

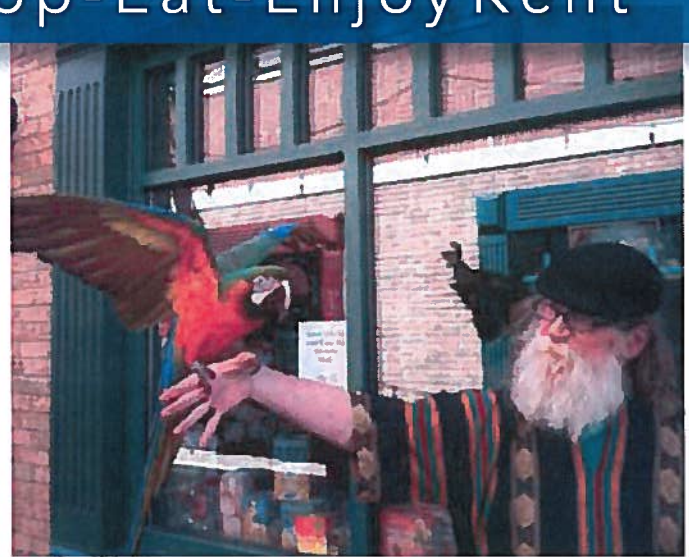
Kent



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- Programs, schools and colleges ranked among the world's best.
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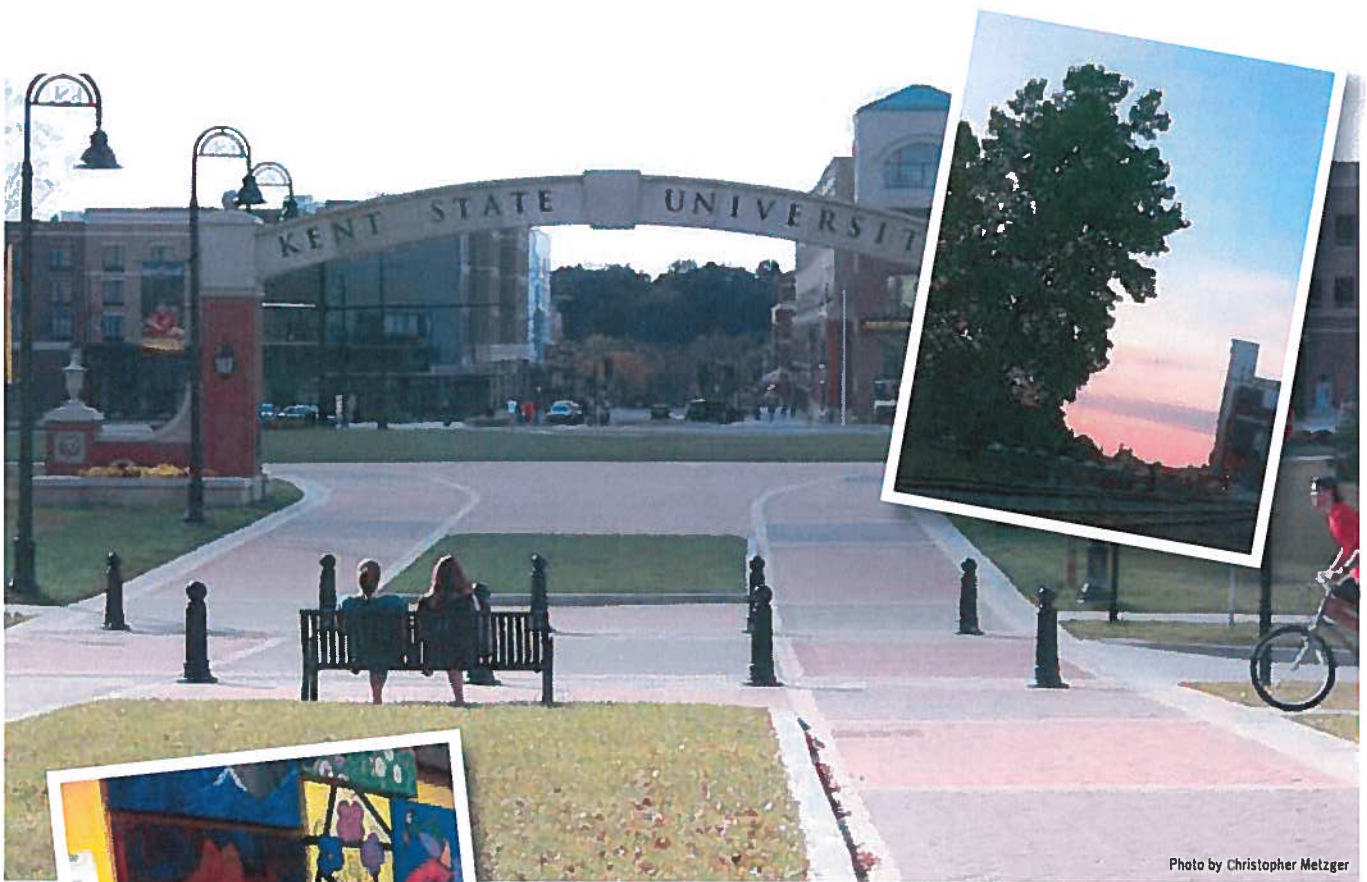
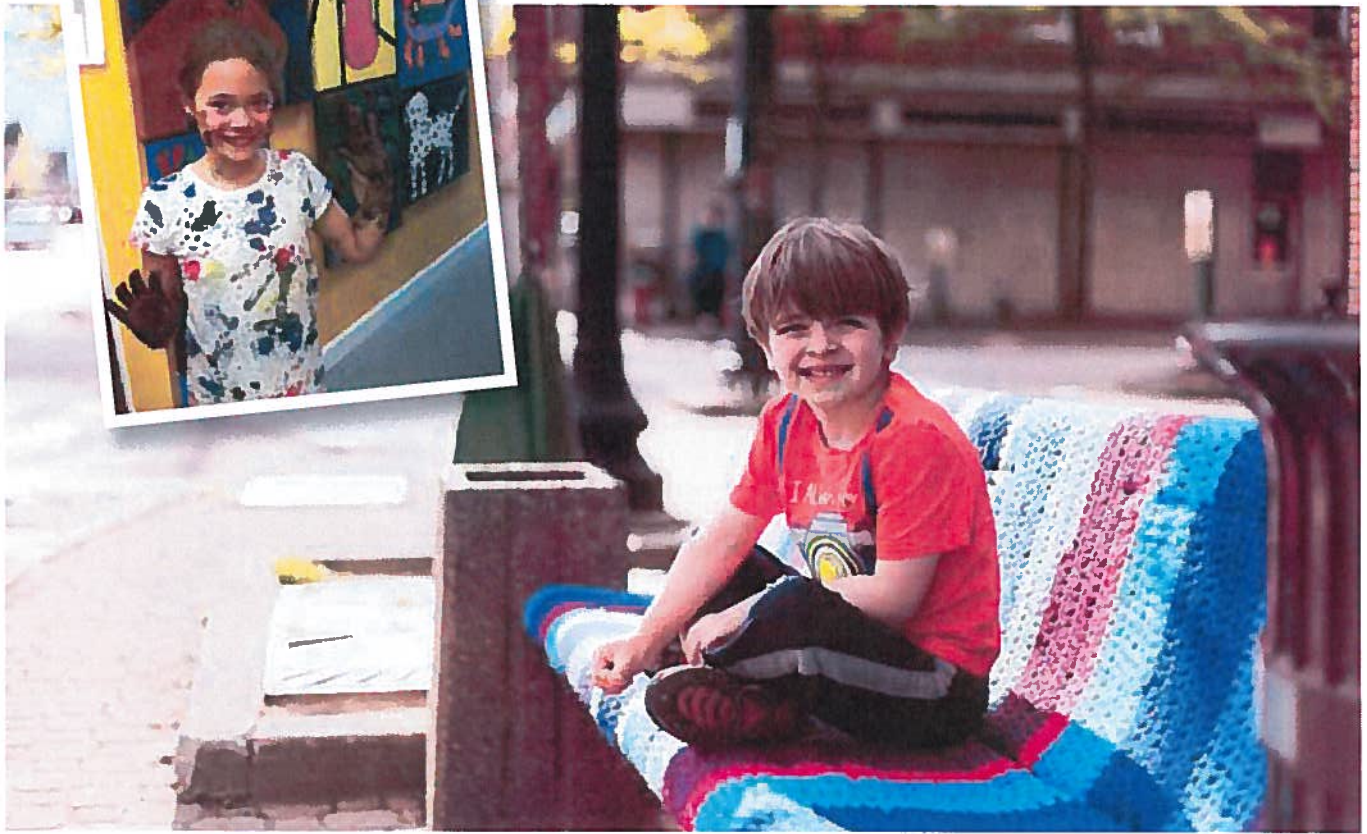


Photo by Christopher Metzger



Come to Kent

for the coolest, tastiest and most unusual of things.

