



## **Akron Metropolitan Area Transportation Study**

### **December 2014 Committee Meetings**

#### **TECHNICAL ADVISORY COMMITTEE**

Thursday, December 11, 2014, 1:30 p.m.

**Grand Ballroom B - Quaker Square Inn**

**The University of Akron**

**135 South Broadway, Akron**

#### **CITIZENS INVOLVEMENT COMMITTEE**

Thursday, December 11, 2014, 6:30 p.m.

**Meeting Room 1**

**Akron-Summit County Public Library - Main Library,**

**60 South High Street, Akron**

#### **POLICY COMMITTEE**

Thursday, December 18, 2014, 1:30 p.m.

**Grand Ballroom B - Quaker Square Inn**

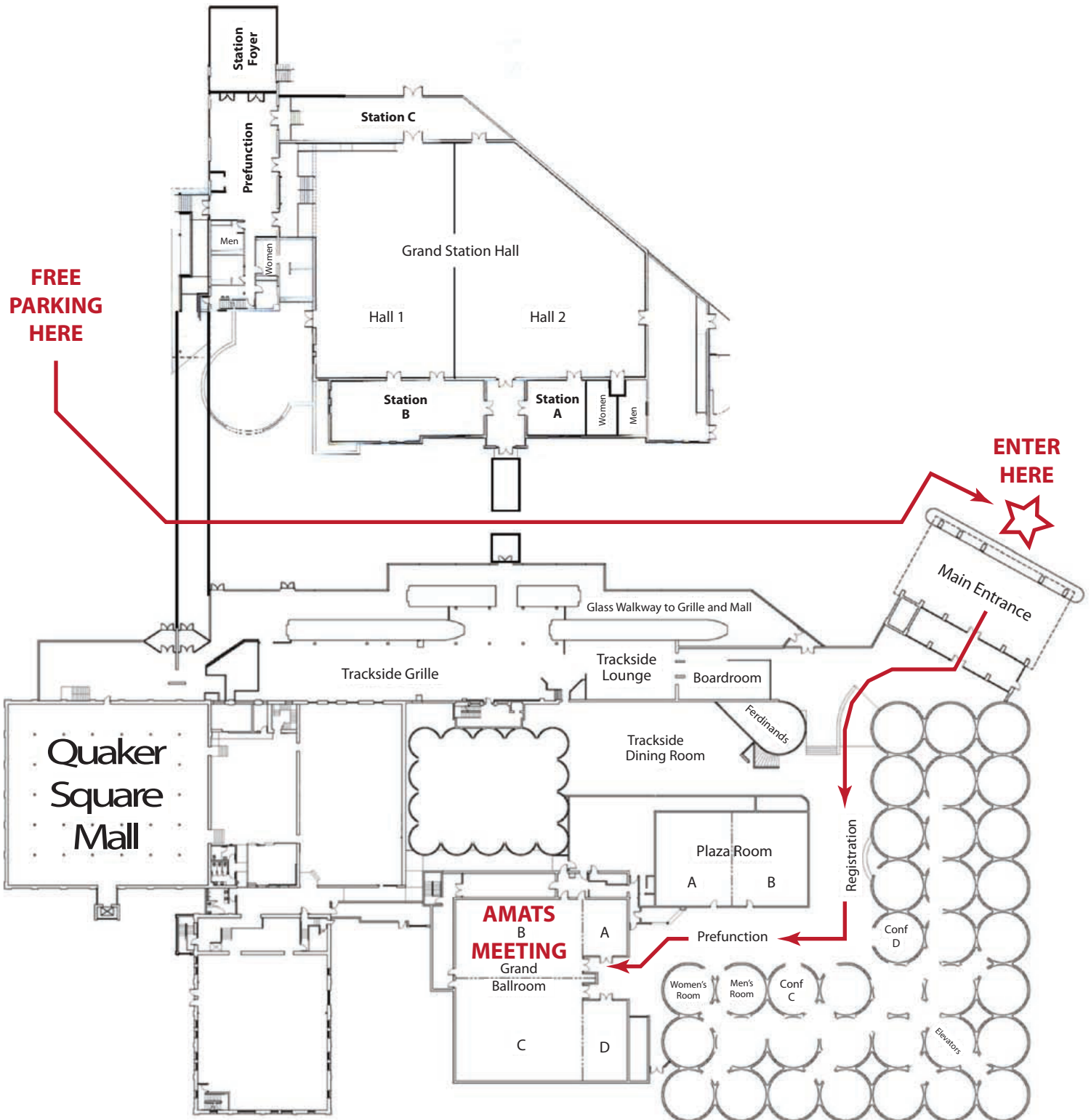
**The University of Akron**

**135 South Broadway, Akron**

# New AMATS Meeting Location

## Quaker Square Inn - Ballroom B

135 S Broadway  
Akron, OH 44325





**Akron Metropolitan Area Transportation Study  
Policy Committee  
Grand Ballroom B - Quaker Square Inn  
The University of Akron Hotel  
135 South Broadway, Akron, Ohio**

Thursday, December 18, 2014  
1:30 p.m.

**Agenda**

1. **Call to Order**
  - A. Determination of a Quorum Oral
  - B. Audience Participation\*
2. **Minutes**
  - A. September 25, 2014 Meeting - **Motion Required** Attachment 2A
3. **Staff Reports**
  - A. Financial Progress Report - **Motion Required** Attachment 3A
  - B. Technical Progress Report Oral
  - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
  - A. District-Wide School Travel Plan for Akron Public Schools Attachment 5A  
- **Motion Requested**
  - B. Adopting the AMATS Mid-Block Crossing Analysis - **Motion Requested** Attachment 5B
6. **Resolutions**
  - A. **Resolution 2014-16** – Approving Amendment #16 to the Transportation Improvement Program FY 2014-2017 to add two new projects, and revise the schedule, funding, or scope of work to six existing projects. - **Motion Requested** Attachment 6A
  - B. **Resolution 2014-17** – Approving FY 2015 Elderly and Disabled Program Project Recommendations (Amendment #17). Attachment 6B  
- **Motion Requested**
  - C. **Resolution 2014-18** – Amending the Transportation Improvement Program FY 2014-2017 To Add and Revise Funds in FY 2015 for PARTA Capital Projects (Amendment #18). Attachment 6C
7. **Other Business**
  - A. Report of 2015 Nominating Committee - **Motion Requested** Oral
  - B. 2015 AMATS Meeting Calendar - **Motion Requested** Attachment 7B
  - C. Presentation by Nichole Booker, Ph.D., Senior Director, Collective Impact at United Way of Summit County – *Poverty and Transportation.* Oral

**- MORE -**

## 8. Adjournment

Next Regular Meeting:

Thursday, January 29, 2015 - 1:30 PM

Grand Ballroom B - Quaker Square Inn

The University of Akron, 135 South Broadway, Akron, Ohio

- \* Any individual or representative of a group may take three (3) minutes to address the Policy Committee on any topic on the agenda. Anyone desiring more time than provided herein shall notify the Director by the Friday preceding the committee meeting so that they may be placed on the agenda for a maximum of five (5) minutes.

**All mailout material is available on the AMATS Web Site at [www.amatsplanning.org](http://www.amatsplanning.org)**





**Akron Metropolitan Area Transportation Study  
Technical Advisory Committee  
Grand Ballroom B - Quaker Square Inn  
The University of Akron Hotel  
135 South Broadway, Akron, Ohio**

Thursday, December 11, 2014  
1:30 p.m.

**Agenda**

1. **Call to Order**
  - A. Determination of a Quorum Oral
2. **Minutes**
  - A. September 18, 2014 Meeting - **Motion Required** Attachment 2A
3. **Staff Reports**
  - A. Financial Progress Report - **Motion Required** Attachment 3A
  - B. Technical Progress Report Oral
  - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
  - A. District-Wide School Travel Plan for Akron Public Schools - **Motion Requested** Attachment 5A
  - B. Adopting the AMATS Mid-Block Crossing Analysis - **Motion Requested** Attachment 5B
6. **Resolutions**
  - A. **Resolution 2014-16** – Approving Amendment #16 to the Transportation Improvement Program FY 2014-2017 to add two new projects, and revise the schedule, funding, or scope of work to six existing projects. - **Motion Requested** Attachment 6A
  - B. **Resolution 2014-17** – Approving FY 2015 Elderly and Disabled Program Project Recommendations (Amendment #17). - **Motion Requested** Attachment 6B
  - C. **Resolution 2014-18** – Amending the Transportation Improvement Program FY 2014-2017 To Add and Revise Funds in FY 2015 for PARTA Capital Projects (Amendment #18). Attachment 6C
7. **Other Business**
  - A. Report of 2015 Nominating Committee - **Motion Requested** Oral
  - B. 2015 AMATS Meeting Calendar - **Motion Requested** Attachment 7B
8. **Adjournment**

Next Regular Meeting:  
Thursday, January 22, 2015 - 1:30 PM  
Grand Ballroom B - Quaker Square Inn  
The University of Akron  
135 South Broadway, Akron, Ohio



**Akron Metropolitan Area Transportation Study  
Citizens Involvement Committee  
Meeting Room 1  
Akron-Summit County Public Library - Main Library  
60 South High Street, Akron, Ohio**

Thursday, December 11, 2014  
6:30 p.m.

**Agenda**

1. **Call to Order**
  - A. Determination of a Quorum Oral
2. **Minutes**
  - A. September 18, 2014 Meeting - **Motion Required** Attachment 2A
3. **Staff Reports**
  - A. Technical Progress Report Oral
4. **Old Business**
  - A. CIC Bylaws Committee Recommendations - **Motion Requested** Oral
5. **New Business**
6. **Resolutions**
7. **Other Business**
  - A. 2015 AMATS Meeting Calendar. - **Motion Requested** Attachment 7B
8. **Adjournment**

Next Regular Meeting:  
Thursday, January 22, 2015 - 6:30 PM  
Location – To Be Determined

**All mailout material is available on the AMATS Web Site at [www.amatsplanning.org](http://www.amatsplanning.org)**

## **SUMMARY - AGENDA ITEMS**

### **December 2014**

#### **Item 4A – CIC Bylaws Committee Recommendations Discussion**

The committee will discuss recommended changes to the CIC Bylaws. **(CIC Only)**

#### **Attachment 5A – Akron Public Schools District-wide Travel Plan**

This plan outlines the city of Akron's intentions to enable students to engage in active transportation, i.e., walking or cycling, to and from school. The Staff recommends **approval**.

#### **Attachment 5B - Mid-Block Crossing Analysis**

This analysis identifies potential locations throughout the Greater Akron area which would be conducive to the construction of mid-block crossings based on land use, commuting and walking patterns. The Staff recommends **approval**.

#### **Attachment 6A – Resolution 2014-16 – TIP Amendment #16**

An amendment to add Tallmadge Road in Brimfield Township and White Pond Parkway in Akron and revise the funding, schedule, or scope of work to projects located on: Buchholzer Boulevard in Akron; Hopocan Avenue in Barberton; Springdale Road in Stow; state Route 18 in Bath and Copley townships and Fairlawn; state Route 91 in Twinsburg and Twinsburg Township; and state Route 241 in Green. The Staff recommends **approval**.

#### **Attachment 6B – Resolution 2014-17 – TIP Amendment #17**

Awarding funds to METRO RTA, United Disability Services and Family & Community Services from the Enhanced Mobility for the Elderly and Disabled Program. The Staff recommends **approval**.

#### **Attachment 6C – Resolution 2014-18 – TIP Amendment #18**

An amendment to make several revisions requested by PARTA for preventive maintenance funding and bus purchases. The Staff recommends **approval**.

#### **Item 7A – Report of 2015 Nominating Committee**

The chairs will present the recommendations of the committees assigned to present a slate of officers to lead the Policy Committee and TAC in 2015 during their respective meetings. The Staff recommends **approval**.

#### **Attachment 7B – 2015 AMATS Meeting Calendar**

A draft calendar of AMATS committee meeting dates in 2015. The Staff recommends **approval**. **(All Committees)**

#### **Attachment 7C – Guest Presentation**

A presentation by Nichole Booker, Ph.D., Senior Director, Collective Impact at United Way of Summit County, regarding *Poverty and Transportation*. **(Policy Committee Only)**

**Akron Metropolitan Area Transportation Study  
Policy Committee  
Thursday, September 25, 2014 – 1:30 p.m.**

**Minutes of Meeting**

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at [www.amatsplanning.org/category/podcasts/](http://www.amatsplanning.org/category/podcasts/).

**I. Call to Order**

**A. Mayor David Kline** called the meeting to order in Grand Ballroom B of the Quaker Square Inn. The attending members constituted a quorum.

**B. Audience Participation**

**William J. Maki** of the AMATS Citizens Involvement Committee (CIC) addressed the committee regarding the 2011-2013 Traffic Crash Report. Referring to Tables 1 and 2, **Mr. Maki** offered several suggestions as to how to reduce the number of overall roadway and intersection crashes.

**II. Minutes – Motion Required**

**A. Approval of Minutes**

Members were asked to approve the minutes of the May 15, 2014 meeting.

**Motion**

***Frank Hairston** made a motion to approve the minutes and it was seconded by **Bill Goncy**. The motion was approved by a voice vote.*

**III. Staff Reports**

**A. Financial Progress Report**

**Jason Segedy** presented Attachment 3A.

**Motion**

***Gene Roberts** made a motion to approve the Financial Progress Report and it was seconded by **Rick Bissler**. The motion was approved by a voice vote.*

**B. Technical Progress Report**

**Curtis Baker** reminded the members that the 2014 AMATS Annual Meeting would be Oct. 17 and that two weeks remain to register. **Mr. Baker** said that

there are currently 160 registrants for the meeting. **Mr. Baker** described planned events during the meeting.

The Staff is nearing completion of a draft Mid-Block Crossing Analysis, which will be sent to the members for review soon with a vote by the full committee anticipated for December.

AMATS and The Knight Foundation will host a Better Block Project in the Temple Square area of Akron's North Hill neighborhood in the spring.

Congress recently approved legislation to keep the National Highway Trust Fund solvent through May. However, the yearly federal transportation appropriations, such as those for the TIGER Grant Program, are scheduled to expire Dec. 13. The Staff received several responses from members of the Greater Akron area's Congressional delegation in response to AMATS' letter stating the agency's concerns regarding the trust fund and the nation's transportation needs. **Mr. Baker** thanked those communities that sent similar letters stating the region's concerns.

**Mr. Segedy** expressed support for The Better Block Project initiative as it puts into operation the principles and strategies of the AMATS Connecting Communities Program.

**Mayor Kline** praised The Better Block Project's Jason Roberts for his presentation during AMATS' Switching Gears Active Transportation Conference in June. **Mayor Kline** urged the members to view Roberts' TED Talks presentation on YouTube. **Mr. Baker** said that the Staff would distribute the YouTube link to the members in an email.

#### **C. AMATS Federal Funds Report**

**Victor Botosan** presented Attachment 3C and tables concerning Funding Program and Balances dated September 15, 2014.

**Mr. Botosan** noted that ODOT announced that the department will resume collecting PCR data on the federal-aid roadway system. The department made the announcement roughly one year after AMATS initiated its own process to collect data in the Greater Akron area. The Summit County Engineer's office has sent a letter to all area jurisdictions to gauge the level of interest in moving forward with a regional PCR data collection program.

AMATS will soon begin the process of updating the TIP, which will span fiscal years 2016 through 2019. **Mr. Botosan** said that an initial draft list of TIP projects may be ready for review during the December committee meeting.

#### **IV. Old Business**

None.

**V. New Business**

**A. 2011-2013 Traffic Crash Technical Memorandum.**

**David Pulay** presented Attachment 5A.

**Christopher Mallin** asked if the bars concerning those ages 11-20 in the bar graphs entitled *Ages of Bike Riders Involved* and *Ages of Pedestrians Involved* could be further divided to include those under the age of 16 and those over the age of 16. **Mr. Pulay** said that he has data on file that has crash data broken down by individual ages. **Mr. Segedy** suggested that Mr. Pulay review the data for 16-year olds. **Mr. Segedy** observed that those between the ages of 11-20 tend to travel by walking or cycling as that is their primary modes of transportation and, therefore, it follows that they would account for the largest percentage of such crashes.

**John Hickey** asked if the bar graph entitled *Primary Types of Bicycle-Related Crashes and Fault* could include data for crashes in which a cyclist was in an unprotected bike lane. **Mr. Pulay** explained how locations for such crashes could be plotted. **Mr. Segedy** asked if Mr. Pulay analyzed such crashes in the last round of bike crash data. **Mr. Pulay** said that – to his recollection – the Staff did so and that the result was a relatively small number. **Mr. Segedy** said that the Staff would revisit the data.

**Mr. Segedy** suggested that the members consider the importance of safety issues as a criterion for funding the next time that the committee discusses updating the AMATS Funding Policy Guidelines.

**Motion**

**Bill Goncy** made a motion to approve the 2011-2103 Traffic Crash Technical Memorandum and it was seconded by **Frank Hairston**.

**VI. Resolutions – Approval Requested**

**A. Resolution 2014-12 – Adopting the Revised AMATS Funding Policy Guidelines.**

**Jeff Gardner** presented Attachment 6A.

**Motion**

**Glenn Broska** made a motion to approve Resolution 2014-12 and it was seconded by **Bobbie Beshara**. The motion was approved by a voice vote.

**B. Resolution 2014-13 – Approving the FY 2014 Year End Completion Report.**

**Jeff Gardner** presented Attachment 6B.

**Motion**

*Lou Bertrand made a motion to approve Resolution 2014-13 and it was seconded by Doug McGee. The motion was approved by a voice vote.*

- C. **Resolution 2014-14 – Approving Projects to be Submitted to the Statewide Congestion Mitigation/Air Quality (CMAQ) Funding Program.**

Mr. Botosan presented Attachment 6C.

**Motion**

*Glenn Broska made a motion to approve Resolution 2014-14 and it was seconded by Lou Bertrand. The motion was approved by a voice vote.*

- D. **Resolution 2014-15 – Approving Amendment #15 to the Transportation Improvement Program FY 2014-2017 to add three new projects, combine two projects into one, and revise the funding or schedule to eight existing projects.**

Mr. Pulay presented Attachment 6D.

**Motion**

*Rick Bissler made a motion to approve Resolution 2014-15 and it was seconded by Frank Hairston. The motion was approved by a voice vote.*

**VII. Other Business**

- A. **Formation of 2015 Nominating Committee.**

Mayor Kline asked for volunteers to serve with him on the 2015 Nominating Committee. Mayors Bertrand and Beshara agreed to serve on the committee. Mayor Kline said that the members would meet immediately after the Policy Committee to discuss nominations.

