cavanaugh Building Corp. - Akron -	\$567,425
<b>Newton Street</b> - Resurfacing, from the Tallmadge West Corporate Line to Southeast Avenue, in Tallmadge.	Not Available	Perrin Asphalt Co. - Akron -	\$239,702
<b>Northwest Avenue</b> - Resurfacing, from Tallmadge Circle to the Tallmadge West Corporate Line, in Tallmadge.	Not Available	Perrin Asphalt Co. - Akron -	\$269,712
<b>South Thomas Road</b> - Resurfacing, from Tallmadge West Corporate Line to West Avenue, in Tallmadge.	Not Available	Perrin Asphalt Co. - Akron -	\$142,246
<b>Brittain Road</b> - Resurfacing, from Evans Avenue to Tallmadge Avenue, in Akron.	Not Available	Perrin Asphalt Co. - Akron -	\$223,988

## Dates to Remember

<u>Date</u>	<u>Time</u>	<u>Committee/Event</u>	<u>Location</u>
January 17	1:30 p.m.	TAC	Stow Safety Building
January 17	7:00 p.m.	CIC	Silver Lake Village Hall
January 24	1:30 p.m.	Policy	Martin University Center
March 14	1:30 p.m.	TAC	Stow Safety Building
March 14	7:00 p.m.	CIC	Silver Lake Village Hall
March 21	1:30 p.m.	Policy	Martin University Center
May 9	1:30 p.m.	TAC	Stow Safety Building
May 9	7:00 p.m.	CIC	Silver Lake Village Hall
May 16	1:30 p.m.	Policy	Martin University Center

Persons with disabilities needing assistance are asked to contact Billy Soule, Assistant to the Mayor for Community Relations, 166 S. High Street, Room 200, Akron, Ohio 44308, (voice) 330-375-2189, (TDD) 330-375-2345, at least seven (7) days in advance.

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