Main Street Kent is the non-profit organization dedicated to the revitalization of downtown Kent. We are proud to be a part of the changes and growth in our downtown, and fully recognize that timing, planning and cooperation have all taken big parts in making the Kent revolution a reality. Our efforts are aimed at making and keeping our downtown beautiful, vibrant, and interesting - a place people come for reasons galore – shopping, the night scene, public art, higher education, live music, great eateries, galleries, and awesome people. It's kind of like the black squirrel thing - the people here are a little different too (in a good way). Willingness, talent and a true sense of community gel in a way here like I've never seen before. Our board of directors is comprised of amazing people from the City of Kent, Kent State University, local business owners, the Kent Historical Society, and others who have true passion for the revitalization and sustainability of our vibrant community. Our partnerships with The Burbick Companies, City of Kent, The Davey Tree Expert Company, and Kent State University are all critical to the success of our organization – and have redefined “collaboration.” We're all doing our part, and it's amazing to see the results every day.

Come to Kent for the coolest, tastiest, and most unusual of things – in shops, food, art, live music, talent, events, creativity & ingenuity, people, small businesses, hike and bike trails, and more. We invite you to come explore – there's so much to be discovered and rediscovered here. We even have a brand new, beautiful hotel right downtown. Make a weekend of it and enjoy your stay– you won't run out of things to do here!



*Heather Malarcik
Executive Director*

For more information about Main Street Kent, or to find out what's going on downtown, please visit mainstreetkent.org or call 330-677-8000.



Downtown Kent

Uncommon. Unmistakable.

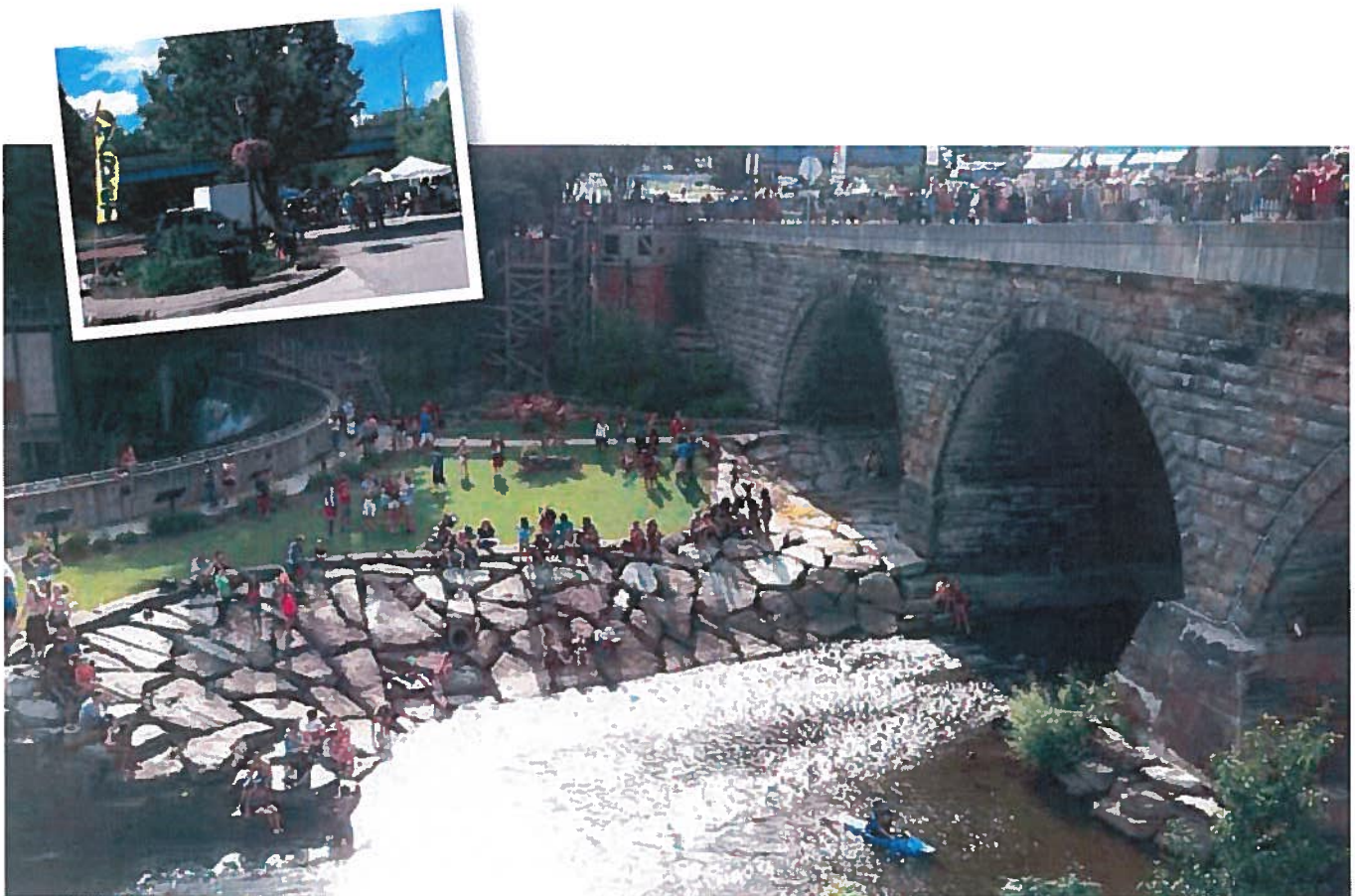


Welcome to the Uncommonly Cool City of Kent.

Whether you're kayaking the Cuyahoga River, shopping downtown, climbing the corporate ladder or biking to classes at the second largest public university in Ohio, one thing is clear — there's no place like Kent.

Kent is what happens when you mix 26,000 students with baby boomers, empty nesters, retirees, young families, old families, blue collar, white collar and tie-dyed no collars — all in one place. It's a place where you never know what to expect, which is exactly why people choose Kent.

In a world of strip malls and big box stores, Kent delivers the exact opposite. Kent is an unmistakable original. Come discover Kent for yourself.





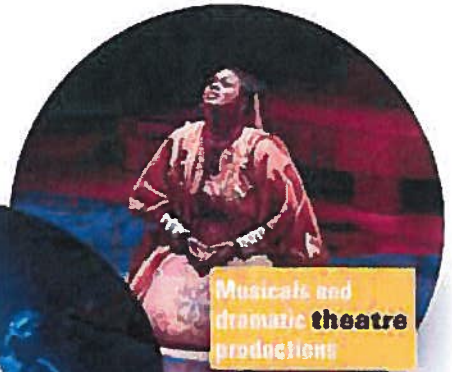
Dance concerts

THE COLLEGE OF THE ARTS

Imagining, creating and transforming the world through the visual, performing and design arts.

The College of the Arts is a vibrant arena of study and professional practice encompassing the visual, performing and design arts. Our concert halls, theatres, world-class fashion museum and art galleries bring the creative collaboration of students, alumni, faculty and renowned artists to the mainstream of campus cultural life.

We invite the community to join us for a season of:



Musicals and dramatic theatre productions



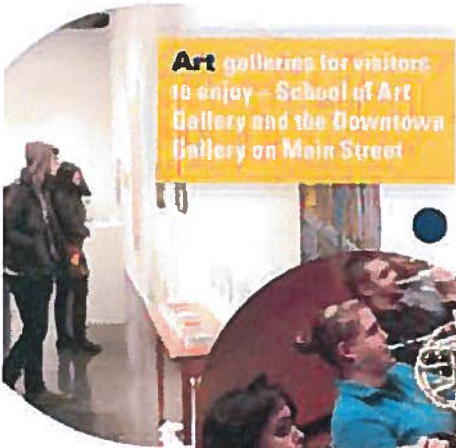
The Fashion School Store selling unique clothing and accessories. Located in Acorn Alley II



Fashion shows and special textile demonstrations in our TechStyleLab



Collections of the world's greatest fashion designers in the Kent State University Museum



Art galleries for visitors to enjoy - School of Art Gallery and the Downtown Gallery on Main Street



Music events including opera, choral and orchestra concerts, and guest performers

For details on all arts-related events, please visit www.kent.edu/artscollege.