- B. **ODOT District 4 Director Anthony Urankar** invited the members to attend the *Ohio Local Public Agency (LPA) Days* session on **Thursday, Nov. 13** at the **Northeast Ohio Medical University (NEOMED)** between **9 a.m.-4 p.m.** The event is hosted by the ODOT Central office and officials from ODOT Districts 3, 4 and 12 will attend.

**VIII. Adjournment**

The next regularly scheduled Policy Committee meeting will be at **1:30 p.m.** on **Thursday, January 29, 2015** in **Grand Ballroom B** of the **Quaker Square Inn** located at **135 South Broadway** in **Akron**.

**Motion**

*David Kline made a motion to adjourn the meeting and it was seconded by Bobbie Beshara. The motion was approved by a voice vote.*

**AMATS POLICY COMMITTEE  
2014 ATTENDANCE**

<b>M Denotes Member Present</b>	<b>Jan 30</b>	<b>Mar 20</b>	<b>May 15</b>	<b>July 24</b>	<b>Sept 25</b>	<b>Dec 18</b>
<b>A Denotes Alternate Present</b>						
<b>AKRON</b> - Mayor Don Plusquellic (Gasper) (Hewitt) (Weber)	A	A	A		A	
<b>AURORA</b> - Mayor Ann Womer Benjamin (Trew)	A	A	A			
<b>BARBERTON</b> - Mayor William Judge, Jr. (Palmer) (Stefan)						
<b>BOSTON HEIGHTS</b> - Mayor Bill Goncy (Polyak)	M	M			M	
<b>BRADY LAKE</b> - Mayor Hal Lehman (Carlson) (McGee)	A	A	A		A	
<b>CLINTON</b> - Mayor Al Knack	M					
<b>CUYAHOGA FALLS</b> - Mayor Don Walters (Sheridan)	M					
<b>DOYLESTOWN</b> - Mayor Terry Lindeman (Kerr)						
<b>FAIRLAWN</b> - Mayor William Roth (Spagnuolo) (Staten)		A				
<b>GARRETTSVILLE</b> - Mayor Rick Patrick (Klamer)						
<b>GREEN</b> - Mayor Dick Norton (Monteith) (Oberdorfer)	A		A			
<b>HIRAM</b> - Mayor Lou Bertrand (Wood)		M			M	
<b>HUDSON</b> - Mayor William Currin (Richardson) (Schroyer) (Sheridan)	M		A			
<b>KENT</b> – City Mgr. David Ruller (Roberts) (Bowling)	A	A	A		A	
<b>LAKEMORE</b> – Mayor Rick Justice (Fast)	M					
<b>MACEDONIA</b> - Mayor Don Kuchta (Darwish)						
<b>MANTUA</b> - Mayor Linda Clark (Snopek)						
<b>METRO</b> – Ms. Saundra M. Foster (Enty) (Harris)	A		A			
<b>MOGADORE</b> - Mayor Michael Rick						
<b>MUNROE FALLS</b> - Mayor Frank Larson (DiCola)						
<b>NEW FRANKLIN</b> - Mayor Al Bollas (Gehm)	M	M	A		M	
<b>NORTHFIELD</b> – Mayor Jesse Nehez (Greenlee)						
<b>NORTON</b> - Mayor Mike Zita	M					
<b>ODOT</b> - Anthony Urankar (Kinnick) (Rebillot)	M	A			M	
<b>PARTA</b> – Rick Bissler (Drew) (Smith) (Wagener)	A		A		M	
<b>PENINSULA</b> - Mayor Douglas Mayer						
<b>PORTAGE COUNTY COMM.</b> - Maureen Frederick (Mallin)	A	A	A		A	
<b>PORTAGE COUNTY COMM.</b> – Sabrina Christian-Bennett						
<b>PORTAGE COUNTY COMM.</b> - Kathleen Chandler (Hairston)	A		A		A	
<b>PORTAGE COUNTY ENGINEER</b> - Michael Marozzi (Zumbo)						
<b>RAVENNA</b> - Mayor Joseph Bica (Englehart) (Finney)					A	
<b>REMINDEVILLE</b> - Mayor Sam Alonso (Krock)						
<b>RICHFIELD</b> - Mayor Bobbie Beshara (Frantz) (Wheeler)	M		M		M	
<b>RITTMAN</b> – Mr. Larry Boggs						
<b>SILVER LAKE</b> - Mayor Bernie Hovey (Housley)	A	A				
<b>STOW</b> - Mayor Sara Drew (Kurtz) (McCleary) (Rayman)	M				M	
<b>STREETSBORO</b> - Mayor Glenn Broska (Terrell)	M	M			M	
<b>SUGAR BUSH KNOLLS</b> - Mayor James Beal						
<b>SUMMIT COUNTY ENGINEER</b> - Alan Brubaker (Fulton) (Paradise)	A	A	A		A	
<b>SUMMIT COUNTY EXECUTIVE</b> - Russell Pry (Gurm)	A	A			A	
<b>SUMMIT COUNTY COMM. &amp; ECON. DEV.</b> - Connie Krauss		M				
<b>SUMMIT COUNTY COMM. &amp; ECON. DEV.</b> - Dennis Tubbs	M		M			
<b>TALLMADGE</b> - Mayor David Kline (Sauner)	M	M			M	
<b>TWINSBURG</b> - Mayor Katherine Procop (Mohr) (Finch)	M	A				
<b>WAYNE COUNTY COMM. BOARD</b> - Robert MacGregor (Gleason)	M	M	M		M	
<b>WINDHAM</b> - Mayor Robert Donham						



**AMATS POLICY COMMITTEE  
2014 ATTENDANCE**

**OBSERVERS AND STAFF MEMBERS PRESENT**

<b><u>NAME</u></b>	<b><u>REPRESENTING</u></b>
Mr. Bob Genet	Summit County Executive's office
Mr. John P. Hickey	Torchbearers/LA
Mr. William J. Maki	CIC
Mr. Steve Rebillot	ODOT
Mr. Curtis Baker	AMATS
Ms. Krista Beniston	AMATS
Mr. Victor Botosan	AMATS
Mr. Seth Bush	AMATS
Ms. Elizabeth Denholm	AMATS
Mr. Jeffrey Gardner	AMATS
Mr. Kerry Prater	AMATS
Mr. Dave Pulay	AMATS
Mr. Jason Segedy	AMATS

**Akron Metropolitan Area Transportation Study  
Technical Advisory Committee  
Thursday, September 18, 2014 – 1:30 p.m.**

**Minutes of Meeting**

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at [www.amatsplanning.org/category/podcasts/](http://www.amatsplanning.org/category/podcasts/).

**I. Call to Order**

- A. **Chairman Jeff Olson** called the meeting to order in Grand Ballroom B of the Quaker Square Inn. The attending members constituted a quorum.

**II. Minutes – Motion Required**

A. **Approval of Minutes**

Members were asked to approve the minutes of the May 8, 2014 meeting.

**Motion**

*David White made a motion to approve the minutes and it was seconded by Frank Hairston. The motion was approved by a voice vote.*

**III. Staff Reports**

A. **Financial Progress Report**

**Jason Segedy** presented Attachment 3A.

**Motion**

*Frank Hairston made a motion to approve the Financial Progress Report and it was seconded by David White. The motion was approved by a voice vote.*

B. **Technical Progress Report**

**Mr. Segedy** said that the Staff had begun developing a Mid-Block Crossing Analysis, which should be ready for presentation during the TAC's December meeting.

The AMATS 2014 Annual Meeting is scheduled for Oct. 17. Along with presentations by authors Peter Kageyama and David Giffels, this year's meeting will include a walking tour of the South Front Street area of Cuyahoga Falls.

Congress recently approved legislation to keep the Highway Trust Fund solvent. This legislation continues the practice of borrowing revenue from the Federal General Fund to support the Highway Trust Fund. **Mr. Segedy** said that the Staff

has received several responses from members of the Greater Akron area's legislative delegation in response to AMATS' letter stating the agency's concerns regarding the trust fund and the nation's transportation needs.

**C. AMATS Federal Funds Report**

**Victor Botosan** presented Attachment 3C and tables concerning Funding Program and Balances dated September 15, 2014.

**IV. Old Business**

None.

**V. New Business**

**A. 2011-2013 Traffic Crash Technical Memorandum.**

**David Pulay** presented Attachment 5A.

**Mr. Segedy** praised Mr. Pulay for compiling the crash data. **Mr. Segedy** said that the Staff was trying to establish a more formal application process for the Safety Funding Program. **Mr. Segedy** urged the committee members to inform the Staff if there are locations that they believe warrant crash counts.

**Mr. Segedy** noted that the AMATS area has historically done well in receiving Safety Program funds from the state. **Mr. Segedy** asked ODOT District 4 Planning Administrator Steve Rebillot how the area fared during the last round of awarded funding. **Mr. Rebillot** said that the area received funding for two or three projects, including SR 241 in Green.

**Motion**

***Glenn Broska** made a motion to approve the 2011-2013 Traffic Crash Technical Memorandum and it was seconded by **Wayne Wiethe**. The motion was approved by a voice vote.*

**VI. Resolutions**

**A. Resolution 2014-12 – Adopting the Revised AMATS Funding Policy Guidelines.**

**Jeff Gardner** presented Attachment 6A.

**Motion**

***Tony Demasi** made a motion to approve Resolution 2014-12 and it was seconded by **David Gasper**. The motion was approved by a voice vote.*

**B. Resolution 2014-13 – Approving the FY 2014 Year End Completion Report.**

**Jeff Gardner** presented Attachment 6B.

**Motion**

*David White made a motion to approve Resolution 2014-13 and it was seconded by Frank Hairston. The motion was approved by a voice vote.*

**C. Resolution 2014-14 – Approving Projects to be Submitted to the Statewide Congestion Mitigation/Air Quality (CMAQ) Funding Program.**

**Mr. Botosan** presented Attachment 6C and referred to an attached table concerning the Statewide Funding Program - AMATS Project Priorities 2014.

**Motion**

*David White made a motion to approve Resolution 2014-14 and it was seconded by Glenn Broska. The motion was approved by a voice vote.*

**D. Resolution 2014-15 – Approving Amendment #15 to the Transportation Improvement Program FY 2014-2017 to add three new projects, combine two projects into one, and revise the funding or schedule to eight existing projects.**

**Mr. Pulay** presented Attachment 6D.

**Motion**

*Frank Hairston made a motion to approve Resolution 2014-15 and it was seconded by Chris Papp. The motion was approved by a voice vote.*

**VII. Other Business**

**A. Formation of 2015 Nominating Committee**

**Chairman Olson** announced the need to form a Nominating Committee to present a slate of officers to lead the TAC in 2015. **David Gasper** and **Bob Finney** volunteered to serve on the committee along with the chairman.

**B. Discussion Regarding Meeting Location**

**Mr. Segedy** asked for the members' opinions regarding the current meeting location of the Quaker Square Inn. The members briefly discussed this topic.

**VIII. Adjournment**

**Motion**

*John Trew made a motion to adjourn and it was seconded by Frank Hairston. The motion was approved by a voice vote.*

The next regularly scheduled TAC meeting will be at **1:30 p.m.** on **Thursday, December 11, 2014** in **Grand Ballroom B** of the **Quaker Square Inn** located at **135 South Broadway in Akron.**

**AMATS TECHNICAL ADVISORY COMMITTEE  
2014 ATTENDANCE**

	<b>Jan 23</b>	<b>Mar 13</b>	<b>May 8</b>	<b>July 17</b>	<b>Sept 18</b>	<b>Dec 11</b>
<b>M Denotes Member Present</b>						
<b>A Denotes Alternate Present</b>						
<b>AKRON ENGINEERING BUREAU</b> - Michael J. Teodecki (DiFiore)	M	M			M	
<b>AKRON PLANNING DEPT.</b> - Mark Moore (Tomic)						
<b>AKRON TRAFFIC ENGINEERING</b> - Dave Gasper (Davis)	M	M	M		M	
<b>AURORA</b> - John E. Trew	M	M	M		M	
<b>BARBERTON</b> - Elwood Palmer (Stefan) (Keltyka)						
<b>CUYAHOGA FALLS</b> - Fred Guerra (Sugar)		M			M	
<b>CUYAHOGA FALLS</b> - Tony V. Demasi (Marko)	M	A	M		M	
<b>DOYLESTOWN</b> - Eng. Assoc. - Ronny Portz						
<b>FAIRLAWN</b> - Nicholas Spagnuolo (Staten)						
<b>GREEN</b> - Wayne Wiethe (Lingenfelter)	M	M			M	
<b>GREEN</b> - Paul Pickett (Schemansky)						
<b>HUDSON</b> - Chris Papp (Sheridan)	M	M	M		M	
<b>HUDSON</b> - Greg Hannan (Kosco)		M	M		M	
<b>KENT</b> - Eugene Roberts						
<b>KENT</b> - Jim Bowling (Giaquinto)	M	A	M		M	
<b>LAKEMORE</b> – Mayor Rick Justice (Fast)						
<b>MACEDONIA</b> - Michael Hlad (Darwish)						
<b>METRO</b> - Kris Liljeblad (Bacon)	M		A			
<b>MOGADORE</b> – Vacant						
<b>MUNROE FALLS</b> – Vacant						
<b>NEFCO</b> - Joe Hadley (Chinn-Levy)			A			
<b>NEW FRANKLIN</b> - Jeff Olson (Kepler)	M	M			M	
<b>NORTHFIELD</b> - Richard S. Wasosky		M	M		M	
<b>NORTON</b> - David White	M	M	M		M	
<b>ODOT</b> - Steve Rebillot (Bruner) (Kinnick)	M	M	M		M	
<b>PARTA</b> – Claudia Amrhein (Smith) (Hairston)	A		A		A	
<b>PORTAGE COUNTY ENGINEER</b> - Michael Marozzi (Zumbo)						
<b>PORTAGE CO. REG. PLANNING COMM.</b> - Todd Peetz (James)(McGee)	A	A			A	
<b>PORTAGE COUNTY SMALL VILLAGES</b> – Vacant						
<b>PORTAGE COUNTY TOWNSHIP ASSOC</b> – Gibson (Kovacich)		A	M		M	
<b>RAVENNA</b> - Bob Finney (Jeffers)		M	M		M	
<b>RICHFIELD</b> - Brian Frantz (Baker)	M	M			M	
<b>RITTMAN</b> – Larry Boggs						
<b>SILVER LAKE</b> – John Tutak						
<b>STOW</b> – James McCleary (Donovan)	M	M	M		M	
<b>STOW</b> – Sheila Rayman (Kurtz)	M	M	M			
<b>STREETSBORO</b> – John H. Cieszkowski, Jr. (Broska)	M	A	A		A	
<b>SUMMIT CO. COMM. &amp; ECON. DEV.</b> - Dennis Tubbs (Krauss)		M	M			
<b>SUMMIT COUNTY ENGINEER</b> - Alan Brubaker (Fulton) (Paradise)	A	A	A			
<b>SUMMIT COUNTY SMALL VILLAGES</b> - Mayor Bill Goncy	M	M				
<b>SUMMIT COUNTY TOWNSHIP ASSOC.</b> - Richard Reville (Funk)	A	A			A	
<b>TALLMADGE</b> - Pat Sauner	M	M				
<b>TWINSBURG</b> - Dan Moczadlo (Mohr)						
<b>WINDHAM</b> - Mayor Robert Donham						

\* Richard Enty attended as METRO representative.

**AMATS TECHNICAL ADVISORY COMMITTEE  
2014 ATTENDANCE**

**M Denotes Member Present**  
**A Denotes Alternate Present**

**Jan   Mar   May   July   Sept   Dec**  
**23   13   8   17   18   11**

**NON-VOTING MEMBERS**

**AKRON CANTON AIRPORT** - Rick McQueen

**AKRON REG. AIR QUALITY MGT. DISTRICT** – Sam Rubens

M   M

**AMATS** - Jason Segedy

M   M   M   M

**CUYAHOGA VALLEY NATIONAL PARK** - Rob Bobel

**ENVIRONMENTAL COMMUNITY REP.** - Kurt Princic

**GREATER AKRON CHAMBER** - Gregg Cramer (West)

**OHIO TURNPIKE COMMISSION** – Anthony Yacobucci

**PORTAGE COUNTY PORT AUTHORITY** – Vacant

**PORTAGE PARK DISTRICT** - Chris Craycroft

M   M

**PRIVATE TRANSPORTATION PROVIDER (CYC)** – Deb Stolfo

A

**RAILROAD INDUSTRY REP.** - William A. Callison

**SUMMIT COUNTY PORT AUTHORITY** – Vacant

**SUMMIT METRO PARKS** – Mark Szeremet (Hauber)

M   M   M

**TRUCKING INDUSTRY** – Vacant

**OBSERVERS AND STAFF MEMBERS PRESENT**

**NAME**

**REPRESENTING**

Ms. Terry Fercana

Environmental Design Group

Mr. Tom Likavek

LJB, Inc.

Mr. Mark Posten

City Yellow Cab

Mr. Kevin Westbrook

URS

Mr. Victor Botosan

AMATS

Mr. Seth Bush

AMATS

Ms. Liz Denholm

AMATS

Mr. Jeff Gardner

AMATS

Mr. Kerry Prater

AMATS

Mr. Dave Pulay

AMATS

Ms. Heather Davis-Reidl

AMATS

**Akron Metropolitan Area Transportation Study  
Citizens Involvement Committee  
Thursday, September 18, 2014 – 6:30 p.m.**

**Minutes of Meeting**

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at [www.amatsplanning.org/category/podcasts/](http://www.amatsplanning.org/category/podcasts/).

**Attendees:**

Dustin J. Baker, Member  
Joel Helms, Member  
William J. Maki, Member  
Rick Stockburger, Member

**Staff:**

Victor Botosan, TIP Coordinator  
Seth Bush, GIS Coordinator  
Nate Brugler, Transit Planner

Heather Davis Reidl, Mobility Planner  
Gene Paczelt, Transportation Engineer  
Dave Pulay, Transportation Engineer

**I. Call to Order**

**Heather Davis Reidl** called the meeting to order. The attending members constituted a quorum.

**II. Minutes – Motion Required**

**A. Approval of Minutes**

Members were asked to approve the minutes of the July 17, 2014 meeting.

**Motion**

***William J. Maki*** made a motion to approve the minutes and it was seconded by ***Dustin J. Baker***. The motion was approved by a voice vote.

**III. Staff Reports**

**A. Technical Progress Report**

The Staff and committee members present introduced themselves.