KENT STATE UNIVERSITY

College of the Arts



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Festivities in Kent

November 29

Black Squirrel Friday

Skip the big box mess and head to Kent, home of the black squirrels, for unique, artsy, and practical gifts for your friends and family. We'll have lots of great deals, entertainment and excitement in store for you.

November 30

Small Business Saturday / Light Up Downtown Kent

Shop small in our great downtown full of excellent shopping options, and stick around for the holiday lights' season debut!

2013/2014

December 7

Festival of Lights

(visit kentbiz.com for details)

Santa Claus is coming to town, carolers will fill the air with holiday tunes, and the Mayor will light the giant Christmas tree.

February 15

Main Street Kent's Chocolate Walk

Take a tour of downtown Kent, enjoying chocolate delicacies along the way. Somewhat of an adult trick-or-treat, tickets for this event will be available at mainstreetkent.org after the first of the year.



June 7

Main Street Kent's Masterpieces on Main Art & Wine Festival

Enjoy local art, wine, food and live music from noon to 10pm at the Hometown Bank Plaza and in the streets of downtown Kent!

July 5

Kent Heritage Festival

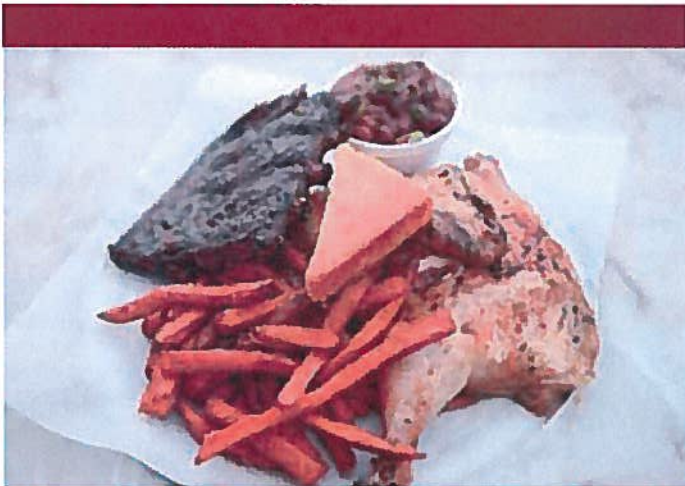
(visit kentbiz.com for details) – The streets of Kent are closed down for a day of live music and performances, delicious food, merchandise vending, and fireworks.



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ART

Group Ten Gallery

Kent's newly-formed artists' cooperative, Group Ten Gallery, is an ensemble of ten artists from Kent and the surrounding area whose art encompasses a broad range of mediums and styles, from the representational to the abstract, and with an emphasis on the two-dimensional arts of painting, drawing, and collage. The gallery is located at 138 Main Street in Kent with the main entrance off the alleyway at the rear of the building.

The artists of Group Ten are Ben Bassham, Debrah Butler, Jeff Fauser, Judy Gaiser, Jim Gundlach, Linda Hutchison, Fran Lehnert, Thompson Lehnert, Jance Lentz, Geoff Mowery, and John Smolko. The brainchild of Joan and Ron Burbick, the developer of Acorn Alley and the Acorn Corner (the former Franklin Hotel), Group Ten Gallery adds a colorful new dimension to the already rich mix of great things in Kent.

As its name suggests, the artists' cooperative is made up of individuals who share the work of hanging shows, staffing the gallery during business hours, and curating



exhibitions by members and guest artists. Each artist in the Group Ten Gallery co-op has an extensive record of juried exhibitions, both nationally and regionally, and numerous solo shows. Their work may be found in many private, corporate, and museum collections. Several members of the group have also taught art at the university level or have a long history of giving private lessons in painting.

The gallery is currently open Thursday from noon until 5:00 p.m. and Friday and Saturday from noon until 8:00 p.m.
www.grouptengallery.com

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MEMBER FDIC



Yarnigami

Random acts of art occur frequently in Kent, particularly in the form of “yarn bombing.” A tree outside of the Kent Natural Foods Co-Op wore a beautiful sweater last year... the bike rack outside The Zephyr Pub has changed outfits

several times – from bright colored stripes to camouflage...the fence along the Cuyahoga River had a message in Morse Code – “Kent, OH,” during the summer months. Look up “yarnigami” on Facebook, and you’ll see this has been going on for years now. Scratch that. Come to downtown Kent and see for yourself; it’s totally worth it!

Downtown Gallery

The Downtown Gallery, located at 141 E. Main Street, is an off-campus extension of the Kent State School of Art Galleries. It is a unique venue, bringing together faculty, community, students and

alumni. Highlighting the works of a wide variety of artists and mediums, the Downtown Gallery offers a space for traditional and experimental works. The exhibition calendar rotates monthly with reception events that correspond with each show. All receptions are free and open to the

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public. The gallery offers opportunities for artists to submit exhibition proposals as well as offer juried competition shows. The front window space is also home to installation artworks. Rotating on a 2-month calendar, artists are encouraged to send in proposals to help excite and draw in visitors to the space. The gallery hours are Mon-Wed 9:30am-6:00pm, Thurs 9:30am-8:00pm, Fri 9:30am-7:00pm, Sat 10:00am-4:00pm and Sun 12:00-5:00pm. <http://galleries.kent.edu>



Standing Rock Cultural Arts

The sole purpose of this group is to build community through the arts - to nourish the spirit of creativity by providing art and educational activities that allow children and the general public to explore the arts. Standing Rock Cultural Arts offers workshops, youth theatre, adult theatre, multimedia performance art, spoken word programs, a community art gallery, fund raising benefits, and consulting. The vision includes a Cultural Arts Center in downtown Kent, Ohio - a place to give area artists a place to show their art, teach, perform, produce, and direct in their own community. www.standingrock.net

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Entertainment/Live Music Scene

The Kent Stage

Constructed in 1927 as a silent movie and vaudevillian theater and is the sole surviving downtown theater in the county. In 2002, the Western Reserve Folk Arts Association took over management of the venue and the rest is history. The Kent Stage was named the Best Acoustic Venue in Northeast Ohio by The Plain Dealer when Nickel Creek stepped out in front of the mics and sang an encore. Along with the concert venue, The Kent Stage is also the home of All Folked Up – a full service bar equipped to satisfy your desire for an adult beverage or two. Yes, you can take your drink into the theater. The Kent Stage is the host of



approximately 150 concerts a year, featuring shows like Arlo Guthrie, Kenny Loggins, Judy Collins, Joan Baez, Kris Kristofferson, and the Kent Folk Festival, the Kent Blues Fest, Kent Reggae Fest, the Kent State 'Round Town Music Festival, film festivals and numerous plays. For show dates, visit kentstage.org.

Water Street Tavern

The Water Street Tavern is a key part of Kent's vibrant music scene, offering a diverse lineup of the area's best bands and artists, building on the city's strong heritage of support for live performances.

When owner Mike Beder renovated and expanded Water Street Tavern in 2008, he had two major goals: To add a full service kitchen and to build a stage area for live music. The restaurant Cajun's Dave's now offers Cajun and Creole specialties such as jambalaya, gumbo and etouffe, along with modern takes on classics such as pizza, fried chicken and premium hamburgers. The Water Street Tavern presents live music four to five nights a week.

The tavern's popular Friday night concert series features local and

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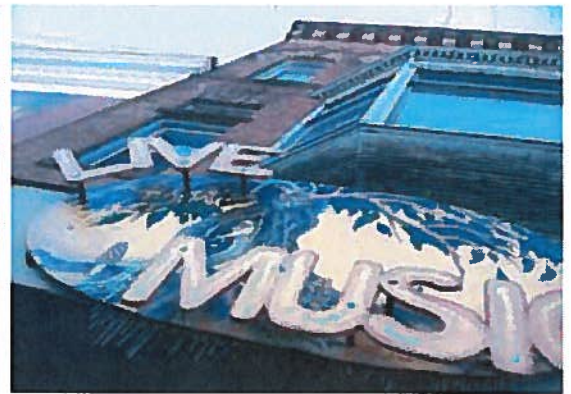
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regional bands such as the Zydeco Kings, Rachel and the Beatnik Playboys, the Juke Hounds and Roger Hoover. The bands love performing at such a music friendly venue and patrons love the fact that the music starts at



7 p.m., allowing them to take in a whole night of music and still be home at a reasonable hour.

On Wednesday nights, the Water Street Tavern presents some of the area's best blues performers, including Colin John, the Numbers Band, the Wanda Hunt and Ian Penter. Larry Sterpka plays every the tavern Mondays at 5:30 p.m., and the DanJo Jazz Orchestra plays Tuesday evenings.

There is never a cover charge, so check out some of Northeast Ohio's top musicians at the Water Street Tavern.

Stone Tavern

A unique ale house with a live music venue and an art gallery located in historic downtown Kent. It boasts over a hundred varieties of bottled beers and its taps flow with European imports, Ohio ales, and select American craft brews. There are no televisions at the Stone, no cover charge, and its walls are filled with paintings from art shows hung every other month. Regardless of style, the art and music confidently reflect an outsider edge. On any given night, the area's finest rock, psychedelic, metal, punk, and jazz bands support touring groups. Weekend shows typically feature multi-genre three-to-six act bills. During early hours and between live acts, two vintage Technique 1200 turntables maintain the vibe. And, every Monday night at 8pm the Stone hosts the second-longest running comedy show in Ohio. stonetavernkent.com

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Have you taken a good look around the **Brimfield & Kent** area lately?

There are great places to go, eat, shop and visit. It feels like something is always going on, with events being held all of the time.

Check out www.centralportage.org, and see for yourself that in Central Portage County, there are so many things to see & do. Get your **FREE** Kent & Brimfield Visitors Guide today!

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Saturdays
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Annual Music Festivals



These three annual events take place all over downtown Kent each year, and music lovers can float from venue to venue to see their favorite performers – for **FREE!**

In April

Reggae Meltdown - Kent's Island Music Festival
www.reggaemeltdown.com

In July

Kent Blues Fest - www.kentbluesfest.com

In September

Kent State 'Round Town Music Festival
 (formerly "Folk Fest") - www.kentstateroundtown.org

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 10:00 am - 7:30 pm
 Saturday
 10:00 am - 6:30 pm
 Sunday
 12:00 pm - 5:00 pm

Shopping Historic Downtown Kent

Many of the classics of Kent have been around for decades, offering a solid array in their areas of expertise.

City Bank Antiques

In addition to pocket watches, City Bank Antiques houses a fine selection of men's vintage wrist watches and is one of the largest offered in northeast Ohio. Antique diamond rings in white gold and platinum, a large selection of sterling silver souvenir spoons, gold, silver and enamel thimbles, silver and gold coins, unique vintage jewelry, old books, Tiffany style lamps, large scale steam locomotives, cylinder music boxes, Egyptian ushabtis, and Native American points are just a few of the unusual antique items to be found in the shop. 2014 will be their nineteenth year in business here in Kent! www.citybankantiques.com





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Ornaments Now On Display



McKay Bricker Framing & Black Squirrel Gifts

Started in 1984 primarily as an art & picture framing shop, McKay Bricker has evolved into one of the leading picture framers in Northeast Ohio. Three Certified Picture Framers on staff bring over 80 years of combined experience to the shop. The unique gift shop features many local artisans and has many items celebrating the Black Squirrel, the unofficial mascot of Kent. You'll be impressed by the many fair trade items, jewelry, home decor and photo frames, as well as one of the largest selections of greeting cards in the area. www.mckaybricker.com

Woodsy's Music

Established in 1972, Woodsy's is an essential staple to our downtown, offering quality musical instruments, instruction, live sound production and lighting services, instrument repair, sound systems, and pretty much anything music-related. Being in business for over forty years now, this is the go-to place for local musicians, school music programs, event coordinators, and entertainers throughout the state. www.woodsys.com

The Works

This shop has been in Kent for over twenty-five years. "We sell cool stuff," says the owner, in reference to her continually-circulating inventory of merchandise. Carrying art crafted by eighty artists, nearly half of them from Ohio, you'll find the work of Don Drumm, George Carruth. From clothing and jewelry to pottery and original artwork, you can easily spend a couple of hours in here, perusing their huge selection of great stuff!

Shopping New Options

Included in the new development in Kent are loads of shopping and dining options.



Acorn Alley I & II

At Acorn Alley, you'll discover a renewed retail and restaurant experience where there's something for everyone. Located in downtown Kent between East Main and Erie Streets, Acorn Alley text to read "Located in downtown Kent between East Main and Erie Streets, Acorn Alley is a pedestrian friendly development that offers cobblestone walkways and a welcoming mix of locally-owned unique shops and boutiques, art and live music, and special events. Craving something great to eat? Enjoy the local cuisine Acorn Alley has to offer at a variety of restaurants that range from wine bars to coffee shops and upscale restaurants to cafes and pubs. Or, simply grab a premium ice cream cone or bag of sweet, savory popcorn. No matter what your flavor, Acorn Alley is an ideal place to please a wide variety of tastes. For one of a kind shopping and dining experiences, make your first stop Acorn Alley and discover all Acorn Alley has to offer.

College Town Kent

College Town Kent is a pedestrian-oriented shopping, office and lifestyle center just moments from Kent State University. In the heart of the historic district, College Town Kent features a unique blend of regional and local boutiques, restaurants and service providers. The Landmark at Kent, the newest residences in downtown, are expected to open in April 2014 and will feature 32 high-end, loft style residences and a street level Italian themed restaurant. www.collegetownkent.com

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Food

Now we have more options than we ever could have dreamed we'd have in Kent – way beyond pizza and burgers. For a full list of options, visit www.mainstreetkent.org, but here's a short list of options to tempt you



Cafés – Anthony's Cakes & Café, Baked in the Village Café, Rise & Shine Café, Scribbles, Tree City Coffee & Pastry, Wild Goats Café

Delis – Dave's Cosmic Subs, Franklin Square Deli (40 years!), Jimmy John's, Penn Station

Favorites on Franklin Ave. – Pufferbelly, Ray's Place, and Taco Tonto's – all have been here for decades!

Italian – Belleria Italian Restaurant

Japanese – Newdle Bar, 157 Lounge (sushi)

Mediterranean – LAZIZA, Troy Grille, Laroush

Mexican – Fresco, Taco Tonto's

Sweetness – College Creamery, Insomnia Cookies, Popped!, Yogurt Vi

Haymaker Farmers' Market

For 21 years, Haymaker Farmers' Market in downtown Kent has brought a wide variety of locally grown and produced foods to the community. The market offers products from up to 40 vendors, free live music weekly, cooking demonstrations, and a \$10 monthly match for SNAP customers who use their Ohio Direction Card at the market. It runs every Saturday on Franklin Ave. and Summit St., under the



beautiful mural painted on the Haymaker overpass from Memorial Weekend till the last Saturday in October, from 9am – 1pm, rain or shine. The market is year-round, and moves indoors on Saturdays from 10am – 1pm, from the first week in November until the end of May, at the United Methodist Church at 1435 E. Main Street in Pierson Hall. Four OEFFA certified organic farms grow incredible produce for the market, three of them year-round with high tunnel production. Also available: baked goods (including traditional, vegan, gluten free); goat, sheep, and cow milk cheeses; maple syrup and maple products; honey and honey products; herb vinegars and oils, jams and jellies; dried herbs; preserves; salsa, dip and baking mixes; locally roasted coffee and beans; dried local tea blends; hot and cold prepared foods including local meats, eggs and cheese, and vegetarian and vegan, pastured meats and eggs; organic dry beans, corn meal, polenta, whole wheat flour, wheat berries; soaps and lotions, dog treats, garden starts, bedding and perennial plants, air plants, hypertufas, and more! For more information, visit haymakermarket.com or contact market manager, Kelly Ferry at haymakermarket@gmail.com.