The Staff has prepared a draft Mid-Block Crossing Analysis, which should be ready for presentation during the TAC's December meeting.

**Ms. Davis Reidl** said that the 2014 AMATS Annual Meeting is scheduled for October 17.

A Better Block Project is planned for the North Hill Temple Square area of Akron. **Ms. Davis Reidl** described the purpose of Better Block-type projects.

Congress recently approved legislation to keep the Highway Trust Fund solvent through May 2015. This legislation continues the practice of borrowing revenue from the Federal General Fund to support the Highway Trust Fund.

There was discussion regarding the use of the Pavement Condition Index (PCI) versus Pavement Condition Ratings (PCRs).

#### **IV. Old Business**

##### **A. CIC Bylaws Discussion**

**Ms. Davis Reidl** presented the AMATS Citizens Involvement Committee Proposed Mission Statement. **Ms. Davis Reidl** summarized the work of the CIC Bylaws Committee.

##### **Motion**

***Dustin J. Baker** made a motion to approve the AMATS Citizens Involvement Committee Proposed Mission Statement and it was seconded by **William J. Maki**. The motion was approved by a voice vote.*

There was discussion regarding the necessity for *Robert's Rules of Order* during CIC meetings. The members agreed to discuss the issue further during the next meeting of the CIC Bylaws Committee.

#### **V. New Business**

##### **A. 2011-2013 Traffic Crash Technical Memorandum.**

**David Pulay** presented Attachment 5A.

Noting that Martin Luther King Jr. Boulevard (State Route 59) was ranked highly in Tables 1 and 2, **Mr. Baker** asked for additional information regarding proposed projects for the area. **Mr. Pulay** said that planned improvements are intended to create a safer area of transition from a freeway to a street. There was discussion regarding various safety improvement projects.

**Rick Stockburger** praised the Staff for compiling bicycle and pedestrian crash data. **Mr. Stockburger** made several suggestions regarding the analysis' *Ages of Bike Riders Involved* section to more accurately represent the ages of bike riders involved in crashes.



**Motion**

*Dustin J. Baker made a motion to recommend that the Policy Committee approve the 2011-2013 Traffic Crash Technical Memorandum and it was seconded by Rick Stockburger. The motion was approved by a voice vote.*

**VI. Resolutions**

**Motion**

*Dustin J. Baker made a motion to recommend that the Policy Committee approve Resolutions 2014-12, 2014-13, 2014-14 and 2014-15 and it was seconded by Rick Stockburger.*

There was discussion regarding Mr. Maki's concerns regarding slide repairs as stated in a September 15, 2014 email to AMATS.

*The motion was approved by a voice vote.*

**VII. Other Business**

**A. Formation of 2015 Nominating Committee**

**Ms. Davis Reidl** explained that the CIC needs two volunteers to serve with the CIC Chairperson on the 2015 Nominating Committee, which will present a slate of officers to lead the committee in 2015. **Messrs. Maki** and **Stockburger** agreed to serve on the committee. **Ms. Davis Reidl** said that the officer nominations would be presented during the CIC's December meeting for a vote by the committee.

**B. Mr. Maki** reminded the committee members that there is no regularly scheduled CIC meeting in October due to the AMATS Annual Meeting on Oct. 17 at the Sheraton Suites Akron Cuyahoga Falls.

**VIII. Adjournment**

The next meeting of the CIC will be **6:30 p.m.** on **Thursday, December 11.**

**Motion**

*William J. Maki made a motion to adjourn the meeting and it was seconded by Dustin J. Baker. The motion was approved by a voice vote.*

**AMATS CITIZENS INVOLVEMENT COMMITTEE  
2014 ATTENDANCE**

<b>M Denotes Member Present</b>	<b>Jan.</b>	<b>March</b>	<b>May</b>	<b>July</b>	<b>Sept.</b>	<b>Dec.</b>
<b>A Denotes Alternate Present</b>	<b>23</b>	<b>13</b>	<b>8</b>	<b>17</b>	<b>18</b>	<b>11</b>
<b>Member</b> (Representing)						
<b>Doug Anderson</b> (Peninsula)						
<b>Roger Bacon</b> (METRO)						
<b>Dustin J. Baker</b>	M	M	M	M	M	
<b>Paul Baker</b> (Cuyahoga Falls)	M					
<b>Tom Boley</b> (Norton)	M	M	M			
<b>Audrey Cielinski-Kessler</b> (Portage Commissioners)	M		M			
<b>Angelo L. Coletta</b>						
<b>John Conklin</b> (Norton)						
<b>Donald Dieterich</b> (Silver Lake)						
<b>Gary Endres</b> (Barberton)						
<b>Bill Goney</b> (Boston Heights)						
<b>Joel Helms</b>			M		M	
<b>Al Kalish</b> (Macedonia)						
<b>Alex D. Kelemen</b> (Hudson)			M			
<b>David Kish</b> (Summit Executive)	M	M				
<b>Tim Lassar</b> (PARTA)				M		
<b>Denise Longstreth</b> (Alternate – Summit Engineer)						
<b>Bill Maki</b>	M	M	M	M	M	
<b>D. H. Mangold</b>	M			M		
<b>Dan Marshall</b> (Doylestown)						
<b>Michael A. Ondecker</b>	M		M	M		
<b>Aaron Snopek</b>						
<b>Rick Stockburger</b> (Akron)		M	M		M	
<b>Dennis Stoffer</b> (Alternate – Norton)						
<b>Heidi Swindell</b> (Summit Engineer)		M				
<b>Roger Temple</b> (Boston Heights)						
<b>Richard Wasosky</b> (Northfield Village)						
<b>Marie Whaley</b> (Kent)						
<b>Fred Wise</b>	M	M				

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

**M E M O R A N D U M**

**TO:** Policy Committee  
Technical Advisory Committee  
Citizens Involvement Committee

**FROM:** AMATS Staff

**RE:** AMATS Federal Funds Report

**DATE:** December 3, 2014

FY 2014 Ending Balance

As previously discussed, ODOT established the *MPO Program Carryover Reduction Policy* in 2012 to reduce the amount of funds MPOs were carrying over from one fiscal year to the next. Certain thresholds were set for each of the funding programs managed by the MPOs.

For FY 2014, AMATS was one of three MPOs in Ohio that successfully carried forward less funding than the established thresholds. The remaining Ohio MPOs that exceeded the thresholds had their funds recalled. These recalled funds were redistributed to the MPOs that met the policy. This redistribution amounted to an additional \$580,000 to AMATS.

We would like to thank our project sponsors and ODOT District 4 for the effort put forth to deliver this past fiscal year's program of projects funded by AMATS. Our collective efforts have truly made a difference with a positive impact on the region.

Pavement Condition Rating (PCR) Update

As you may recall, ODOT has resumed collecting PCR data on the federal-aid roadway system as they have in the past. Prior to ODOT resuming data collection, the AMATS area, led by the Summit County Engineers Office, initiated an effort to collect its own PCR data without ODOT's involvement.

The Summit County Engineers Office sent out a letter to all jurisdictions in the AMATS area to gauge the level of interest in moving forward with a regional PCR data collection program. Based upon the number of responses, there was little interest in proceeding with a region-wide PCR initiative. So at this point in time, AMATS will not be formally involved with this effort.

The Summit County Engineers Office is still moving forward with collecting PCR data. Any community is welcome to join their contract to reduce individual costs.

#### Statewide CMAQ Funding Program for Ohio MPOs

Eleven projects from the AMATS area were submitted for funding under the new Statewide CMAQ funding program. In September, the Policy Committee approved and submitted a prioritized list of these projects to the statewide CMAQ Committee for consideration.

The statewide CMAQ Committee evaluated and ranked all projects submitted from around the state and has issued a draft list of projects to be awarded funding. The top three prioritized projects from the AMATS area are included in this draft list. Please see the attached table.

Final project funding approvals with their programmed year are expected by the end of December. AMATS Policy Committee action to formally add these projects to the TIP will be requested in January.

#### New TIP for Fiscal Years 2016-2019

The Staff has begun the process of developing the update to the Transportation Improvement Program. The TIP will include all federally funded projects scheduled for implementation in fiscal years 2016 through 2019. A first draft of the list of projects will be prepared for the January Committee meetings for approval. A second draft will be completed and a public involvement period will follow. The final version of the complete TIP document will be presented for approval in May 2015.

# Statewide CMAQ Funding Program

## AMATS Project Priorities 2014

NO	SPONSOR	PROJECT	LOCATION & TERMINI	DESCRIPTION	TOTAL PROJECT COST	CMAQ FUNDS REQUESTED				TOTAL SCORE
						PE	ROW	CONST	TOTAL	
AM-1	Portage Co Eng	Tallmadge Road Improvement	CR-18 and I-76	Elimination or relocation of poorly aligned intersections, reconfigure interchange with I-76, interconnect traffic signals	\$9,638,888	\$0	\$500,000	\$3,000,000	\$3,500,000	52
AM-2	METRO/PARTA	Great Transit CNG Bus Buy of 2018/19	n/a	Transit bus replacement	\$8,600,000	\$0	\$0	\$6,880,000	\$6,880,000	45
AM-3	Streetsboro	City Wide Signal Upgrade	City-wide	Signal upgrade with fiber interconnection, upgrade central control equipment, emergency pre-emption	\$5,120,000	\$312,000	\$118,000	\$2,596,000	\$3,026,000	31
AM-4	Macedonia	City Wide Signal Upgrade	City-wide	Signal upgrade with interconnection and coordination where possible, emergency pre-emption	\$3,599,000	\$235,410	\$177,000	\$1,711,000	\$2,123,410	28
AM-5	Macedonia	Highland Rd/Valleyview Rd Improvement	Valleyview Rd/E Highland Rd Intersection	Intersection improvement by adding left turn lanes	\$960,000	\$56,050	\$38,350	\$472,000	\$566,400	23
AM-6	Akron	Exchange St Signal Coordination	Main St to Fountain St	Coordinated signal system, multi-use lane, crosswalk improvements, medians and fencing	\$5,241,000	\$0	\$320,000	\$3,552,800	\$3,872,800	23
AM-7	Akron	Darrow Rd Signal Coordination	Gilchrist Rd to Eastwood Ave	Coordinated signal system, ADA accessible equipment and ramps	\$1,230,000	\$0	\$0	\$864,000	\$864,000	21
AM-8	Akron	Waterloo Rd Signal Coordination	Main St to Arlington St	Coordinated signal system, new sidewalk, ADA accessible equipment and ramps	\$2,250,000	\$0	\$80,000	\$1,600,000	\$1,680,000	21
AM-9	Streetsboro	Frost Road (Phase 2)	I-480- and SR-43	Construct center two way left turn lane	\$5,142,000	\$0	\$400,000	\$3,080,000	\$3,480,000	21
AM-10	New Franklin	Signals Upgrade	SR-93 and SR-619/State St Intersection	Signal upgrade, center two way left turn lane	\$2,995,500	\$273,340	\$79,000	\$2,014,105	\$2,366,445	20
AM-11	ODOT	Statewide Managed Lanes Study		Study to assess Active Traffic Demand Management strategies to reduce congestion and emissions in worst areas of the state	\$2,000,000	\$1,600,000	\$0	\$0	\$1,600,000	0

Total Requested \$29,959,055

## Funding Program and Balances

ODOT PID	PROJECT NAME	SPONSOR	PHASE	FY 2015	Quarter	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Funding Source
95257	Air Quality Advocacy Program FY 2015	AMATS		\$48,000	1						CMAQ
90474	Rideshare Program FY 2015	AMATS		\$40,000	1						CMAQ
	Loan return to KYOVA	AMATS		-\$403,232	1						CMAQ
	Loan return form LACRPC	AMATS		-\$630,000	1						CMAQ
	Loan return from MORPC	AMATS		-\$4,100,000	1						CMAQ
	Loan to OKI	AMATS		\$413,250	1						CMAQ
94282	North Chestnut St sidewalks	Ravenna	(P) & C	\$10,691	1						TAP
88529	Towpath Trail - Park East	Akron	C	\$42,166	1						TAP
81605	State Rd	Cuy Falls	C	\$21,689	1						STP
88552	Towpath Trail - Northside Train Station Connector	Akron	C	\$40,997	1						TAP
86938	SR 93 pavement repairs/ramps	New Franklin	C	\$25,000	1						STP
85076	Cleveland-Massillon Rd Ph 1	Norton	R & (C)	\$142,600	1						STP
96672	SR 261 pavement repairs/ramps	Tallmadge	C	\$40,000	1						STP
92707	Highland Ave/Diamond St resurfacing	Ravenna	C	\$136,505	2						STP
98362	Robinson Ave resurfacing	Barberton	C	\$413,561	2						STP
84397	Seiberling Way Ph 1	Akron	P(R)(C)	\$265,354	2						STP
84399	SUM-Massillon Road	Akron	(R) & C	\$9,844	2						STP
93760	Liberty Rd Trail	Twinsburg	(P)R(C)	\$13,800	2						TAP
93760	Liberty Rd Trail	Twinsburg	P(R)(C)	\$37,882	2						TAP
92677	Ravenna St Resurfacing	Hudson	C	\$15,561	2						STP
93444	SR 91 (North Ave)	Tallmadge	R & (C)	\$325,000	2						CMAQ
93444	SR 91 (North Ave)	Tallmadge	R & (C)	\$393,576	2						STP
88548	SR 91/Prospect St	Hudson	R & (C)	\$92,000	3						STP
93822	SR 91 (Darrow Rd)	Hudson	R & (C)		2		\$89,056				STP
84397	Seiberling Way Ph 1	Akron	(P)R(C)	\$1,029,600	2						STP
95566	Seiberling Way Demolition	Akron	C	\$470,400	4						STP
93825	Hiram Village sidewalks	Hiram	(P) & C	\$34,812	3						TAP
93452	SR 91/Norton Rd	Hudson	R & (C)	\$165,600	4						STP
81656	SR 82-4.65	Macedonia	(R) & C	\$4,043,400	3						STP
86840	SR 57 pavement repairs	Rittman	C	\$31,000	3						STP
88528	Arlington Rd	Summit Co Eng	R & (C)	\$184,000	4						CMAQ
88548	SR 91/Prospect St	Hudson	(R) & C	\$669,760	4						STP
93820	SR 91 (North Main - downtown)	Hudson	R & (C)	\$41,400	4						STP
78278	SR 14/SR 59	ODOT	C	\$3,000,000	4						STP
94287	Cleveland Rd resurfacing	Ravenna	C	\$256,680	4						STP
85078	SR 91- phase 1 (Darrow Rd)	Twinsburg	(R) & C	\$4,494,292	4						STP
86954	SR 91 pavement repairs/ramps	Twinsburg	C	\$25,000	4						STP
93760	Liberty Rd Trail	Twinsburg	(P)(R)C	\$380,765	4						TAP
95258	Air Quality Advocacy Program FY 2016	AMATS				\$48,000					CMAQ
95255	Rideshare Program FY 2016	AMATS				\$40,000					CMAQ
	Loan return from OKI	AMATS				-\$1,403,910					CMAQ
	Loan return from OKI	AMATS				-\$413,250					CMAQ
88968	SR 162-Copley Rd signals	Akron	C			\$2,100,000					CMAQ
88990	W. Exchange St/Cedar St signals	Akron	C			\$2,400,000					CMAQ
88990	W. Exchange St/Cedar St signals	Akron	C			\$1,424,800					STP
93433	Canton Rd/East Market St	Akron	R & (C)				\$400,000				CMAQ
93435	West/East Market St signals	Akron	C			\$1,120,000					CMAQ

AMATS TRANSPORTATION IMPROVEMENT PROGRAM											
Funding Program and Balances											
December 1, 2014											
ODOT PID	PROJECT NAME	SPONSOR	PHASE	FY 2015	Quarter	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Funding Source
97832	Air Quality Advocacy Program	AMATS						\$70,000			CMAQ
97829	Rideshare Program	AMATS						\$50,000			CMAQ
90415	SR 241 (Massillon Rd)	Green	(R) & C					\$3,520,000			STP
97833	Air Quality Advocacy Program	AMATS							\$70,000		CMAQ
97830	Rideshare Program	AMATS							\$60,000		CMAQ
	Moore Rd sidewalks	Green	C						\$500,000		TAP
97856	Veterans Trail-Ph 1	Hudson	C						\$500,000		TAP
97855	Freedom Secondary Trail-Ph 3	MetroParks	C						\$500,000		TAP
97834	Air Quality Advocacy Program	AMATS								\$80,000	CMAQ
97831	Rideshare Program	AMATS								\$60,000	CMAQ
	Raber Rd sidewalks	Green	C							\$500,000	TAP
97706	Headwaters Trail-Hiram Extension Ph 2	Portage Co Eng	C							\$500,000	TAP
97864	Springdale Rd bike lanes	Stow	C			\$266,519					TAP
89113	Canton Rd/US 224	Summit Co Eng	C							\$2,233,929	STP
	Canton Rd sidewalks	Summit Co Eng	R & (C)			\$80,000					TAP
	Canton Rd sidewalks	Summit Co Eng	(R) & C				\$224,000				TAP
P = preliminary engineering				TOTAL ANNUAL EXPENDITURES		\$12,630,353	\$43,392,330	\$21,267,249	\$11,222,400	\$1,630,000	\$3,373,929
R = right-of-way											
C = construction											
Annual Allocations for				CARRY OVER BALANCE		\$9,306,199	\$13,049,969	-\$14,598,238	-\$20,121,364	-\$20,603,543	-\$11,493,322
				STP/CMAQ/TEP		\$16,374,123	\$15,744,123	\$15,744,123	\$10,740,221	\$10,740,221	\$10,740,221
				TOTAL FUNDS AVAILABLE		\$25,680,322	\$28,794,092	\$1,145,885	-\$9,381,143	-\$9,863,322	-\$753,101
				BALANCE		\$13,049,969	-\$14,598,238	-\$20,121,364	-\$20,603,543	-\$11,493,322	-\$4,127,030

## **AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

### **M E M O R A N D U M**

**TO:** Policy Committee  
Technical Advisory Committee  
Citizens Involvement Committee

**FROM:** AMATS Staff

**RE:** District-Wide School Travel Plan for Akron Public Schools

**DATE:** December 3, 2014

In 2013, the City of Akron was approved for a district-wide Safe Routes to School program as administered by the Ohio Department of Transportation (ODOT) that includes all 41 kindergarten through eighth grade (K-8) schools in the Akron Public School System. A *School Travel Plan* (STP) has been completed, which is a requirement of the program in order to be eligible for infrastructure improvements. AMATS provided \$100,000 in Transportation Alternatives Program (TAP) funding, with a local match of \$25,000, in addition to ODOT contributing \$125,000 toward this plan.