Kent Community TimeBank

Our new downtown boasts more than pretty new buildings and thriving commerce. The Kent Community TimeBank (KCTB) is redefining community and strengthening our neighborhoods. In a nutshell, a timebank is a modern system of exchange where members can earn and spend time credits instead of cash. One hour equals one time credit, no matter the service. It is not barter, nor is it volunteering. The KCTB has almost 600 members who have exchanged over 21,000 time credits to each other and the greater community. Anyone can join the timebank. Some of the services available are: graphic design, photography, resume building, massage therapy, homemade meals, cooking classes, dog walking, taxes and accounting, marketing, writing, tutoring, sports, yoga, window washing, travel advice, lodging, home repair, art lessons, transportation and child care. Merchants and organizations alike are able to earn and spend time credits. In Kent, you can get a burrito for a time credit (thanks to Taco Tonto's), take a yoga class or get your oil changed for a time credit plus materials. Visit our homepage to find our more and create an account (it's free and you need not live in Kent to join): <http://kentcommunity.timebanks.org>.

More to Do in Kent

There's so much to do in Kent, all year round. Visit the KSU Fashion Museum, KSU Art Galleries, the Kent Historical Society, or Masonic Temple; take an excursion down the Cuyahoga River with Crooked River Adventures; enjoy the Portage Parks Hike & Bike Trails...or simply grab a bite to eat and do some shopping. Whatever you do, enjoy Kent!



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With 94 stylish rooms, 5000 square feet of meeting, conference and event space, our spectacular restaurant and intimate bar and lounge, we're not your run-of-the-mill branded property. Rather, we are a hotel specifically created to provide an extraordinary experience for Kent and Kent State visitors and aficionados.

So come dine with us, stay with us. And experience boutique hotel surroundings at their very finest. For easy booking at our best available rate, visit our website. We look forward to welcoming you.



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AMATS: The State of Our Region's Transportation Infrastructure



A Technical Memorandum

December 2013

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The State of Our Region's Transportation Infrastructure: By the Numbers

640

miles of major roadways eligible for resurfacing in the AMATS Region

12.1

the percentage of major roadways with pavement condition ratings of "Poor"

16.8

the percentage of Summit County major roads with a "Poor" condition rating

83.8

million dollars AMATS has programmed for resurfacing projects through 2017

984

vehicular bridges located throughout the AMATS region

71

number of AMATS region's vehicular bridges classified as "Structurally Deficient"

1/4

approximate proportion of AMATS bridges classified as "Functionally Obsolete"

70.6

million dollars invested in projects involving bridge work over the last three years

49

average age of the bridges within the AMATS region

Executive Summary

In the following report, AMATS will present data and provide analysis regarding the state of our regional transportation infrastructure. The report focuses on two specific aspects of transportation infrastructure: roadways and their respective pavement condition ratings (PCR), and the structural integrity ratings of the vehicular bridges located in the AMATS region. Roadways with PCRs of less than 80, and bridges classified by the Ohio Department of Transportation (ODOT) as “structurally deficient” are viewed as *not* in a state of good repair for the purposes of this report.

Roadways Summary

According to the latest available data, 49.5% of the major roadways in the AMATS region are in “good” condition – meaning, they have a PCR of 80 or higher. 38.4% have PCRs in the “acceptable” range (between 79 and 65) and 12.1% fall within the “poor” classification (PCRs of less than 65). Under the same PCR methodology, the region’s freeways fare considerably well, with nearly two-thirds falling within the “good” classification, and only 1.5% rated as “poor”. When compared to peer metropolitan areas throughout the state of Ohio, AMATS’ roadway infrastructure falls in the middle of the pack. However, AMATS roadways maintain the highest ratings of all Northeast Ohio metropolitan areas. \$83.8 million in federal, state and local funds has been programmed for resurfacing projects in the *AMATS 2014-2017 Transportation Improvement Program (TIP)*.

Bridges Summary

The AMATS region contains 984 vehicular bridges (railroad bridges and pedestrian-only bridges were not analyzed in this report), which are inspected on a regular basis. 24.4% of the bridges in the AMATS region have been classified as “functionally obsolete”, meaning they are structurally sound, yet do not meet current design standards in one or more areas (vertical clearance, lane width, etc.). Of greater concern are the 71 bridges classified as “structurally deficient”, meaning one or more of the bridge’s three primary components (deck, superstructure and/or substructure) has been rated “poor” or worse. Although these bridges are not in danger of imminent collapse, they will eventually require significant investment to be brought back to a state of good repair. The percentage of structurally deficient bridges in the AMATS area (7.2%) is significantly lower than the national average (12.0%) – a positive statistic given that the average age of a bridge in our region is 49 years old. \$155 million in federal, state and local funds has been programmed for projects involving at least some bridge work over the next four years (most of which is dedicated to the I-76/77/Main/Broadway interchange project in Akron).

Purpose of this Report

Transportation officials are charged with keeping transportation infrastructure in a “state of good repair”. This term is somewhat subjective and may vary by location, but it essentially means maintaining the transportation network to levels deemed acceptable in regards to comfort and safety.

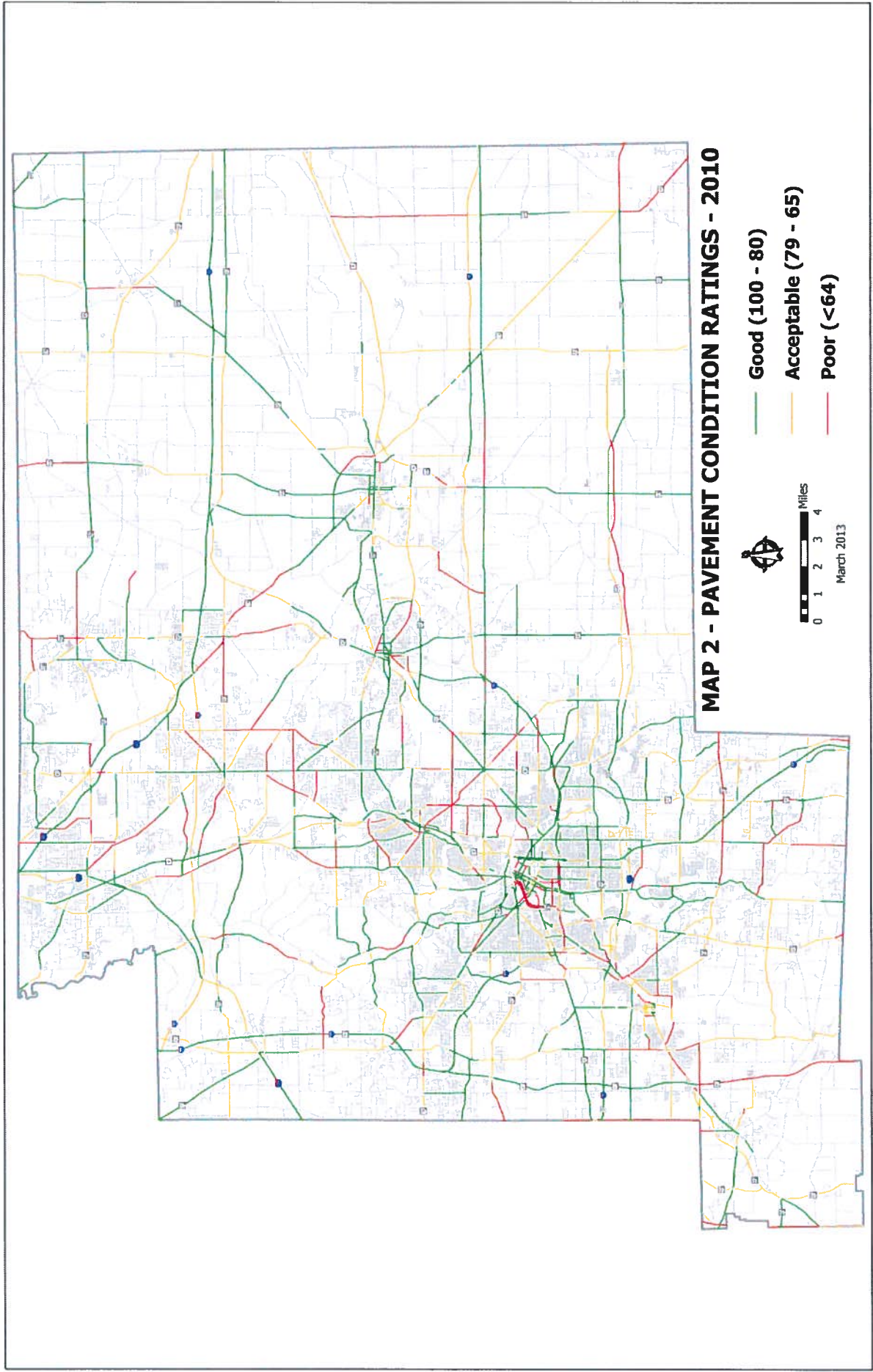
For the purposes of this report, “transportation infrastructure” refers to the federally classified roadways and all bridges within the AMATS region. Although AMATS publishes a number of reports, plans and technical memoranda which provide detailed information on the condition of individual transportation assets within the region, this report will provide a concise summary of the overall status of the region’s assets. Using this “snapshot” of our roadway and bridge infrastructure, citizens and public officials may quickly gain a general understanding of the region’s state-of-repair. A concise summary may also be useful to present to state and federal officials, who in turn may use the findings to argue the need for additional transportation funding for our region.

A secondary purpose of this report is that it provides baseline data by which we may benchmark the region’s transportation infrastructure going forward. Depending on improvement or decline in the future re-assessments of this data, we may evaluate the performance of the region’s transportation funding investments. This data may help with the prioritization of future projects and investments, as well as determining which types of projects are working well and which may need reconsideration.

Part I: Evaluating Our Roadways through Pavement Condition Ratings

Everyday drivers and transportation officials agree that the smoothness of a road’s surface pavement is one of the best indicators of that road’s overall quality. Nothing beats the smooth ride of a freshly paved roadway, and likewise, few things earn the ire of motorists and cyclists like a rough, bumpy, pot-hole ridden roadway surface. States, counties and individual communities have developed various methodologies to rate the quality of roadway surfaces within their jurisdictions. These ratings are known as pavement condition ratings, or PCRs. The processes to gather this data, and the presentation of the final data, vary widely throughout the nation. Regardless of which system has been locally adopted, their common purpose is to help officials prioritize local transportation funding needs.

Until very recently in Ohio, the Ohio Department of Transportation (ODOT) was responsible for collecting PCR data for all interstate highways and federally classified roadways throughout the state. Cities would gather PCR data for their local residential and secondary streets using either their internal staff or through an external contractor. The County Engineer’s office would typically perform the same duties for townships and other unincorporated portions of the county. As the Akron region’s conduit for federal funding, AMATS’ focus has traditionally been on roadways eligible for federal-aid, which for the duration of this report we will refer to as “major” roadways. The map on the following page illustrates the federally classified, or “major”, roadways in the AMATS region.



Recently, as part of a cost-savings effort, ODOT has decided to cease collecting PCR data on roadways other than freeways and state routes. Metropolitan planning organizations (MPOs), such as AMATS, must facilitate this process for the remaining major roadways going forward. AMATS is currently working with its member communities to secure a vendor to gather PCR data for the entire region, not only picking up those that ODOT has discontinued, but (at the option of local communities) local streets as well. As a result of this collaborative shared-services project, the communities comprising the AMATS region may expect economies-of-scale savings of up to 50%. The details of this collaboration and potential contract are still being discussed, so the ultimate PCR methodology may or may not differ from the previously used ODOT system. Since those details are not finalized, this report will describe and is based on the traditional ODOT methodology.

The ODOT PCR Methodology

The ODOT pavement condition rating system is based upon a visual inspection of pavement surfaces. Each road segment begins the assessment with a presumed score of 100 (the equivalent of a newly paved roadway), and points are deducted based on the presence, frequency and severity of one of thirteen classifications of defects. Some defects (or “distresses”) are deemed more severe than others, and are assigned a higher weighting – thus lowering the segment’s PCR more significantly. Descriptions and visual examples of the thirteen classifications of pavement surface defects may be found in Appendix A, and are more fully described in ODOT’s *Pavement Condition Rating Manual*:

(<http://www.dot.state.oh.us/Divisions/Planning/TechServ/TIM/Documents/PCRManual/2006PCRManual.pdf>)

The State of AMATS Roadways

Rating Category	Wayne Portion	Portage County	Summit County	AMATS Total
"Good" (PCR 80 or Higher)	49.2%	47.4%	50.7%	49.5%
"Acceptable" (PCR 79 - 65)	40.1%	41.3%	36.6%	38.4%
"Poor" (PCR < 65)	10.7%	11.3%	12.7%	12.1%

Source: ODOT

For the purposes of this report, AMATS has classified the roadways within our region into one of the three categories listed in the table above: “Good”, “Acceptable” and “Poor”. We realize that individual communities may have different standards as to what PCR level constitutes an acceptable roadway and what level warrants a resurfacing. At the regional level, these categories provide a good summary. According to the *AMATS Funding Policy Guidelines*, AMATS may only provide funding for roads with a PCR of 80 or less; roadways above this rating generally have very smooth pavement and allow for a

comfortable ride. Likewise, the *AMATS Highway Preservation Needs Report* recommends that roadways with a PCR below 65 should consider a resurfacing or other rehabilitation. Roadways with PCRs falling between these two limits have surfaces that fall somewhere in-between.

As of 2010, nearly 50% of the freeways and major roadways within the AMATS region have pavement condition ratings of “Good”. Additionally, Summit and Portage Counties and the portion of Wayne County lying within the AMATS region maintain similar proportions of roadways within each rating category.

To rehabilitate all roadways with a rating of “Poor” would require the resurfacing of 146 miles of roadway throughout the region. To improve all “Acceptable” roadways would add an additional 462 miles of roadway, for a total of 608 miles requiring resurfacing funding.

Freeways/Interstate Analysis

Rating Category	
"Good" (PCR 80 or Higher)	64.7%
"Acceptable" (PCR 79 - 65)	33.8%
"Poor" (PCR < 65)	1.5%

Source: ODOT

When isolating the freeway data, we discover that nearly two-thirds of ODOT rated freeways are rated as “Good”, and over 98% have an “Acceptable” rating or better. Only a very small proportion of the freeways in the AMATS region (which for this analysis includes I-76, I-77, I-80, I-271, I-277, I-480 and State Route 8) fall into the “Poor” category. One may argue that since interstate highways carry much greater traffic volumes, and at much higher speeds, it’s more imperative that roadway segments with an “Acceptable” rating are brought up to “Good” status as soon as possible. To bring our region’s interstate highways to “Good” status would require the resurfacing of 49 miles, or slightly more than one-third, of our region’s assets.

Please note: Although PCRs - or more generally, pavement smoothness - are used as the metric to judge the “state of good repair” for our region’s roadways in this report, there are other concerns beyond pavement condition. Many of our regional roadways (freeways in particular) exhibit capacity limitations, obsolete interchange geometries, aging sub-structures and other difficult and costly concerns, which are beyond the scope of this report. Please refer to the *AMATS Congestion Management Process* and the *Highway Preservation Needs* reports for complete details on these and related issues.

Peer Comparisons

It is difficult to truly understand the state of the region’s roadway infrastructure without benchmarking it to the ratings of other areas. As previously mentioned, surrounding states use very different methodologies, which makes data comparison difficult to impossible. The best available “apples-to-apples” comparison is to use statewide data provided by ODOT. This data is provided at the county level, and does not include freeways.

	"Good" PCR 80 or Higher	"Acceptable" PCR 79 - 65	"Poor" PCR < 65
Montgomery County - Dayton	67.2%	29.2%	3.6%
Franklin County - Columbus	66.1%	28.0%	5.9%
Lucas County - Toledo	59.7%	27.0%	13.3%
Hamilton County - Cincinnati	53.8%	33.4%	12.8%
Summit County - AMATS Major Roads	48.8%	34.4%	16.8%
Portage County - AMATS Major Roads	46.5%	42.5%	11.0%
Cuyahoga County - Cleveland	45.5%	28.5%	26.0%
Mahoning County - Youngstown	43.4%	20.4%	36.2%
Stark County - Canton	35.1%	38.6%	26.3%
<i>Source: ODOT (2011 - 2012)</i>			

In the comparison data presented above, there are relatively few patterns that jump out at an observer. One might have expected that Franklin County, one of Ohio’s most rapidly growing counties, to have among the highest proportions of “Good” roads in the state. However, Montgomery County’s even larger proportion of “Good” roadways demonstrates that the quality of a county’s roadways is not necessarily dependent on the county’s rate of growth. The counties located entirely within the AMATS region – Summit and Portage – generally fall in the middle of these most populous Ohio counties in the “Good” and “Poor” categories. They are, however, at the head of the pack in the “Acceptable” category. When limiting our focus to Northeast Ohio counties (Cuyahoga, Mahoning, Portage, Stark and Summit), the counties comprising the AMATS region have the greatest proportion of “Good” roads and the lowest proportion of “Poor” roadways.