The Akron STP is one of the first district-wide STPs for a large school district in Ohio as well as one of the first nationwide. It was created through a team-based approach in cooperation with ODOT, Akron Public Schools, City of Akron, AMATS, the University of Akron, and staff members from other agencies and organizations in identifying both barriers to active transportation and a set of solutions to address them using the 5 Es: Engineering, Education, Enforcement, Encouragement, and Evaluation. The existing walking and bicycling conditions throughout the Akron Public School district focuses along priority corridors within a one-mile radius of each school and were evaluated through planning team input, principal surveys, parent surveys, student travel tallies, and walk audits.

The purpose of the Akron Safe Routes to School Program are:

1. To enable and encourage children, including those with disabilities, to walk and bicycle to school by improving conditions.
2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.



3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution within two miles of each K-8 school in the Akron Public School System.

### **Action Plan**

The Action Plan identifies infrastructure and non-infrastructure countermeasures related to the priority, timeframe, and responsible party of each countermeasure using a prioritization matrix based on pedestrian and bicycle potential, pedestrian and bicycle deficiencies, support, school demographics and feasibility including cost. The Action Plan includes school and city policy-related countermeasures, non-infrastructure countermeasures, and location-specific infrastructure countermeasures.

The Staff requests a motion for approval to endorse the Akron Public Schools District-Wide Travel Plan as documentation of work completed. Once Akron's School Travel Plan has been approved, Akron may use it as an initial step in applying for Safe Routes to School funds through ODOT. The full report will be available on AMATS website.

# AKRON PUBLIC SCHOOLS

## DISTRICT-WIDE TRAVEL PLAN

### EXECUTIVE SUMMARY

November 2014



**OHIO SAFE ROUTES TO SCHOOL  
DISTRICT-WIDE TRAVEL PLAN**



# EXECUTIVE SUMMARY

## *Ohio's Safe Routes to School Program*

The Ohio Safe Routes to School (SRTS) program is funded by the Federal Highway Administration (FHWA) and administered by the Ohio Department of Transportation (ODOT). The program supports projects and programs that enable and encourage walking and bicycling to and from school. A School Travel Plan (STP) is the written document that outlines a community's intentions for enabling students to engage in active transportation (i.e. walking or bicycling) as they travel to and from school. It is a requirement for funding requests made through the ODOT SRTS program. The STP is created by a team and involves key community stakeholders in identifying both barriers to active transportation and a set of solutions to address them using the five Es: Engineering, Education, Enforcement, Encouragement, and Evaluation.

## *Akron Public Schools*

The Akron Public School (APS) district covers approximately 52 square miles and is located predominately within City of Akron. As of 2014, APS included 54 total schools with an enrollment just over 21,000 students. The district includes 42 schools that serve students ranging from kindergarten to 8<sup>th</sup> grade, which is the focus of the Federal SRTS Program. They are as follows:



- Akron Alternative Academy
- Akron Opportunity Center
- Barber CLC
- Bettes
- Betty Jane CLC
- Bridges Learning Center
- Case
- Crouse CLC
- David Hill CLC
- East CLC
- Findley CLC
- Firestone Park
- Forest Hill CLC
- Glover CLC
- Harris
- Hatton CLC
- Helen E. Arnold CLC
- Henry L. Robinson CLC
- Hyre CLC
- Innes CLC
- Jennings CLC
- John R. Buchtel CLC
- Judith A. Resnik CLC
- Kent (Roswell Kent)
- King
- Lawndale
- Leggett CLC
- Litchfield
- Mason CLC
- McEbright CLC
- Miller South School for the Visual and Performing Arts
- NIHF STEM
- Pfeiffer
- Portage Path CLC
- Rimer CLC

- Ritzman CLC
- Sam Salem CLC
- Schumacher CLC
- Seiberling
- Smith
- Voris CLC
- Windemere CLC

### ***Initial School Travel Plan Development***

In 2013, a local SRTS Planning Team was established to help with the plan development that included two co-SRTS Coordinators along with representatives from APS staff, the City of Akron, Akron Metropolitan Area Transportation Study (AMATS), and various other local organizations. Together, the local SRTS team and ODOT evaluated the existing walking and bicycling conditions throughout the APS district via a number of different means including: Planning Team input, principal input, parent input, and walk audits. Meetings held with the Planning Team identified the following general goals and objectives for the project and the following vision statement:

The Akron Safe Routes to School program, working with Akron Public Schools, strives to establish a world-class, student-focused community-based learning system and to create a community that supports and enhances safe walking and biking to school by focusing on equity through engineering, enforcement, evaluation, education and encouragement.



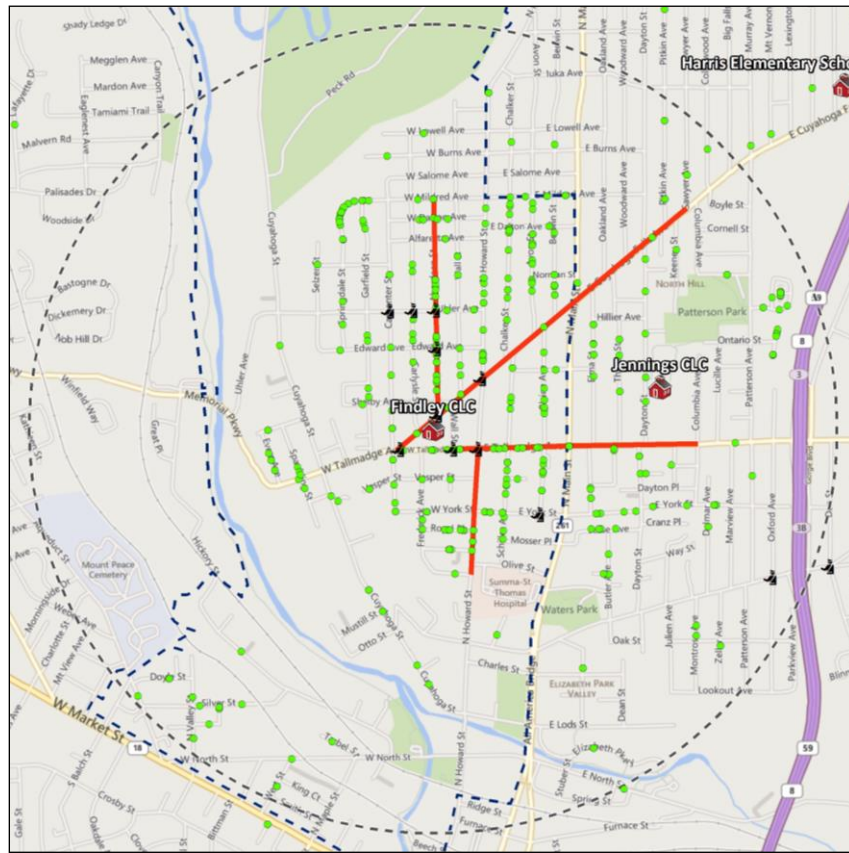
- Go Safe Here.
- Go Safe There.
- Go Safe Everywhere.

Principal and parent input were gathered through online and paper surveys. Walk audits were conducted at 13 APS schools in late 2013 with the consultant team so the local SRTS Planning Team and ODOT could see firsthand the existing barriers to walking and biking at these schools. The remaining 29 schools walk audits were overseen by members of the Planning Team in early 2014.

### ***Priority Corridors***

Due to the physical size of the district and the number of schools covered by this plan, the location-specific issues and countermeasures are focused along “priority corridors.” Priority corridors are defined as routes where a significant number of students are currently walking and biking, or where they could potentially walk and bike. The study team identified the priority corridors within one mile of each school by analyzing school addresses, student addresses, the presence of sidewalks, and the presence of signalized crossing locations within a geographic information system (GIS) template. An example of a map showing the priority corridors that were developed for each school is shown in **Figure 1**.

Figure 1: Priority Corridors Mapping for Bettes Elementary



### General Countermeasures (Recommendations)

Since Akron's STP is a district-wide plan, many of the policy, non-infrastructure, and infrastructure countermeasures recommended do not directly relate to a specific location. Therefore, those countermeasures have been grouped together based on the issues they address, such as:

- **Support for SRTS** – This includes the plans, policies, procedures, and involvement of stakeholders.
  - *City Support for SRTS* – These countermeasures facilitate city support for SRTS through such means as getting backing from government agencies, as well as through concurrence with the existing plans and programs.
  - *School District Support for SRTS* – These countermeasures help maintain and increase the district's support for safe walking and bicycling to school by aligning policies, procedures, and practices at the district level to support SRTS programs.
  - *Local School Support for SRTS* – These countermeasures help maintain support for existing SRTS programs and also help expand support to additional schools.





- *Parent/Caregiver Support for SRTS* – These countermeasures help maintain and build upon the existing SRTS activities supported by parents and caregivers.
- **Student Safety and Comfort** – This includes the safety and comfort of students as they walk and bicycle to school.
  - *Pedestrian and Bicycle Safety Education* – These countermeasures help to create, maintain and expand pedestrian and bicycle safety education programs throughout the district through both educational and encouragement programs and activities.
  - *On-Campus Pedestrian and Bicycle Accommodations* – These countermeasures help to ensure proper pedestrian and bicycle accommodations at APS schools by providing crosswalks, sidewalks, and other infrastructure countermeasures.
  - *Driver Awareness of School Zones* – These countermeasures help to increase awareness of schools zones through such engineering and educational means as improving school zone signage and markings as well as educating drivers about school zones.
  - *Driver Behaviors* – These countermeasures help encourage and enforce safe driver behaviors around APS schools through the use of education and enforcement activities as well as with some engineering countermeasures.
  - *Volume of Vehicular Traffic along Student Walking and Biking Routes* – These countermeasures help reduce traffic volumes along student walking and biking routes through encouragement programs.
  - *Student Safety and Comfort at Intersections and Crossings* – These countermeasures help create safer and more accessible crossings through education, enforcement, and engineering means including reducing crossing distances, using appropriate traffic controls, and educating pedestrians and bicyclists about how to properly cross a street.
  - *Student Safety and Comfort along the School Route* – These countermeasures help create safe, convenient, and accessible routes to school by using educational programs as well as engineering countermeasures.
  - *Arrival and Dismissal Procedures* – These countermeasures help improve arrival and dismissal processes by addressing specific issues at schools with educational, encouragement, and enforcement activities.
  - *Adult Supervision* – These countermeasures help initiate, organize, and implement adult-led walking and biking groups to and from APS schools with educational and encouragement activities.



- *Personal Security* – These countermeasures are aimed at alleviating parents’ concerns and improving personal security for students as they walk or bike to school through educational and encouragement activities.
- **SRTS Program Sustainability** – Discusses sustaining the SRTS Planning Team and the overall implementation of the countermeasures.

### **Action Plan**

The Akron STP Action Plan allows the SRTS Planning Team to focus on countermeasures that are important and feasible within the short term, consider the details of who is going to be involved, and how and when these activities might occur. The final Action Plan includes all of the information related to the priority, timeframe, and responsible party of each countermeasure. It should be noted that the Akron SRTS Planning Team prioritized the recommended school/city policy countermeasures and non-



infrastructure countermeasures based on criteria including feasibility and concurrence with the identified goals and objectives for this STP. Infrastructure countermeasures were prioritized using a prioritization matrix that was developed based on factors related to: pedestrian and bicycle potential, pedestrian and bicycle deficiencies, support, school demographics, and feasibility (including cost). Overall, the Action Plan is broken down into three sections:

- **School and City Policy-related Countermeasures** – Including 23 items related to School District Support, City Support, Student Safety and Comfort, and SRTS Program Sustainability.
- **Non-infrastructure Countermeasures** – Including 81 items related to Pedestrian and Bicycle Safety Education, Driver Behaviors, Personal Security, Adult Supervision, Arrival and Dismissal Procedures, Student Safety and Comfort, and several other general countermeasures.
- **Infrastructure Countermeasures** – Including 178 location-specific countermeasures located along the identified Priority Corridors. These countermeasures directly benefit 39 of Akron’s 42 K-8 schools.

### **Final District-wide School Travel Plan for Akron**

The Akron STP is one of the first district-wide STPs for a large school district in Ohio as well as one of the first nationwide. By completing their STP, Akron Public Schools and the City of Akron now have a guiding document to help improve walking and bicycling conditions for students, including strategies for promoting and encouraging active transportation to and from school. This plan is a foundation for the district’s SRTS program. However, the plan can be updated and modified as need to comply with community values and goals.



## 6.0: ENDORSEMENTS

The goals of this STP and of the Akron SRTS Program are:

The Akron Safe Routes to School program, working with Akron Public Schools, strives to establish a world-class, student-focused community-based learning system and to create a community that supports and enhances safe walking and biking to school by focusing on equity through engineering, enforcement, evaluation, education and encouragement.

The Akron SRTS program has three goals:

- Go Safe Here.
- Go Safe There.
- Go Safe Everywhere.

The undersigned endorse these goals and pledge support for this STP and the Akron SRTS Program.

Name	Organization	Signature
<b>David W. James</b>	Superintendent, Akron Public Schools	
<b>Lisa Mansfield</b>	President, Akron Public Schools Board of Education	
<b>Don Plusquellic</b>	Mayor, City of Akron	
<b>Garry Moneypenny</b>	President, Akron City Council – Ward 10	
<b>Mayor David Kline</b>	Chair, AMATS Policy Committee	
<b>Jason Segedy</b>	Director, AMATS	
<b>Andrew Davis</b>	Coordinator, Akron SRTS	



**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

**M E M O R A N D U M**

**TO:** Policy Committee  
Technical Advisory Committee  
Citizens Involvement Committee

**FROM:** AMATS Staff

**RE:** Adopting the AMATS Mid-Block Crossing Analysis

**DATE:** December 3, 2014

**Background**

To gain a better understanding of the issue of mid-block pedestrian crossings in our area, the staff has analyzed the entire AMATS region in an attempt to identify areas where mid-block pedestrian crossings are occurring or are very likely to occur. By identifying these areas, local communities can determine what improvements may lead to greater pedestrian safety at these locations.

The AMATS Mid-Block Crossing Analysis provides a brief background on pedestrian behavior and the land use and roadway development patterns that encourage mid-block pedestrian crossings. It then presents the methodology used to identify potential mid-block crossing locations throughout the region. As a result of the analysis, the report presents 41 potential mid-block crossing locations throughout the AMATS region. Finally, the report identifies a number of potential safety improvements that may be applied to mid-block crossing locations, and provides details as to the effectiveness of each solution.

The primary goal of the AMATS Mid-Block Crossing Analysis is to identify and catalog potential areas of concern. The recommendations found within may then be cross-referenced as new funding projects are submitted, and may be used to inform the larger regional planning process.

A draft version of the AMATS Mid-Block Crossing Analysis was sent electronically to all AMATS Technical Advisory Committee and Policy Committee members for review and comment. Comments were received by multiple members and have been incorporated into this version of the document.

A motion for approval is requested. The staff recommends approval.

# AMATS Mid-Block Crossing Analysis



December 2014

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# Introduction

Like any form of transportation, walking generates both positive and negative effects. On the positive side, walking provides great exercise, it allows one to experience and interact on a deeper level with the local community, it is free and in highly congested areas or for short trips, it can be the fastest way to arrive at one's destination. There are downsides too: walking exposes an individual to extreme weather conditions, it can be difficult for the elderly or those with disabilities, and perhaps most importantly, conflicts with motorists can make it downright dangerous.

To avoid some of the inconveniences associated with walking, pedestrians will often take the most direct route to their destination, regardless of whether the shortest route is completely legal or safe. For example, pedestrians in the middle of a long block who need to cross a street to get to the opposite side are unlikely to walk to the end of that block to cross at a legal, signalized intersection. More likely, they will instead cross the street directly in front of their intended destination – particularly those who are pressed for time, those who find walking particularly strenuous or anyone caught in the middle of a rain or snow storm.

As the transportation planning agency for the greater Akron region, the Akron Metropolitan Area Transportation Study (AMATS) is committed to partnering with our member communities to provide safe, comfortable and legal rights-of-way for pedestrians to reach their intended destinations. For this analysis, AMATS analyzed the entire region to identify locations at which mid-block pedestrian crossings are either common or very likely based on a number of factors (see *Methodology* section). The analysis will also identify several planning/engineering solutions to create safe, legal mid-block pedestrian crossings, and will identify the effectiveness of each of these solutions. By providing safe, convenient mid-block crossing locations, pedestrians are channeled to specific crossing points, minimizing random “darting” across busy streets and allowing motorists to be made more aware of their potential presence.