Roadways Conclusion

Keeping the AMATS region's roadways in a state of good repair is an ongoing process and requires careful planning and prioritization. The recently released *AMATS 2014-2017 Transportation Improvement Program* (TIP) lists 45 resurfacing projects which have been allocated approximately \$83.8 million in federal, state and local transportation funds. Although this is a significant investment, we are mindful that for every roadway that is freshly resurfaced, all others continue their deterioration due to the traffic demands and extreme climatic conditions prevalent in Northeast Ohio.

Through regional collaboration, AMATS and its member communities will best leverage all available resources to ensure the continued maintenance of our roadway infrastructure. The upcoming PCR shared service agreement will provide the opportunity to increase consistency, comparability and efficiency of pavement condition data. Perhaps most importantly, it will establish a tangible example of how collaboration allows our region to accomplish more with its limited transportation resources than ever before.

Part II: Evaluating Our Bridges

Few things draw attention to the state of the nation’s infrastructure like high-profile bridge collapses. The catastrophic collapse of the I-35 bridge in Minneapolis in 2007, and more recently, the 2013 Interstate 5 bridge collapse in Washington State, resulted in national headlines and left many drivers apprehensive when crossing bridges located in their own communities. As with most high-profile disasters, although these events draw enormous media attention, they are generally “freakish” in nature; the majority of America’s bridges are perfectly safe, and even the worst are seldom to the point of imminent collapse. That being said, transportation officials do not take the issue lightly, and rigorous inspection programs have been established nationwide to prevent similar events from occurring.

In Ohio, all bridges greater than 20 feet in length receive annual routine inspections by the Ohio Department of Transportation’s (ODOT) Office of Structural Engineering. More in-depth inspections, in which one or more of the three primary components of a bridge (Table 4) is inspected at a highly-detailed level, occur approximately every five years. If some form of damage has been documented on a particular bridge, inspections may occur more frequently, as ODOT deems warranted.

Component	Description
Bridge Deck	The surface on which vehicles travel; Supported by the superstructure.
Superstructure	Transfers the load of the deck and bridge traffic to the substructure.
Substructure	Provides support for the entire bridge.

Source: Federal Highway Administration

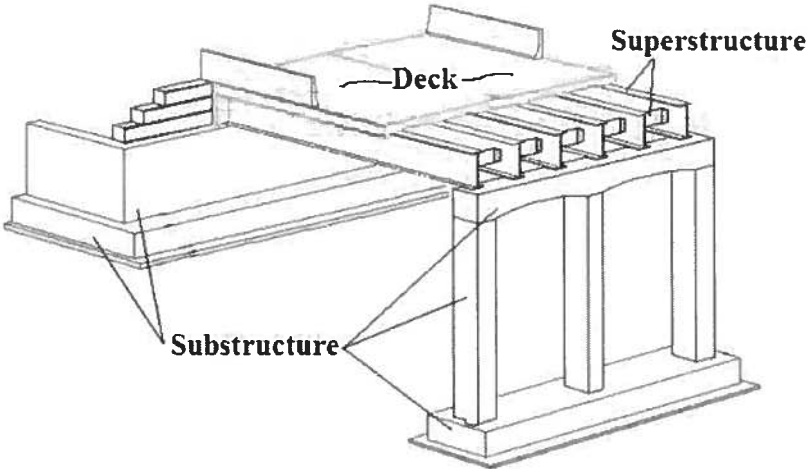


Illustration courtesy of the Michigan Department of Transportation

Unlike pavement condition ratings, which use a number of differing methodologies, bridge condition ratings are standardized across the nation. The Federal Highway Administration (FHWA) catalogs all American bridges (of 20 feet in length or greater) into the National Bridge Inventory (NBI) database, and has established universal standards and inspection procedures to be strictly adhered to and administered by the individual states. This allows for ease of comparison across the nation.

During an inspection, each component of a bridge is examined independently and given its own rating. However, all the components are also looked at holistically, and the bridge is given an overall appraisal rating.

Table 5: Bridge Condition Rating Categories

Rating	Condition Category	Description
9	Excellent	
8	Very Good	No problems noted
7	Good	Some minor problems
6	Satisfactory	Structural components show some minor deterioration
5	Fair	All primary structural components are sound but may have minor defects or deterioration
4	Poor	Advanced defects and/or deterioration
3	Serious	Defects and/or deterioration have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present
2	Critical	Advanced deterioration of primary structural components. Cracks in steel or concrete may be present. Unless closely monitored, it may be necessary to close bridge until corrective actions are taken
1	Imminent Failure	Major deterioration present in critical structural components. Loss may be present in structural support, affecting bridge stability. Bridge is closed to traffic, but corrective action may be sufficient to put the bridge back into light service
0	Failed	Bridge is out of service and beyond corrective action

Source: FHWA

Bridge Classifications

If ample design discrepancies or structural deficiencies are discovered during the appraisal of a bridge, the bridge may be placed into one of two special classifications:

- 1) Functionally Obsolete – this classification is given to a bridge whose design does not meet current design standards. This classification has nothing to do with the structural integrity of a bridge. Rather, it typically applies to bridges built decades ago, according to a set of standards that do not conform to modern traffic or geometrical standards. Examples could include bridges with lanes that are deemed too narrow, low vertical clearances or unacceptable roadway alignments according to current design standards.

- 2) Structurally Deficient – a bridge receives this classification when one or more of its structural components is discovered to be in “Poor” or worse condition due to deterioration and/or damage. Assignment to this classification does *not* indicate that a bridge is unsafe to cross or is in danger of imminent collapse. Rather, it initiates a process of more regular and thorough inspections, where deterioration will be addressed and repaired as necessary. Often, a bridge may remain completely open or limited to light duty while corrective repairs are made. *Any bridge in danger of failure or collapse will be closed to traffic immediately until repairs or replacement allows it back into service.*

The State of AMATS Area Bridges

The AMATS region contains 984 vehicular bridges registered on the National Bridge Infrastructure database (bridges designed for pedestrian/bicycle use only have been excluded from this analysis). As mentioned, ODOT inspects these bridges and provides an overall appraisal rating for each one. The most recently available appraisal data for vehicular bridges in the AMATS region (as of 2010) is summarized in the following tables.

Rating	Total AMATS Region		Summit County		Portage County		Wayne Portion	
	# of Bridges	% of Bridges	# of Bridges	% of Bridges	# of Bridges	% of Bridges	# of Bridges	% of Bridges
9	126	12.8%	69	10.2%	36	15.5%	21	28.8%
8	240	24.4%	192	28.3%	39	16.8%	9	12.3%
7	219	22.3%	164	24.2%	42	18.1%	13	17.8%
6	253	25.7%	174	25.6%	57	24.6%	22	30.1%
5	79	8.0%	44	6.5%	31	13.4%	4	5.5%
4	52	5.3%	30	4.4%	19	8.2%	3	4.1%
3	14	1.4%	6	0.9%	7	3.0%	1	1.4%
2	1	0.1%	0	0.0%	1	0.4%	0	0.0%
1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
0	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	984		679		232		73	

Source: ODOT 2010 Data

Table 7: Functionally Obsolete Bridges			Table 8: Structurally Deficient Bridges		
ODOT 2010 Data			ODOT 2010 Data		
Location	# of Bridges	% of Bridges	Location	# of Bridges	% of Bridges
AMATS Region	240	24.4%	AMATS Region	71	7.2%
Summit County	176	25.9%	Summit County	36	5.3%
Portage County	46	19.8%	Portage County	31	13.4%
Wayne Portion	18	24.7%	Wayne Portion	4	5.5%
U.S. (2009)		14.5%	U.S. (2009)		12.0%
Sources: ODOT; FHWA http://www.fhwa.dot.gov/policy/2010cpr/chap3.htm			Sources: ODOT; FHWA http://www.fhwa.dot.gov/policy/2010cpr/chap3.htm		

According to ODOT’s most recent bridge inspection data, the AMATS region had 67 bridges with an overall appraisal rating of “Poor” or worse as of 2010. Portage County stands out as having the highest percentage of bridges rated “Poor” or worse, with approximately 12% of its bridges receiving this rating (as opposed to 5% in Summit and Wayne Counties).