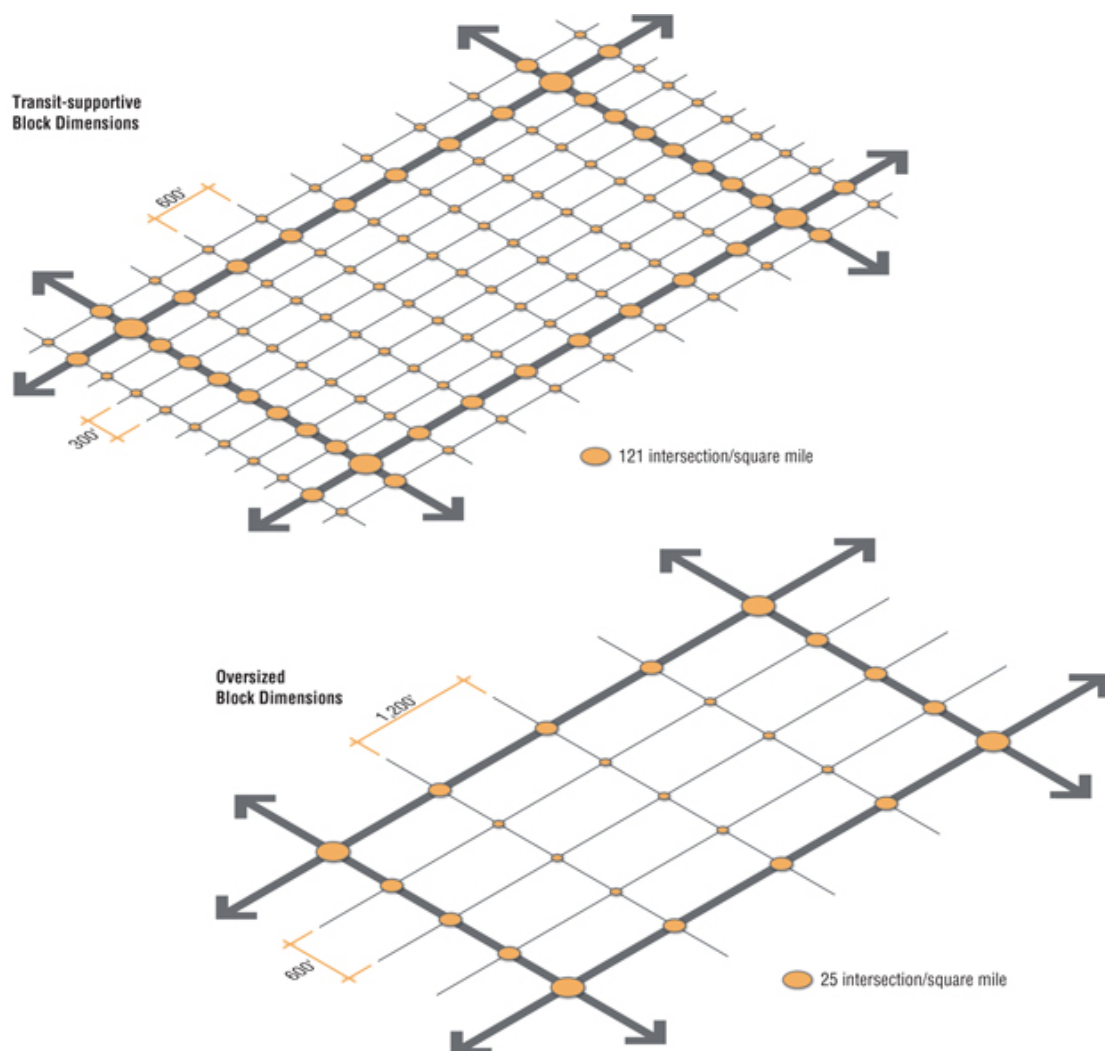
## Severity of the Problem

According to the *AMATS 2010-2012 Pedestrian Crashes* report, of the 459 total vehicle/pedestrian crashes in the AMATS area between 2010 and 2012, 20.3% occurred at mid-block locations. As one can imagine, pedestrian collisions with vehicles typically end in injury (86% of crashes) and sometimes death (11% of all crashes). The frequency and severity of mid-block pedestrian crashes is the primary purpose AMATS has undertaken this mid-block crossing analysis of our region.

## A Problem Compounded by Decentralization

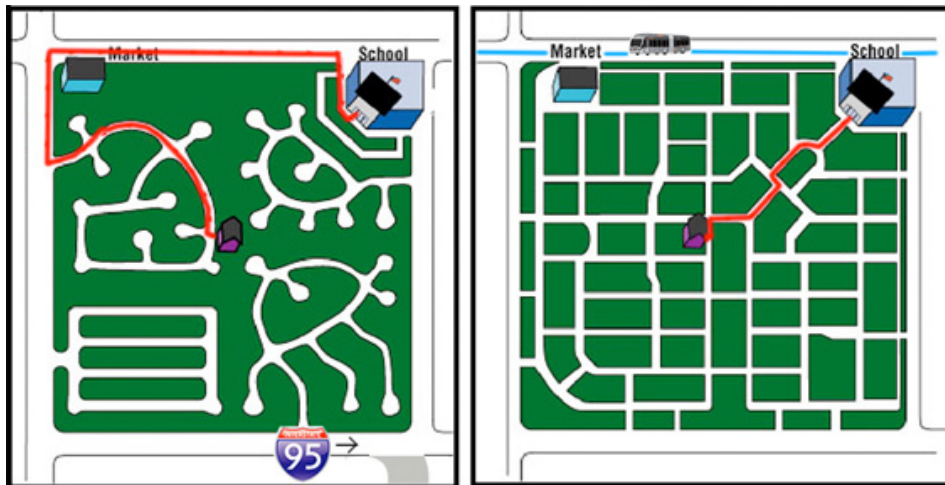
Although pedestrians can be found darting mid-block across the street in urban areas (in a hurry to catch the bus, late for work or school, etc.), urban areas generally have short blocks and a grid system that pedestrians are more willing to utilize to cross at a standard intersection. As land development has become more decentralized through suburbanization, the resulting affect on roadway, traffic and development patterns has compounded the problem in four major ways:

1. Blocks are Longer – since suburban areas are developed with the car, and not typically the pedestrian, in mind, small blocks are considered a barrier to smooth traffic flow. To accommodate vehicles and land-intensive automobile-oriented land uses (ex. car dealerships, big-box retail centers, drive-through services, etc.), roadways, and therefore intersections, are spaced much farther apart than in traditional town centers, whose development predates the dominance of the automobile. Long blocks create a great disincentive for any area pedestrians to walk long distances to cross at legally marked intersections, encouraging them, instead, to cross at a mid-block location closest to their intended destination.



Example of smaller, traditional blocks vs. larger suburban “blocks” (Image courtesy of [www.PACEBus.com](http://www.PACEBus.com))

2. Blocks are Irregular and Disconnected – As automobile use increased in America, planners and engineers recognized the need to slow down traffic through residential areas. They typically accomplished this by creating curvy, disconnected streets, discouraging non-local automobile access through the use of dead-end cul-de-sacs and limited neighborhood access points. Ironically, these development patterns, which were created to buffer the pedestrian from high-speed, “through” traffic actually *discourage* pedestrian travel. Because streets are disconnected, the most direct path might involve an intolerably out-of-the-way walk. In response, most potential pedestrians simply opt to make their trip by car. Those who *do* walk will generally find or create shortcuts, whether safe and legal or not.



Suburban street patterns vs. traditional urban street grid (Image courtesy of [www.streetsblog.org](http://www.streetsblog.org))





3. Traffic Speeds are Higher – The automobile-oriented development patterns found in most suburban areas incorporate roadways engineered to move traffic quickly and efficiently. In addition to less-frequent intersections (as previously described), these roadways often include more lanes, wider lanes, synchronized traffic lights to maximize traffic flow and the intentional omission of potential obstacles (ex. street trees) – all of which contribute to higher average traffic speeds. The frequent intersections and small blocks prohibit the rapid acceleration of automobiles in urban areas, resulting in slow traffic and pedestrian safety. The high speeds in more suburban commercial areas (often 35 to 45 mph) are very dangerous for pedestrians and require large gaps in the traffic flow to safely cross a street – gaps that are not likely to occur during business hours.
4. Drastically Shifted the Motorist to Pedestrian Ratio – In all but the most densely populated urban areas (Manhattan, the Chicago Loop, large university campus areas, etc.), vehicles greatly outnumber pedestrians. Where pedestrians are not anticipated or in the minority, motorists tend to give the occasional pedestrian very little regard and often assume he or she has the right-of-way, demonstrating an unwillingness to yield to pedestrian activity.



# Methodology

For this mid-block crossing analysis, AMATS internally developed a methodology to identify locations at which to propose mid-block crossing treatments. The methodology and assumptions used for this analysis are as follows:

**Preliminary Mid-Block Crossing Location Identification** – using satellite-based images of the AMATS area, combined with the use of street-level field observations, the following variables were used to identify potential mid-block crossing locations:

- Locations where land uses are expected to generate high levels of pedestrian activity
  - Grade schools, universities, civic/government facilities, commercial areas, transportation nodes, recreational attractions, parks/trails, high-density residential, large faith-based facilities, etc.
- Parking lots/garages located across the street from an important destination
  - Hospitals, university buildings, government buildings, sports facilities, etc.
- Transit presence – identified stops located across the street (at mid-block) from areas expected to generate high pedestrian activity
  - Especially high-density student and low-income housing communities
- Cross reference other existing AMATS plans, reports and/or analyses
  - Latest pedestrian crashes report, pedestrian plan, transit plan, etc.
  - Identify areas where pedestrian/vehicle crashes occurred at mid-block locations
- Input from local communities, especially from Safe Routes to School or similar pedestrian analyses

**Characteristics of Mid-Block Crossing Locations** – once the above criteria initially identified a potential mid-block crossing location, the local area was analyzed for the following characteristics. If most of the characteristics were present, the location was generally added to the list of recommendations presented later in this analysis.

- Long blocks were present (typically > 400 feet in length)
- Significant levels of anticipated pedestrian activity
- High posted speed limits (>25 mph)
- Traffic volumes making street crossings difficult/dangerous
- Unsignalized intersections – even the existence of intersections (particularly “T” intersections or off-set roadway intersections) were assumed as equivalent to mid-block crossings if they were unsignalized and cross major arterials. Although legal intersections exist, they are highly unsafe across high-speed/volume roadways and often connect major pedestrian attractions



**Areas Where Mid-Block Crossings may NOT be Warranted** – Areas may have been identified using the initial criteria, but if any of the following characteristics were present, they were generally NOT recommended as potential mid-block crossing locations.

- Urban areas with frequent intersections and crosswalks – it would be safest and most cost effective to simply encourage pedestrians to use existing infrastructure
  - In these locations, block sizes were small and a well-established street grid allows for frequent pedestrian crossing locations
- Low traffic volumes
  - Streets functionally classified as local roadways frequently do not carry traffic or pedestrian volumes warranting enhanced mid-block crossing infrastructure
- Low traffic speeds – particularly residential areas
- Infrastructure undesirable – in some residential or historic district areas, the addition of pavement markings, bright signage, flashing beacons, etc. may actually create clutter and undesirable visual “noise”

**Areas Omitted from Analysis** – Locations where major, pedestrian-oriented projects are currently (or soon to be) underway were omitted from this analysis, as they are already carefully considering enhanced pedestrian infrastructure in their final designs. Areas include:

- Portage Crossing in Cuyahoga Falls (the intersection of State Rd and Portage Trail)
- East Summit Street redevelopment in Kent, near Kent State University

## Key Pedestrian Statistics and Technical Considerations

The Transportation Research Board (TRB) has conducted advanced engineering studies to derive many useful statistics to consider prior to implementing any local pedestrian improvements. The following data is presented in the TRB’s *Improving Pedestrian Safety at Unsignalized Crossings* report, located at:

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_562.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_562.pdf)

## Average Walking Speed

The average walking speed of pedestrians is vital to understanding how mid-block crossing solutions should be implemented. A typical rule-of-thumb industry standard is that the average pedestrian walks 4.0 feet per second. Therefore, it would take the average pedestrian approximately 15 seconds to cross a 60 foot wide arterial roadway. Clearly, however, older and/or disabled pedestrians would need additional time to cross. According to the TRB's analysis, average walking speeds for different types of pedestrians are as follows:

<b>Average Intersection Crossing Speed by Pedestrian Classification</b>	
<b>Pedestrian Classification</b>	<b>Average Crossing Speed (in feet per second)</b>
Pedestrians without walking difficulty	5.58
Pedestrians with walking difficulty (all types)	4.42
Cane or crutch	2.62
Walker	2.07
Wheel chair	3.55
Immobilized knee	3.50
Below knee amputee	2.46
Above knee amputee	1.97
Hip arthritis	2.24 to 3.66
Rheumatoid arthritis (knee)	2.46

*Source: Transportation Research Board*

## Walking Characteristics by Group

Another useful resource available in the Transportation Research Board's [analysis](#) is a compilation of different pedestrian groups and characteristics commonly expressed by each particular group. A community's understanding of its local pedestrian mix should consider these characteristics when determining the most appropriate mid-block crossing treatment to implement in a particular area. The TRB's categories and characteristics are as follows:

Young Children – At a young age, children have unique abilities and needs. Since children this age vary greatly in ability, it is important for parents to supervise and make decisions on when their child is ready for a new independent activity. Young children:

- Can be impulsive and unpredictable
- Have limited peripheral vision and sound sources are not located easily
- Lack experience and/or instruction on properly crossing roadways
- Have poor gap/speed assessment
- Think grown-ups will look out for them
- Think close-calls are fun

- Are short and difficult for motorists to see
- Want to run and desire to limit crossing time
- Like to copy the behavior of older people

Pre-Teens – By their middle school years, children have many of their physical abilities but still lack experience and training. They willingly engage in higher levels of risk taking. Pre-teens:

- Lack experience
- Walk and bicycle more frequently and at different times (higher exposure)
- Ride more frequently under risky conditions (higher traffic)
- Sometimes lack positive role models
- Walk across more risky roadways (collectors and above)
- Are willing to take chances

High-School/College Age – By high-school and college age, exposure changes and new risks are assumed. Many walk and bicycle under low-light conditions. These children:

- Are very active and can go long distances and to new places
- Feel invincible
- Still lack life experience and instruction
- Are capable at traveling at higher speeds
- Will overestimate their abilities on hills, curves, etc.
- Attempt to use bicycles, in-line skates and skateboards based on practices carried over from youth
- May be willing to experiment with alcohol and drugs

Novice Adults – Adults who have not walked and bicycled regularly as children and who have not received training are ill-prepared to take on the challenges of an unfriendly urban environment. For novice adults:

- 95% of adults are novice bicyclists
- Many are unskilled in urban walking
- Drinking can influence their abilities
- Many assume higher skills and abilities than they actually possess
- Most carry over sloppy habits from childhood

Proficient Adults – Proficient adults can be of any age. They are highly competent in traffic and capable of perceiving and dealing with risk in most circumstances. Some use bicycles for commuting and utilitarian trips, while other use bicycles primarily for recreation. Proficient adults:

- Comprise only 1 to 4% of the bicycling population in most communities
- Tend to be very vocal and interested in improving conditions
- May be interested in serving as instructors and task force leaders

Senior Adults – Senior adults, ages 60 and up, begin a gradual decline in physical and physiological performance, with a rapid decline after age 75. Many are incapable of surviving serious injuries. These changes affect their performance. For seniors:

- They walk more in older years, especially for exercise/independence
- Many have reduced income and therefore no car
- All experience some reduction in vision, agility, balance, speed and strength
- Some have further problems with hearing, extreme visual problems and concentration
- Some tend to focus only on one subject at a time
- All have greatly reduced abilities under low-light, nighttime conditions
- They may overestimate their abilities

Those with Disabilities – Of those who live to an older age, 85% will have a permanent disability. Disabilities are common through all ages, and people with permanent disabilities constitute at least 15% of the population. Individuals with permanent physical disabilities, often kept away from society in the past, are now walking and bicycling regularly. Many others have temporary conditions, including pregnancy and broken or sprained limbs that may restrict their mobility. This group may include:

- Individuals with visual, hearing, mobility, mental/emotional and/or other impairments
- Many older adults with reduced abilities
- Many who were previously institutionalized and are not trained to be pedestrians
- Those dependent on alcohol or drugs, who may be hard to recognize

Ethnic/Cultural/Diversity/Tourism – America is rapidly becoming a nation with no clear majority population. All groups need access and mobility in order to fully participate in society. Transportation officials must pay close attention to communication, the creation of ethnic communities and sub-cultural needs and practices. Most of these people depend heavily on walking and transit to get around. They include:

- Some newly arriving groups who lack urban experience
- Many who are used to different motorist behavior

## **MUTCD Signalized Intersection Warrants**

To avoid excess traffic signalization and keep roadways running smoothly, the Federal Highway Administration (FHWA) publishes the Manual on Uniform Traffic Control Devices (MUTCD), which provides traffic engineers and planners with eight factors to determine whether a traffic signal is warranted in a particular area. Although most are motor vehicle-oriented, two of the eight warrants relate directly to pedestrians and/or mid-block crossings:

#### **MUTCD Warrant #4: Pedestrian Volume (Section 4C.05)**

Support: The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Standard: The need for a traffic control signal at an intersection or mid-block crossing shall be considered if an engineering study finds that *both* of the following criteria are met:

- A. The pedestrian volume crossing the major street at an intersection or mid-block location during an average day is 100 or more for each of any 4 hours or 190 or more during any 1 hour; and
- B. There are fewer than 60 gaps per hour in the traffic stream of adequate length to allow pedestrians to cross during the same period when the pedestrian volume criterion is satisfied. Where there is a divided street having a median of sufficient width for pedestrians to wait, the requirement applies separately to each direction of vehicular traffic.

The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads conforming to requirements set forth in Chapter 4E.

Guidance: If this warrant is met and a traffic control signal is justified by an engineering study, then:

- A. If at an intersection, the traffic control signal should be traffic-actuated and should include pedestrian detectors
- B. **If at a non-intersection crossing (i.e. a mid-block crossing), the traffic control signal should be pedestrian-actuated, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk, and the installation should include suitable standard signs and pavement markings**
- C. Furthermore, if installed within a signal system, the traffic control signal should be coordinated

Option: The criterion for the pedestrian volume crossing the major roadway may be reduced by as much as 50% if the average crossing speed of pedestrians is less than 4 feet/second.

A traffic control signal may not be needed at the study location if adjacent coordinated traffic control signals consistently provide gaps of adequate length for pedestrians to cross the street, even if the rate of gap occurrence is less than one per minute.

## MUTCD Warrant #5: School Crossing (Section 4C.06)

Support: The School Crossing signal warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal.

Standard: The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of children at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the children are using the crossing is less than the number of minutes in the same period (see Section 7A.03) and there are a minimum of 20 students during the highest crossing hour.

Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards or a grade-separated crossing.

The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

Guidance: If this warrant is met and a traffic control signal is justified by an engineering study, then:

- A. If at an intersection, the traffic control signal should be traffic-actuated and should include pedestrian detectors
- B. **If at a non-intersection crossing (i.e. a mid-block crossing), the traffic control signal should be pedestrian-actuated, parking and other sight obstructions should be prohibited for at least 100 feet in advance and at least 20 feet beyond the crosswalk, and the installation should include suitable standard signs and pavement markings**
- C. Furthermore, if installed within a signal system, the traffic control signal should be coordinated

## Summary of MUTCD Warrants

It should be noted that the above warrants apply only to the consideration of fully-signalized mid-block crossing locations. Failure to meet the minimum criteria established within these warrants does NOT mean that mid-block crossings cannot be created – there are a number of other ways to implement mid-block crossings without using traffic signals, which will be discussed later in this analysis. Nevertheless, few treatments are as effective at achieving motorist yield compliance as traffic signals, and AMATS encourages their use whenever warranted along our busiest, most pedestrian-unfriendly regional roadways.

## Potential Mid-Block Crossing Locations

After a thorough analysis of the AMATS region, based on the aforementioned methodology and other considerations, AMATS recommends the following locations as having a high potential for the successful and effective implementation of mid-block crossing treatments:

Location #	Street and/or Approximate Address (When applicable)	Additional Location Details	Community	Avg Daily Traffic	Reason for Selection / Comments
1	N High St	Between MLK/SR 59 and Market St/SR 18	Akron	6,020	Significant observed ped activity - most related to ODJFS; long block
2	124 and/or 169 N Forge St	Between SR 8 and Arch St	Akron	2,500	Connects major parking area to Summa City Hospital; very long block
3	2333 E Market St	Between Highpoint Ave and Emmons Ave	Akron	10,920	Connects large high-density housing tower to school and transit across busy, street segment with long distance between signalized intersections
4	310 W Market St	Between Goodwin and N Valley St	Akron	20,590	Connects related businesses located across the street from each other. Transit stop available. Significant levels of existing ped crossing activity.
5	40 S High St	Between Market St/18 and E Mill St	Akron	8,420	Significant observed ped activity; long block; library, garage, art museum and JSK Center attractions; important transit stop
6	411 Locust St	Between W Cedar St and Wooster Ave	Akron	3,150	Connects low income, senior housing and transit stop to large parking lot across the street
7	638 N Howard St	North of Tallmadge Ave	Akron	7,180	Long segment with no traffic signals and much pedestrian activity. Connects residential to shopping, park and school; location listed in AMATS ped crash report. High level of transit activity.
8	750 W Market St/SR 18	Highland Square near Dodge Ave	Akron	15,360	Connects multiple high-density housing buildings and surrounding neighborhood to mixed-use commercial area on other side of busy arterial street. Long distance between signalized intersections.
9	765 N Main St	Between Cuyahoga Falls Ave and Frances Ave	Akron	13,170	Connects two sides of mixed-use, commercial area with increasing pedestrian traffic
10	850 E Exchange St	Between Cleveland St and S Arlington St	Akron	9,970	Long block creates barrier between neighborhood and Dave's Market grocery store & plaza. Transit station also draws ped activity along busy, high-speed arterial
11	E Buchtel Ave	University of Akron - between Hill St and S College St	Akron	N/A	Existing UA ped path (includes ADA ramps) but unmarked; connects large parking facilities to several academic buildings; approximate area listed in AMATS ped crash plan
12	E Market St	Between Adolph Ave and Arch St	Akron	17,940	Long block creates barrier between Summa City Hospital and housing/transit on other side of street. Also affects YMCA
13	Merriman Rd	Between Weathervane Ln and N Portage Path (west of First Merit bank)	Akron	16,230	Very long segment between signalized intersections and many attractions on both sides of road. Would allow Towpath traffic to safely visit businesses on south side of Merriman Rd
14	Patterson Ave	Between Perdue Ave and Ontario St	Akron	N/A	Connects low income housing to large park. Flashing light exists in area but walkways could be more distinct

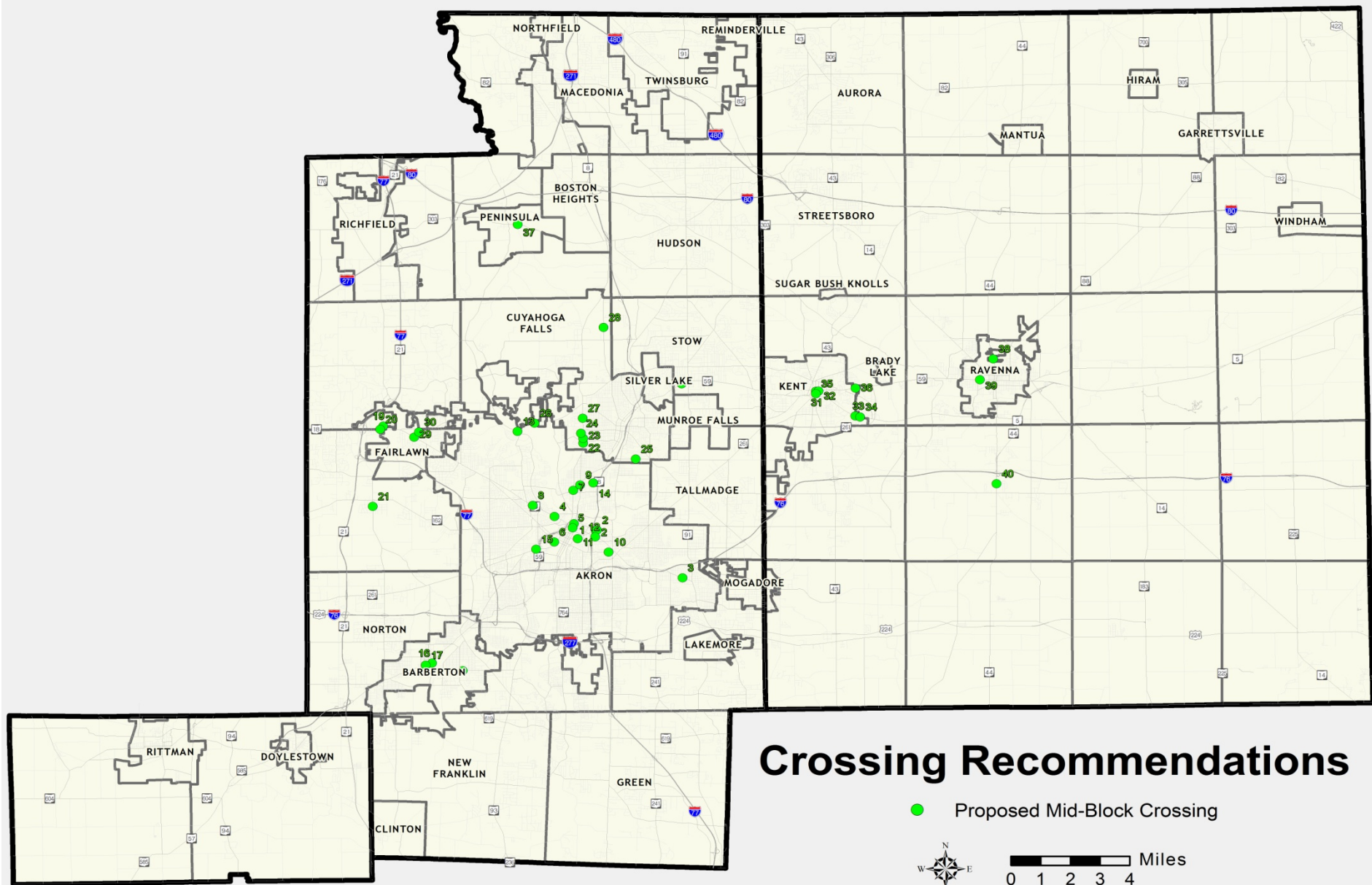
## Potential Mid-Block Crossing Locations *continued*

Location #	Street and/or Approximate Address (When applicable)	Additional Location Details	Community	Avg Daily Traffic	Reason for Selection / Comments
15	Vernon Odom Blvd	At Edgewood Ave	Akron	7,280	Connects large, low-income, high-density residential to Akron Urban League/community learning center and transit
16	143 2nd St NW	Between W Paige Ave and W Park Ave	Barberton	2,310	Long block with pedestrian, mixed-use development on each side of street
17	150 5th St NW	Between W Park Ave and W Tuscarawas Ave	Barberton	2,240	Connects library to parking and other civic buildings
18	492 Robinson Ave	In line with Giant Eagle entrance	Barberton	9,330	Provides more direct connection for local residential to grocery store and medical services
19	60 N Cleveland Massillon Rd	Between Montrose Ave and SR 18	Bath	10,440	Addresses potential key crossing point across major road connecting important retail areas.
20	Medina Rd/SR 18	Brookmont Rd intersection	Bath/Copley	37,890	Very long stretch of SR 18 w/ no pedestrian crossing points. This is the most centralized location between signalized intersections, and connects multiple plazas at primary entrance points
21	S Cleveland Massillon Rd	At township hall/middle school	Copley	7,920	Long segment, creates safe crossing between public assets
22	1648 State Rd	Midway between Chestnut Blvd and Grant Ave	Cuyahoga Falls	14,110	Connects neighborhood and businesses on one side of road to ped-oriented plaza on east side of State Rd. Very long segment between signalized intersections
23	1740 State Rd	Midway between Sackett Ave and Chestnut Blvd	Cuyahoga Falls	15,370	Connects neighborhood and businesses on one side of road to ped-oriented plaza on east side of State Rd. Very long segment between signalized intersections
24	23rd St	Between Broad Blvd and Sackett Ave	Cuyahoga Falls	N/A	At various points along hospital, create safer crossings between hospital and multiple parking lots
25	Howe Ave	Between Taco Bell drive and McDonald's drive	Cuyahoga Falls	22,870	Very long segment between signalized intersections; busy transit corridor and many commercial/restaurant attractions on each side
26	Portage Trail	At Treetop Trail	Cuyahoga Falls	15,320	Creates safer crossing point between two modest income, high-density residential communities and connects them to transit
27	State Rd	Between Valley Rd and Phelps Ave	Cuyahoga Falls	16,070	Long block of high-density housing with no crossing point to many businesses across the street
28	Wyoga Lake Rd	Between American Dr and Hardman Dr	Cuyahoga Falls	4,220	Connects low income housing to transit location; goat trails in area. Site listed on AMATS ped crash report
29	3227 W Market St	Between Morewood Rd and Ghent Rd	Fairlawn	20,810	Connects multiple hotels and offices to regional shopping mall
30	Ghent Rd	At Sand Run Pkwy	Fairlawn	9,630	Connects numerous residential/commercial locations to regional shopping mall. Large, out-of-the-way distance between signalized intersections.



## Potential Mid-Block Crossing Locations *continued*

Location #	Street and/or Approximate Address (When applicable)	Additional Location Details	Community	Avg Daily Traffic	Reason for Selection / Comments
31	100 S Water St	Between E Main St and E Erie St	Kent	9,440	Continues an alleyway all the way through downtown, breaking up a long block and connecting to Franklin Ave and the riverfront area; location listed on AMATS ped crash report
32	150 S Depeyster St	Between E Main St and E Erie St	Kent	2,610	Connects main downtown alleyway to PARTA Central Gateway
33	1798 E Summit St	Whitehall Terrace Apartments	Kent	14,300	Connects a large student housing complex to transit, bike and ped connections to KSU; site listed on AMATS ped crash report
34	1880 E Summit St	PARTA bus shelter	Kent	14,300	Connects a large student housing complex to transit, bike and ped connections to KSU
35	248 S Water St	Between E Erie St and SR 59	Kent	9,440	Connects Franklin Ave parking to new development in downtown; location listed in AMATS ped crash plan
36	SR 59	Near Kent ACME grocery store	Kent	19,940	Very long segment between signalized intersections. Would connect large apartment complex to grocery store and other attractions on other side of a busy, wide thoroughfare; enhances transit connections; site listed on AMATS ped crash report
37	1625 W Streetsboro Rd	Near Cuyahoga Valley Scenic Railway	Peninsula	8,480	Creates a safer crossing point to most attractions in Peninsula
38	6569 N Chestnut St	Between high school and Chestnut Hill Dr	Ravenna	8,420	Connection between high school and large city park; location listed in AMATS ped crash plan
39	W Main St/SR 59	Between Oakwood St and N Diamond St	Ravenna	2,650	Long segment between signalized intersections; connects large neighborhood to plaza with groceries
40	Ravenna Louisville Rd/SR 44	Between NEOMED and grocery plaza	Rootstown	16,300	Connects higher education institution to shopping; long segment with no traffic signals
41	3287 Kent Rd/SR 59	Between Sycamore Dr and Elm Rd	Stow	18,620	Connects two sides of mixed-use, commercial area. Transit in area. Long distance between signalized intersections.



## Mid-Block Crossing Solutions

Numerous options are available to create safe mid-block crossing locations for pedestrians. Not all mid-block crossings are equal – solutions used on broad arterial roadways with fast-moving traffic will differ greatly from those used on narrow streets carrying lower volumes of vehicular traffic. Regardless of the type of crossing treatment used, all mid-block crossings should exhibit the following characteristics:

*(source: transportation research board)*

- The act of crossing the street is made simple and convenient for pedestrians
- The crossing location and any waiting or crossing pedestrians have excellent visibility
- Vehicle speeds are slowed or controlled in the area of the pedestrian crossing
- Vehicle drivers are more aware of the presence of the crossing location
- Vehicle drivers yield the right-of-way to legally crossing pedestrians
- Pedestrians use designated crossing locations and obey applicable state and local traffic laws

Rarely is only one pedestrian solution used at a crossing location; most often, two or more improvements are combined to maximize visibility, motorist yielding and pedestrian comfort. Although this list shouldn't be considered all-inclusive, the following represent a number of the solutions available to create safe mid-block crossings in the AMATS area.

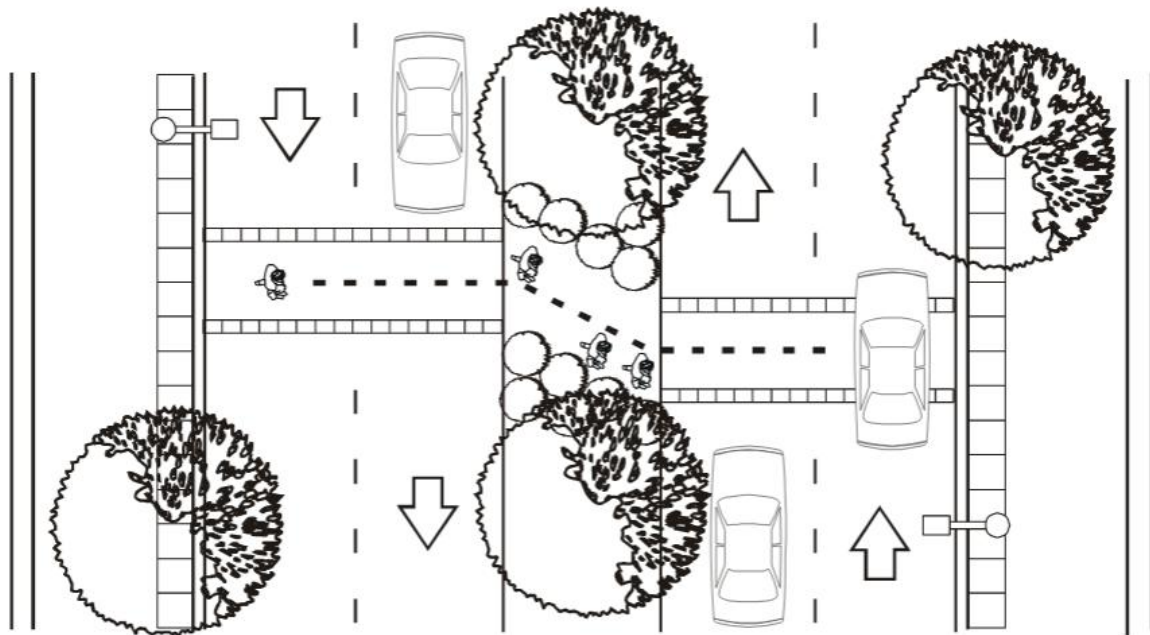
### Pedestrian Islands

Pedestrian islands, also known as “refuge islands”, are protected pedestrian waiting areas located in the median of a roadway. They are generally used to aide in crossing wide roadways of four or more lanes (60 feet or greater in width). In addition to offering some level of separation and protection from surrounding vehicular traffic, pedestrian islands allow pedestrians to cross only one half of the roadway at a time. Safety is improved since pedestrians only have to watch for traffic coming in one direction. Gaps in the traffic flow of sufficient size to safely cross one-half of the roadway are much more common than when a pedestrian must cross the entire roadway in one attempt.

Pedestrian islands can vary widely in size and design – from simple raised, concrete pads to large, lushly landscaped waiting areas offering amenities such as benches, bus shelters or public art.



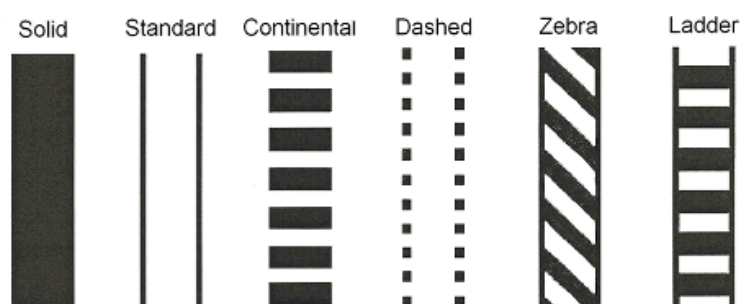
One strategy used in the design of pedestrian islands is to stagger the approaches in a way that forces the pedestrian to face the general direction of oncoming traffic, aiding him or her in identifying a safe gap to cross the second half of the roadway. It should be noted that a change of direction in the walkway can cause difficulty for visually impaired pedestrians. To better accommodate these pedestrians, fencing or other guideways can be installed to channel pedestrians in the proper direction.



**Staggered pedestrian walkway guiding pedestrians to face oncoming traffic, including landscaping to channel pedestrians properly**  
 (Source: FHWA)

## High-Visibility Materials

Whatever form a mid-block crossing might take, safety can be increased by using high-visibility materials and patterns in its design. Attention-grabbing striping patterns, the use of color and different patterns that contrast with the roadway pavement are all methods of increasing the safety and appeal of mid-block crossing locations.



**Crosswalk striping pattern alternatives** (Source: FHWA)





Examples of highly visible (and visually appealing) crosswalks

## Bulb-Outs

Bulb-outs, also known as curb extensions, are protrusions of the sidewalk into the roadway. They serve multiple purposes, including:

- Narrowing the physical distance of roadway that pedestrians must cross
- Allow for better visibility of pedestrians by motorists, and conversely, allow pedestrians to view oncoming traffic more clearly and without obstruction
- Provide traffic calming benefits by narrowing the vehicular right-of-way, facilitating on-street parking, etc.

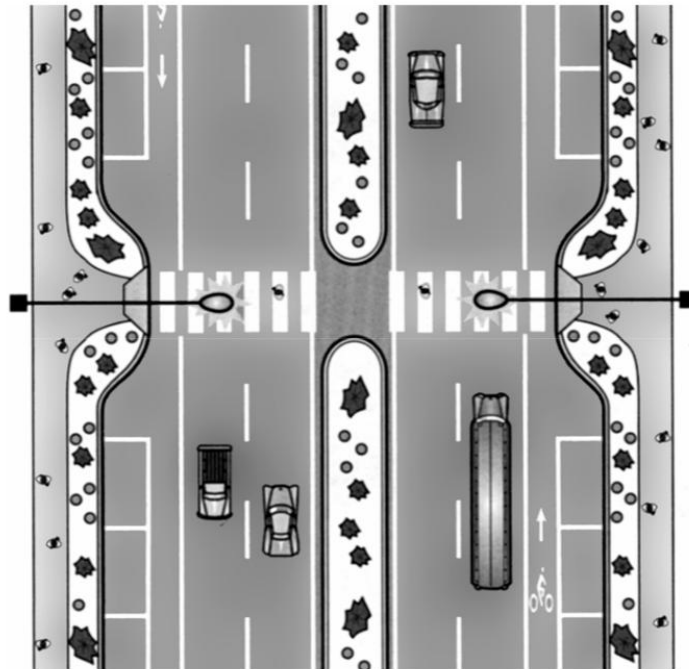


Diagram of pedestrian bulb-outs (Source: FHWA)

## Raised Crosswalks

As their name implies, raised crosswalks are slightly elevated above the roadway surface, providing two primary benefits to pedestrians using them:

- Increases visibility of pedestrians by motorists, and allows pedestrians to have a better view of oncoming traffic to judge for sufficient crossing gaps
- The raised surface creates a speed bump, causing regular drivers in the area to naturally reduce their speed in anticipation, thus calming the local traffic and resulting in flows more conducive to pedestrian activity

Of concern in Northeast Ohio is how raised roadway features, such as raised crosswalks, will affect snow plows. A study conducted by Fairfax County, VA (<http://www.gfca.us/Map%20and%20FAQs.pdf>) states that if gradual sloping is incorporated into raised crosswalks and the maximum height is no greater than three inches above the roadway surface, snow plows should pass easily over the crosswalk without causing damage. The study also confirms that the impact on emergency response times is minimal when such designs are incorporated into a raised crosswalk.



## Signage

Although signage alone is unlikely to provide adequate protection for pedestrians at mid-block crossings, it can be used to enhance motorist awareness when combined with other pedestrian solutions. A wide variety of signage is available, and the determination of what is most appropriate would depend on the context of the local area. In addition to raising motorist awareness that pedestrians are likely to be encountered in an area, signage can also be used to communicate local and state laws requiring the yielding of any vehicle to pedestrians located in a crosswalk.

Signage placed in the middle of a roadway at a crosswalk can dually serve as a warning and a traffic-calming impediment to motorists. The presence of these signs prevents dangerous lane-changing within the mid-block crossing area. Combined, this form of sign placement can result in heightened driver awareness and safer pedestrian environments.





## Flashing Yellow Signals

Flashing yellow signals are commonly used to increase motorist awareness of pedestrians. These signals function in one of two ways:

- Passive Signals – constantly flash, around the clock
- Pedestrian Activated Signals – will not flash until a button is activated by a pedestrian

Pedestrian activated signals are likely to be more effective than passive ones, as frequent local drivers eventually learn to “tune-out” signals that flash constantly. As will be illustrated later in this analysis, flashing lights alone – whether passive or pedestrian activated – are only mildly effective at producing driver yielding. Flashing signals should always be used in conjunction with other pedestrian safety measures.



## In-Pavement Flashers

In-pavement flashers are flashing lights embedded into the roadway at a pedestrian crossing location that capture the attention of motorists. They are particularly effective at nighttime. In-pavement flashers are activated by the pedestrian prior to crossing, and would be timed to flash according to the width of the roadway and estimated average pedestrian crossing time.





## Fully Signalized Crossings

In locations where a high demand for mid-block pedestrian crossings exist, yet where streets are broad, speeds are high (greater than 35 mph) and gaps in traffic are infrequent, fully signalized mid-block crossings may be necessary (see *MUTCD Signalized Intersection Warrants* section on pages 10-12 for complete details). Fully signalized crossings completely stop vehicular traffic, allowing for the maximum level of pedestrian safety. These signals are pedestrian activated, so they do not impede the progress of traffic unless an actual pedestrian is present. Studies show that full signalization is the only pedestrian safety device that achieves nearly 100% motorist yielding compliance. However, fully signalized crossings dramatically affect vehicular traffic flow on busy streets and often result in higher rates of rear-end collisions, so they should be used sparingly.

There are essentially two traffic signal options available for fully signalized mid-block crossings:

1. Traditional Traffic Signals
2. High Intensity Activated Crosswalk (HAWK) Signals

### Traditional Traffic Signals

As the name implies, traditional traffic signals are the same three-phase signals found at most busy intersections. Driver familiarity with these signals results in extremely high rates of compliance, which increases pedestrian safety. These signals remain on the “green” phase until a pedestrian approaches the crossing and activates a push-button. These signals are often “hot”, meaning that they enter the “yellow”, followed by the “red” phase immediately upon the pedestrian’s activation of the signal. Fully signalized pedestrian crosswalks can be found in downtown Akron on Main Street and at the S Broadway St entrance to the Summit County Courthouse.



## High Intensity Activated Crosswalk (HAWK) Signals

HAWK signals were first used in the city of Tucson, AZ and are currently not commonly found elsewhere around the nation. However, they possess certain advantages over traditional traffic signals when used at mid-block pedestrian crossings, causing many communities to take a serious look into implementing them. The first advantage of installing a HAWK signal is that it is as effective at stopping traffic as a traditional traffic signal, yet is not subject to the same strict federal pedestrian volume requirements. Secondly, HAWK signals include a phase during which vehicles may proceed through a red light after they have made a complete stop (much like a stop sign), given that all pedestrians have cleared the crosswalk.

The main concern with the installation of HAWK signals is that nearly all motorists are unfamiliar with them, and a learning curve would be necessary for optimal function of the mid-block crossing. Explanatory signage and, ideally, an educational campaign would precede the installation of HAWK signals in our region.



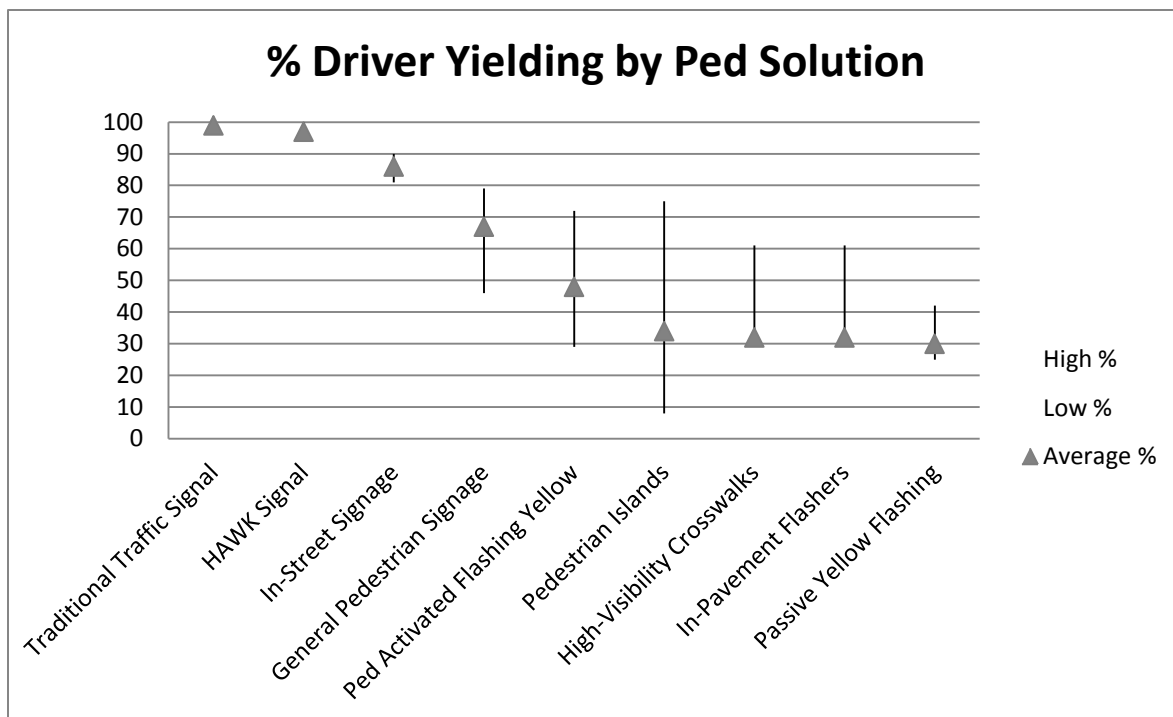
Drivers		Pedestrians	
...will see this	...will do this	...will see this	...will do this
	Proceed with Caution		Push the Button to Cross
	Slow Down (Pedestrian has activated the push button)		Wait
	Prepare to Stop		Continue to Wait
	STOP! (Pedestrian in Crosswalk)		Start Crossing
	STOP! Proceed with Caution if Clear		Continue Crossing (Countdown Signal)
	Proceed if Clear		Push the Button to Cross

HAWK signal phasing (Source: AnnArborChronicle.com)

## Effectiveness

Each of the aforementioned mid-block crossing safety improvements has unique advantages and disadvantages. The solutions to use depend greatly on the width of the roadway, the speed of the traffic and the overall context of the area. An important variable in the decision-making process is the effectiveness of each solution's ability to capture the attention of motorists and influence their yielding to pedestrians. The following driver yield compliance data is the result of a nationwide research study conducted by the National Cooperative Highway Research Program:

(<https://www.fhwa.dot.gov/publications/research/safety/10042/10042.pdf>)



## Other Considerations at Mid-Block Crossings

In addition to the various pedestrians safety solutions described above, other measures must be taken to ensure that mid-block crossing locations are safe and comfortable for the use of all pedestrians.

### Lighting

A wide variety of lighting, from simple to ornate, is available, and should always be included at mid-block crossing locations. In low-light conditions, lighting helps pedestrians navigate the crosswalk, helps them see oncoming traffic more clearly and perhaps most importantly, allows motorists to identify pedestrians crossing the roadway ahead.

## Maintaining Clear Sight Distances

Keeping mid-block crossing areas clear of obstructions allows pedestrians and motorists clear lines of sight, greatly increasing the safety of each. Landscaping, utilities, parked vehicles, signage and other obstructions should be absent from the area, or if necessary, designed in a way that allows pedestrians a clear view of oncoming traffic and vice versa.

In addition to area infrastructure, vehicles themselves can obstruct the view of pedestrians and other motorists. Of important concern at mid-block crossings located on multi-lane roadways are “multiple threat” crashes. These crashes are often the result of placing the yield line too close to the mid-block crossing. In these crashes, the vehicle closest to the pedestrian entering the crosswalk yields very close to the actual crosswalk. The location of this vehicle blocks the view of the crossing pedestrian from vehicles in the adjacent lane, and often blocks the view of oncoming traffic in the adjacent lane from pedestrian, giving him or her a false sense of security in completing the crossing. To remedy this problem, as much distance as deemed practical should be placed between the vehicle yield line and the mid-block crossing. The effect can be bolstered by adding accompanying signage.

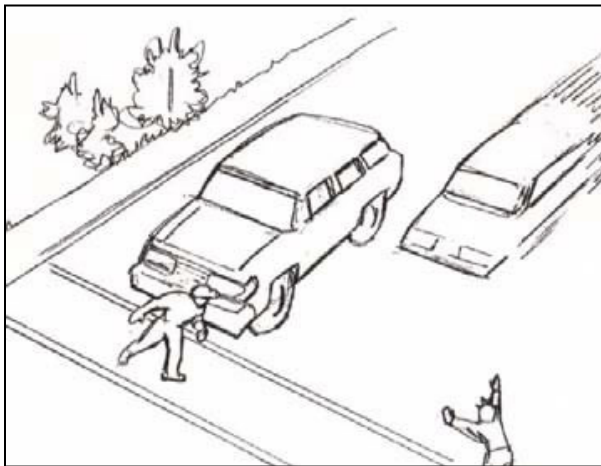


Illustration of multiple threat crash (Source: FHWA)

## Accommodate Those with Disabilities

As appropriate, and in accordance with ADA regulations, mid-block crossings should make accommodations for pedestrians with disabilities. These solutions include adding ADA mobility device ramps, textural and/or audible clues for those with visual impairments, and similar improvements.

## Conclusion

Pedestrians, who are often subject to long, exhausting trips and extreme weather, naturally seek the shortest distance possible to their ultimate destination. Although traditional crosswalks located at roadway intersections are a safe and legal way of crossing the street, pedestrians will “break the rules” and take shortcuts at unmarked mid-block locations if crosswalks are too distant in either direction. Certain combinations of land uses located across the street from one another (i.e. parking areas across from important public facilities, transit stops located across from multi-family housing, etc.) exacerbate the tendency for pedestrians to cross unsafely in the middle of a block.

Unlike traditional crosswalks located at roadway intersections, mid-block crossings are constructed in response to pedestrian demand. Transportation officials should determine areas in which mid-block crossings are common and where the factors described in this analysis point to the need for a safe, legal crossing point for pedestrians.

This analysis has studied the entire AMATS region and identified numerous locations where mid-block crossings appear to be warranted, based on combinations of land use, pedestrian crash data and general observation. AMATS recommends that each area should be analyzed by the local community to make the ultimate determination as to whether a mid-block crossing should be implemented, and which of the many available pedestrian improvements should be incorporated into its design. Through careful analysis and the effective implementation of mid-block crossings, we can greatly increase the safety and usefulness of our regional pedestrian network.



**AKRON METROPOLITAN AREA TRANSPORTATION STUDY  
M E M O R A N D U M**

**TO:**       **Policy Committee**  
              **Technical Advisory Committee**  
              **Citizens Involvement Committee**

**FROM:**   **AMATS Staff**

**RE:**       **Resolution 2014-16-** Approving Amendment #16 to the Transportation Improvement Program FY 2014-2017 to add two new projects and revise the funding, schedule, or scope of work to six existing projects.

**DATE:**     **December 3, 2014**

The following requests have been made to amend the FY 2014-2017 TIP:

New Projects

**CR 18 (Tallmadge Rd)** – is a new project in Brimfield Township to reconfigure the intersection of Tallmadge Rd, Mogadore Rd and the I-76 ramps into a diverging diamond interchange. Engineering is scheduled in FY 2015 using \$800,000 in Safety Funds and \$88,900 in local funds.

**White Pond Parkway**- is a new project in Akron to construct a new street on the west side of White Pond Dr. across from First Energy Dr. Engineering is scheduled in FY 2015 using \$232,000 in Discretionary Funds and \$58,000 in Local Funds. Construction is scheduled in FY 2016 using \$1,556,600 in Discretionary Funds and \$1,633,400 in local funds.

Revise Funding, Schedule, or Scope of Work

**Buchholzer Blvd Pedestrian Improvements**– revise schedule by moving construction from FY 2018 to FY 2016

**Hopocan Ave Resurfacing** – revise schedule by moving construction from FY 2017 to FY 2015 and increase AMATS STP funding from \$356,000 to \$409,400

**Springdale Rd Bike Lanes** – revise schedule by moving construction from FY 2018 to FY 2016

**SR 18** – add AMATS STP funding of \$25,000 for asphalt base repairs and curb ramps in the resurfacing component of this project in FY 2016

**SR 91 (Darrow Rd)** – add 0.65 mile of resurfacing to an adjacent sections of SR 82 (Aurora Rd). Increase Federal STP funding from \$1,070,000 to \$1,595,200 and increase state funding from \$61,800 to \$82,200.

**SR 241 (Massillon Rd)** – add engineering in FY 2015 using \$1,000,000 in Highway Safety Funding and \$550,000 in local funds

### **STAFF COMMENTS**

As with all TIP amendments, considerations with respect to public participation, financial capability, air quality, environmental justice and Plan consistency are important. Sufficient funding is forecasted from federal and state sources for this amendment. The new as well as the existing projects listed meet all amendment requirements mentioned above. Therefore this amendment does not cause any negative impact.

### **STAFF RECOMMENDATION**

Attached to this memo is Resolution Number 2014-16. This Resolution approves the amendment to the TIP FY 2014-2017. The Staff recommends approval.

## **RESOLUTION NUMBER 2014-16**

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

**Approving Amendment #16 to the Transportation Improvement Program FY 2014-2017 to add two new projects, revise the schedule, funding, or scope of work to six existing projects.**

**WHEREAS**, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County and,

**WHEREAS**, it is the responsibility of this Committee to develop and maintain the Transportation Improvement Program (TIP) and,

**WHEREAS**, this Committee has been requested to amend the AMATS FY 2014-2017 Transportation Improvement Program for the following projects as discussed in the accompanying memorandum:

1. **POR-CR 18 Tallmadge Rd** (PID #98585) – Add new project in Brimfield Township to design a new diverging diamond interchange at Tallmadge Rd and Mogadore Rd and I-76 ramps. Engineering is scheduled in FY 2015 using \$800,000 in highway safety funds.
2. **SUM-Buchholzer Blvd** (PID #97635) - Revise schedule by moving construction from FY 2018 to FY 2016.
3. **SUM-Hopocan Ave** (PID #98364) - Revise schedule by moving construction from FY 2017 to FY 2015 and increase AMATS STP funding from \$356,000 to \$409,400.
4. **SUM-Springdale Rd** (PID #97864) - Revise schedule by moving construction from FY 2018 to FY 2016.
5. **SUM-White Pond Parkway** (PID #99051) - Add new project in Akron to construct a new street on the west side of White Pond Dr. across from First Energy Dr. Engineering is scheduled in FY 2015 using \$232,000 in Discretionary Funds and construction is scheduled in FY 2016 using \$1,556,600 in Discretionary Funds.
6. **SUM-SR 18-1.20** (PID #83067) - Add AMATS STP funding of \$25,000 for asphalt base repairs and curb ramps in FY 2016.
7. **SUM-SR 91-17.21** (PID #86954) – Add resurfacing to adjacent sections of SR 82 and increase State STP funding from \$1,070,000 to \$1,595,200 and increase State Funding from \$61,800 to \$82,200
8. **SUM-SR 241-4.10** (PID #90415) - add engineering in FY 2015 using \$1,000,000 in Highway Safety Funding and \$550,000 in local funds.

**WHEREAS**, the AMATS Citizens Involvement Committee held a meeting on December 11, 2014 to review this amendment consistent with its AMATS Public Participation Plan and,

**WHEREAS**, It has been determined that the Tallmadge Rd, SR 18, and SR 241 projects are not exempt from regional air quality conformity analysis and have been analyzed for air quality conformity. An air quality conformity determination that addresses both ozone and PM<sub>2.5</sub> pollutants has been conducted and has shown that the projects will conform to air quality requirements.



## **RESOLUTION NUMBER 2014-16 - Continued**

**WHEREAS**, the environmental justice impacts of this amendment has been considered consistent with “Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations” and,

**WHEREAS**, this Committee has analyzed this request and found this amendment to be consistent with Transportation Outlook, the Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

### **NOW THEREFORE BE IT RESOLVED:**

1. That this Committee amends the Transportation Improvement Program FY 2014-2017 as previously specified.
2. That this Committee considers the Citizens Involvement Committee meeting held on December 11, 2014 as adequately providing for public involvement.
3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.
5. That this Committee affirms conformity with environmental justice requirements.
6. That this Committee affirms consistency with Transportation Outlook, the Regional Transportation Plan.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

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Mayor David Kline, 2014 Chairman  
Metropolitan Transportation Policy Committee

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Date

**AMENDMENT # 16 - 12/18/14**  
**AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017**  
**TABLE H-3**  
**HIGHWAY IMPROVEMENTS**

MAP #	PID #	CO-ROUTE -SECTION	LENGTH miles	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	FISCAL YEAR				TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
								2014	2015	2016	2017			
	98585	<b>POR-CR 18-0.51</b> (Tallmadge Rd)  (New Project)	0.55	BRIMFIELD TOWNSHIP CR 18 (TALLMADGE RD) AT MOGADORE RD AND I-76	CONSTRUCTION OF A DIVERGING DIAMOND INTERCHANGE	HSIP LOCAL	P P		800.0 88.9			888.9	PORTAGE COUNTY ENGINEER	ANALYZE
	97635	<b>SUM-BUCHHOLZER BLVD</b> -Pedestrian Improvements  (Revise Schedule)	0.24	AKRON BUCHHOLZER BLVD FROM INDEPENDENCE AVE TO CHAPEL HILL ENTRY DRIVE	CONSTRUCT SIDEWALK PEDESTRIAN SIGNAL	TAP-A LOCAL	C C			192.0 48.0		240.0	AKRON	EXEMPT
	98364	<b>SUM-HOPOCAN AVE</b>  (Revise Schedule and Funding)	0.54	BARBERTON HOPOCAN RD FROM 8TH ST NW TO WOOSTER RD NORTH	RESURFACING	STP-A LOCAL	C C		409.4 102.4		356.0 89.0	460.0	BARBERTON	EXEMPT
	97864	<b>SUM-SPRINGDALE RD</b> -Bike Lanes  (Revise Schedule)	0.38	STOW SPRINGDALE RD FROM HUDSON DR TO BERKSHIRE RD	BIKE LANES	TAP-A LOCAL	C C			266.5 66.6		333.1	STOW	EXEMPT
	99051	<b>SUM-WHITE POND PARKWAY</b>  (New Project)	0.02	AKRON WEST SIDE OF WHITE POND DR ACROSS FROM FIRST ENERGY DR	CONSTRUCTION OF NEW ROADWAY	DISC LOCAL DISC LOCAL	P P C C		232.0 58.0	1,556.6 1,633.4		3,480.0	AKRON	EXEMPT
71	83067	<b>SUM-SR 18-0.00</b>  (Revise Funding)	4.88	COPLEY TWP/BATH TWP/FAIRLAWN SR 18 FROM MEDINA CO LINE TO AKRON WEST CORP LINE INTERSECTION IMPROVEMENTS AT MONTROSE WEST AVE/CRYSTAL LAKE DR	RESURFACING MISCELLANEOUS BRIDGE WORK RELOCATE MONTROSE WEST AVE TO HERITAGE WOODS DR CONSTRUCT EXCLUSIVE EB RIGHT TURN LANE TO I-77 SB RAMP ON SR 18	HSIP STATE LOCAL STP-A HSIP NHPP STATE LOCAL	R R R C C C C C	1,767.3 196.3 1,000.3		25.0 1,350.0 4,200.0 825.0 805.0		10,168.9	ODOT	ANALYZE
97	86954	<b>SUM-SR 91-17.21</b> (Darrow Rd)  (Revise Funding, Scope of Work)	3.73	TWINSBURG AND TWINSBURG TOWNSHIP SR 91 FROM HUDSON NORTH CORP LINE TO 0.05 MILES SOUTH OF POST RD <b>SR 82 FROM I-480 TO RAVENNA RD</b>	RESURFACING MISCELLANEOUS WORK TO TWO BRIDGES	STP BR STP-A  STATE LOCAL	C C C  C C		1,595.2 4,070.0 83.0 25.0 82.2 64.8 385.9 234.6			2,082.0	ODOT	EXEMPT
103	90415	<b>SUM-SR 241-4.10</b> (Massillon Rd)  (Revise Funding)	1.00	GREEN RABER RD TO SR 619	WIDEN TO FIVE LANES BIKE LANES SIDEWALKS	HSIP LOCAL STP-A LOCAL	P P R R		1,000.0 550.0	1,600.0 400.0		9,950.0	GREEN	ANALYZE

Resolution 2014-16

Amendment #16

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

**M E M O R A N D U M**

**TO:** Policy Committee  
Technical Advisory Committee  
Citizens Involvement Committee

**FROM:** AMATS Staff

**RE:** Resolution 2014-17 – Approving FY 2015 Elderly and Disabled Program  
Project Recommendations (Amendment #17)

**DATE:** December 3, 2014

Executive Summary

This memorandum discusses the latest round of funding for the area's Elderly and Disabled Program. The staff is recommending that the Policy Committee approve \$1,112,121 in federal funds from the Elderly and Disabled Program for handicap-accessible buses and associated equipment for METRO RTA, United Disability Services and Family & Community Services. The approved projects will be programmed into FY 2015 of the TIP.

Introduction

On August 8, 2014, AMATS posted an announcement that it would be accepting applications to receive funding under the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program. Eligible sponsors include non-profit organizations, state or local government authorities, and operators of public transportation services, including private operators of public transportation for services in Summit County, Portage County, or the AMATS portions of Wayne County.

Projects awarded through the Elderly and Disabled Program must be included in, or consistent with, the AMATS Area Coordinated Public Transit Human Services Transportation Plan. The AMATS Policy Committee approved the current Coordinated Plan in May 2014. The function of the Coordinated Plan is to improve transportation services for persons with disabilities, older Americans, and individuals with lower incomes.

The deadline for project applications was September 30.

Background

The purpose of the Elderly and Disabled Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the

transportation mobility options available. Capital and operating expenses are eligible. Capital expenses include the acquisition of vehicles, handicap-accessible equipment and computer hardware and scheduling software. Operating expenses may be used to meet and exceed the requirements of the Americans with Disabilities Act (ADA) and to fill the gaps between human services and public transportation services previously available and to facilitate the integration of individuals with disabilities into the workforce; including transportation to and from jobs and employment support services.

The total amount of Elderly and Disabled funds allocated to the AMATS area from Federal Fiscal Year 2013 is \$565,976, and from FFY 2014 is \$546,145, yielding total federal funds available for this application cycle of \$1,112,121. Approved projects will be programmed into FY 2015 of the TIP.

### Review of Applications

The staff received three applications for funding. METRO RTA, United Disability Services (UDS) and Family & Community Services (FCS) submitted applications. All three agencies are eligible to submit applications under this program.

METRO RTA is applying for \$1,112,160 in federal funds for capital expenses for the acquisition of twelve Light Transit Vehicles (LTVs). Federal funds may not exceed 80% of the total project cost. The total project cost is estimated at \$1,390,200. These vehicles would be used as replacement vehicles for existing elderly and disabled service provided through the SCAT program.

UDS is applying for \$254,367 in federal funds for four small buses. The total project cost is \$317,959, and includes radios, computer hardware and software.

FCS is applying for \$55,995 in federal funds for two modified minivans and computer equipment. The total project cost is \$69,994.

The attached Table 1 shows the project scoring for all three agencies' applications. Scoring criteria are found in the AMATS Funding Policy Guidelines. All three applications met the minimum criteria for project funding.

### Recommendations

The staff recommends that the Policy Committee approve \$801,759 in federal funds through the Elderly and Disabled Program for METRO RTA in support of their vehicle acquisition project. The staff also recommends \$254,367 in federal funds for UDS and \$55,995 for FCS to purchase handicap-accessible vehicles and support equipment.

Attached to this memo is Resolution 2014-17. This resolution approves the requested changes to FY 2015 of the TIP as described above. The Staff recommends approval.

Table 1  
**Enhanced Mobility for the Elderly and Disabled**  
 Draft Project Recommendations

NO.	SPONSOR	PROJECT	LOCATION	DESCRIPTION	TOTAL PROJECT COST	FEDERAL OPERATING FUNDS REQ'D	FEDERAL CAPITAL FUNDS REQ'D	TOTAL FED. FUNDS REQUESTED	COORDINATED PLAN PAGE #	1 PROJECT TYPE	1 SCORE	2 COORDINATION	2 SCORE	3 PROJECT EFFECTIVENESS	3 SCORE	4 MANAGEMENT CAPACITY	4 SCORE	5 APPLICATION COMPLETENESS	5 SCORE	TOTAL SCORE
1	<b>METRO RTA</b>	Replacement Vehicles - Transportation for the Elderly and Disabled	Summit County	Capital Project - Purchase of Accessible Vehicles	\$1,390,200	\$0	\$1,112,160	<b>\$1,112,160</b>	30	Vehicle Purchase	30	RTA plus SS Agencies	20	Impact, Cost, Effect	24	Organized, Capable	5	Complete	4	<b>83</b>
2	<b>United Disability Services</b>	Replacement Vehicles - Transportation for the Elderly and Disabled	Summit and Portage Counties	Capital Project - Purchase of Accessible Vehicles and Scheduling	\$317,959	\$0	\$254,367	<b>\$254,367</b>	30	Vehicle Purchase	30	2 RTAs + SS Agencies	30	Impact, Cost, Effect	20	Organized, Capable	5	Complete	5	<b>90</b>
3	<b>Family &amp; Community Services</b>	Replacement Vehicles - Transportation for the Elderly and Disabled	Portage County	Capital Project - Purchase of Accessible Vehicles	\$69,994	\$0	\$55,995	<b>\$55,995</b>	30	Vehicle Purchase	30	4+ SS Agencies	10	Impact, Cost, Effect	16	Organized, Capable	5	Complete	5	<b>66</b>
								<b>\$1,422,522</b>												

Federal Funds

FY 2013 **\$565,976**

FY 2014 **\$546,145**

**\$1,112,121** Maximum Funds Available

- **\$111,212** Minus Program Management (Maximum Allowed: 10%)

**\$1,000,909** Minimum Funds Available

**Recommendation:**

METRO RTA	<b>\$801,759</b>
UDS	<b>\$254,367</b>
FCS	<b>\$55,995</b>
	<b>\$1,112,121</b>

Includes Program Management

**RESOLUTION NUMBER 2014-17**

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

**APPROVING FY 2015 ELDERLY AND DISABLED PROGRAM PROJECT  
RECOMMENDATIONS (TIP AMENDMENT #17)**

**WHEREAS**, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County; and

**WHEREAS**, it is the responsibility of AMATS to develop and maintain the Transportation Improvement Program (TIP) for the area in cooperation with ODOT and the area's transit authorities; and

**WHEREAS**, the Akron Metropolitan Area Transportation Study accepted applications from eligible agencies in the AMATS area to receive funding under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and

**WHEREAS**, three applications were submitted by eligible agencies in the AMATS area; and

**WHEREAS**, the Staff has reviewed and scored these applications; and

**WHEREAS**, the Staff recommends the projects submitted by METRO RTA, United Disability Services and Family & Community Services as described in the accompanying memorandum; and

**WHEREAS**, METRO RTA, United Disability Services and Family & Community Services are eligible recipients, or subrecipients, of FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds; and

**WHEREAS**, these projects will be viewed as air quality neutral for TIP purposes; and

**WHEREAS**, a public meeting was held on December 11, 2014 to obtain public comment on this action; and

**WHEREAS**, the projects submitted by METRO RTA, United Disability Services and Family & Community Services are consistent with the *AMATS Area Coordinated Public Transit Human Services Transportation Plan*; and

**RESOLUTION NUMBER 2014-17 (continued)**

**WHEREAS**, this Committee has analyzed these requests and found them to be consistent with *Transportation Outlook*, the area's Regional Transportation Plan; and

**WHEREAS**, this Committee has been requested to amend FY 2015 of the AMATS FY 2014-2017 Transportation Improvement Program as discussed in the accompanying memorandum.

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee authorizes that METRO RTA receive \$801,759 in federal funds from the Elderly and Disabled Program in support of their vehicle acquisition project.
2. That this Committee authorizes that United Disability Services receive \$254,367 in federal funds from the Elderly and Disabled Program in support of their acquisition of vehicles and associated support equipment.
3. That this Committee authorizes that Family & Community Services receive \$55,995 from the Elderly and Disabled Program in support of their acquisition of vehicles and associated support equipment.
4. That this Committee considers the public meeting held on December 11, 2014 as adequately providing for public comment.
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

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Mayor David Kline, 2014 Chairman  
Metropolitan Transportation Policy Committee

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Date

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

**M E M O R A N D U M**

**TO:** Policy Committee  
Technical Advisory Committee  
Citizens Involvement Committee

**FROM:** AMATS Staff

**RE:** Resolution 2014-18 – Amending the Transportation Improvement Program  
FY 2014-2017 To Add and Revise Funds in FY 2015 for PARTA Capital  
Projects (Amendment #18)

**DATE:** December 3, 2014

Executive Summary

This memorandum discusses an amendment to the TIP to add and revise the funding for two capital projects for PARTA in the current fiscal year (FY 2015): preventive maintenance funding and the purchase of vehicles.

The Portage Area Regional Transportation Authority (PARTA) is requesting that the FY 2014-2017 TIP be amended. PARTA's request reflects recent changes in revised project cost estimates and the re-prioritization of their vehicle replacement schedule.

PARTA has requested that additional funds be added to FY 2015 of the Transportation Improvement Program (TIP) to reflect changes in available state funding and to cover cost increases for preventive maintenance. In addition, PARTA requests to increase a vehicle purchase from currently one new large bus to six refurbished large buses (35-foot), an increase in total funding.

PARTA is requesting the following changes to the TIP:

**- Revise Capital Funds Related to Preventive Maintenance (PID #89819)**

PARTA requests the revision of preventive maintenance funding in FY 2015 to reflect current revenue availability and revised budget estimates. This project will be funded at 80% federal share, derived from FTA Section 5307 funds. Federal share will increase from \$600,000 to \$660,000. State share will be decreased from \$260,000 to \$240,332. And local share will be reduced from \$25,000 to zero. The total project cost will increase from \$885,000 to \$900,332.

**- Revise the Project Description and Funding for the Purchase of Vehicles (PID #89830)**

PARTA requests to revise this project from the purchase of one new large bus to the purchase of six refurbished large buses programmed in FY 2015 of the TIP. This project will be funded at 80% federal share, derived from FTA Section 5307 funds. Federal



share will increase from \$275,000 to \$576,000. Local share will be increased from \$100,000 to \$144,000. The total project cost will increase from \$375,000 to \$720,000.

## **STAFF COMMENTS**

As with all TIP amendments, considerations with respect to consistency with the Regional Transportation Plan, financial capability, air quality conformity, public involvement, and environmental justice are important.

### **Regional Transportation Plan**

The projects proposed in this amendment are consistent with *Transportation Outlook*, the area's Regional Transportation Plan.

### **Financial Capability**

With respect to financial capability, there are sufficient funds available for this amendment.

### **Air Quality**

These projects can be viewed as either exempt from air quality or have been analyzed as part of the air quality networks and have resulted in a finding of compliance with the Clean Air Act. Therefore, this amendment will not affect adversely the air quality conformity approval of *Transportation Outlook* or the TIP.

### **Public Involvement**

The Staff is recommending that the Policy Committee consider this action as not regionally significant. As a result, the modified procedures in the AMATS *Public Participation Plan* are appropriate. These procedures include presenting the amendment for comment at a Citizens Involvement Committee (CIC) meeting. If any comments are received at the December 11, 2014, CIC meeting, they will be presented to the Policy Committee at its December 18, 2014, meeting.

### **Environmental Justice**

*Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations* states that, "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing as appropriate, disproportionately high and adverse human health or environmental effects of its programs policies and activities on minority and low-income populations." This requirement also applies to recipients of federal funds, such as PARTA.

The projects that will result from this TIP amendment do not appear to impose disproportionately high and adverse human health or environmental effects on minorities and/or low-income people who reside in the PARTA service areas.

## **STAFF RECOMMENDATION**

Attached to this memo is Resolution 2014-18. This resolution approves the requested changes to FY 2015 of the TIP as described above. The Staff recommends approval.

**RESOLUTION NUMBER 2014-18**

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

**AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017  
TO ADD AND REVISE FUNDS IN FY 2015 FOR PARTA CAPITAL PROJECTS  
(AMENDMENT #18)**

**WHEREAS**, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage counties, the Village of Doylestown, the City of Rittman, Chippewa Township and Milton Township in Wayne County; and

**WHEREAS**, it is the responsibility of this Committee to develop and maintain the Transportation Improvement Program (TIP); and

**WHEREAS**, PARTA provides public transportation services in the AMATS area; and

**WHEREAS**, PARTA is an eligible recipient of Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program Funds; and

**WHEREAS**, PARTA has requested that FY 2015 of the TIP be amended to add or revise funds currently programmed in the Transportation Improvement Program FY 2014-2017; and

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

**WHEREAS**, sufficient funds from the above noted categories are available and have been allocated to PARTA for these projects; and

**WHEREAS**, this project has been analyzed and found to be in conformity with the State Implementation Plan; and

**WHEREAS**, a public meeting was held on December 11, 2014, to obtain public comment on this amendment; and

**WHEREAS**, this Committee has reviewed the public comments collected during the December 11, 2014, meeting; and

**WHEREAS**, this Committee has determined that the effects of this amendment are consistent with *Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations*.

## RESOLUTION NUMBER 2014-18 - Continued

### NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the FY 2014-2017 Transportation Improvement Program as previously specified.
2. That this Committee affirms that the FY 2014-2017 Transportation Improvement Program is in reasonable fiscal constraint.
3. That this Committee affirms consistency with *Transportation Outlook*, the Regional Transportation Plan.
4. That this Committee reaffirms the air quality conformity determination of *Transportation Outlook*.
5. That this Committee considers the public meeting held on December 11, 2014, as adequately providing an opportunity for public involvement.
6. That this Committee affirms consistency with environmental justice requirements.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

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Mayor David Kline, 2014 Chairman  
Metropolitan Transportation Policy Committee

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Date

# 2015 AMATS TAC AND POLICY COMMITTEE MEETING CALENDAR

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TECHNICAL ADVISORY COMMITTEE 1:30 P.M.



POLICY COMMITTEE 1:30 P.M.



HOLIDAYS (AMATS Office Closed)



ANNUAL MEETING - Friday, October 16, 2015

# 2015 AMATS CITIZENS INVOLVEMENT COMMITTEE MEETING CALENDAR

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CITIZENS INVOLVEMENT COMMITTEE (CIC) 6:30 P.M.



HOLIDAYS (AMATS Office Closed)



ANNUAL MEETING - Friday, October 16, 2015