On a positive note, the majority of vehicular bridges throughout the region fall within the upper realms of the overall appraisal rating spectrum. Approximately 85% of the AMATS region’s bridges have an overall appraisal rating of “Satisfactory” or better. With that being said, extreme variables commonly affect our region (hot and cold weather extremes, heavy volumes of freight traffic, etc.), necessitating constant vigilance in the monitoring of our bridge infrastructure. State and local authorities must continuously invest in the inspection, repair and eventual replacement of our bridges, which are vital in a region of such diverse topography.

AMATS Area Bridge Investments

For the purposes of this report, AMATS will use a bridge’s “structurally deficient” status to determine whether that bridge is in a state of good repair or not. Of the 71 structurally deficient bridges in the AMATS region, (detailed in Tables 9 and 10), eleven have already been (or are in the process of being) repaired or replaced. Over the last three years alone, \$70.6 million in federal, state and local funds have been expended to repair or replace structurally deficient bridges throughout the region (Table 10). Seventeen more projects to repair or replace structurally deficient bridges have been programmed into the latest AMATS *Transportation Improvement Program* (TIP) through 2017, with a combined cost of \$155 million (Table 9).

Based on data provided by ODOT, after deducting the bridges that have already been repaired or are have projects programmed into the TIP, 43 structurally deficient bridges remain throughout the AMATS region. Most of these remaining bridges have overall bridge appraisal ratings of “Poor” or lower. Also of concern is that it is difficult to tell how many bridges currently enjoy a “5” or “6” overall appraisal rating, yet are one inspection away from falling into the “Poor” category. Although difficult to estimate, the overall cost to bring our region’s bridges into a state of good repair (i.e. elevating them all out of “structurally deficient” status) will be an expensive undertaking, requiring a large proportion of our limited future highway funding resources.

Table 9: Structurally Deficient Bridges in the AMATS Region

Community	Overall Appraisal Rating	Bridge Location	Crosser Over	Year Built	Avg Daily Traffic	In TIP? (Fisc. Year)	TIP Project Cost (\$000)
Akron	4	Swinehart Ave	Mud Run	1970	3,620	Yes (2014)	\$ 600.0
Akron	3	State St (CR 644)	Ohio & Erie Canal	1923	2,360	Yes (2015)	\$ 7,457.7
Akron	4	Main St (CR 50)	CSX RR (101)	1938	15,690	No	
Akron	4	N Main St (CR 16)	N Howard St NB Ramp	1947	14,110	No	
Akron	4	Bank St	Little Cuyahoga River	1933	11,580	Yes (2015)	\$ 1,118.2
Akron	5	Harrington Rd (CR 227)	Tuscarawas Diversion Dam	1956	2,400	No	
Akron	4	North St (CR 632)	Little Cuyahoga River	1954	10,730	Yes (2014)	\$ 1,474.2
Akron	4	Home Ave (CR 618)	Little Cuyahoga River	1954	7,930	No	
Akron	5	Manchester Rd (SR 93)	CSX & ABC RR	1960	10,530	No	
Akron	5	Brittain Rd (CR 34)	E Market St (SR 18)	1959	9,690	Yes (2015)	\$ 2,048.1
Akron	7	I-76 WB/I-77 SB On-Ramp	S Main St (CR 50)	1963	2,300	Yes (2014)	\$101,455.6
Akron	5	I-76/I-77	Brown St (CR 702)	1961	114,190	Yes (2015)	\$ 23,783.6
Atwater Twp	3	Stroup Rd (CR 50)	Stream	1972	N/A	No	
Atwater Twp	6	Porter Rd (CR 54)	Branch of Mahoning River	1972	N/A	No	
Barberton	4	Coventry Rd	Mud Run	1929	N/A	No	
Bath Twp	5	Medina Line Rd (CR 2)	Branch of Yellow Creek	1928	2,130	No	
Boston Heights	4	Akron-Cleveland Rd	Bike & Hike Trail	1954	8,070	Yes (2014)	\$ 4,718.5
Charlestown Twp	5	Esworthy Rd (TR 123)	Hinkley Creek	1940	N/A	No	
Charlestown Twp	4	Newton Falls Rd (CR 177)	Hinkley Creek	1948	600	No	
Chippewa Twp	3	Doylestown Rd (CR 70)	Mill Creek	1937	1,350	No	
Chippewa Twp	4	Galehouse Rd (TR 172)	Silver Creek	No Data	N/A	No	
Chippewa Twp	4	Edwards Rd (CR 206)	Silver Creek	1931	1,870	No	
Copley Twp	4	Wright Rd (CR 206)	Pigeon Creek	1974	1,150	No	
Deerfield Twp	4	Notman Rd (CR 68)	Willow Creek	1982	N/A	No	
Edinburg Twp	3	Industry Rd (CR 47)	Barrell Run	1971	740	No	
Edinburg Twp	4	Tallmadge Rd (CR 18)	Barrell Run	1938	2,500	No	
Franklin Twp	4	Johnson Rd (TR 141)	Fish Creek	1991	N/A	No	
Franklin Twp	4	Ravenna Rd (CR 145)	N-S RR	1983	1,420	No	
Garrettsville	4	Liberty St	Camp Creek	1950	N/A	No	
Garrettsville	4	Liberty St	Eagle Creek	1940	N/A	No	
Hiram Twp	4	Norton Rd (TR 280)	Silver Creek	1925	N/A	No	
Hudson	3	Ravenna Rd (CR 12)	Tinkers Creek	1932	2,660	Yes (2015)	\$ 1,227.8
Hudson	4	Ingleside Dr	Brandywine Creek	1900	N/A	No	
Hudson	4	Blackberry Dr	Brandywine Creek	1900	N/A	Yes (2015)	\$ 375.0
Hudson	4	Brandywine Rd (CR 40)	Brandywine Creek	1989	N/A	Yes (2015)	\$ 375.0
Kent	3	Fred Fuller Park Dr	Cuyahoga River-Closed	1948	N/A	Yes (2014)	\$ 1,165.2
Kent	6	Sunrise Blvd	Fish Creek	1968	N/A	No	
Kent	4	Allen Dr	Fish Creek	1974	N/A	No	
Mantua	4	Canada Rd	Cuyahoga Tributary	1940	N/A	No	
Mantua	3	High St	Cuyahoga River	1940	2,820	Yes (2016)	\$ 1,391.0
Manuta	4	SR 44	Branch of Cuyahoga River	1935	7,550	Yes (2014)	\$ 1,680.1
Manuta Twp	5	Mantua Center Rd (TR 247)	Black Brook Ditch	1948	1,260	No	
Milton Twp	4	Seville Rd (CR 60)	Chippewa Creek	1941	N/A	No	
Nelson Twp	4	Silica Sand Rd (CR 253)	Eagle Creek	1950	N/A	No	
Nelson Twp	4	Silica Sand Rd (CR 253)	Eagle Creek	1940	N/A	No	
New Franklin	4	Vanderhoof Rd (CR 215)	Tuscarawas River	1929	N/A	No	
Northfield Ctr Tw	6	Brandywine Rd (CR 40)	Brandywine Creek	1970	960	No	
Norton	3	Cleveland-Massillon Rd	Van Hyning Run	1925	7,060	No	
Norton	6	Summit Rd (CR 52)	I-76	1963	1,670	Yes (2014)	\$ 3,745.1
Palmyra Twp	5	Whippoorwill Rd (TR 129)	Kale Creek Tributary	1973	N/A	No	
Palmyra Twp	4	Jones Rd (TR 136)	Kale Creek	1978	N/A	No	
Randolph Twp	4	Randolph Rd (CR 10)	Potter Creek	1975	700	No	
Randolph Twp	3	Johnnycake Rd (CR 72)	Feeder Canal Tributary	1940	N/A	Yes (2017)	\$ 638.0
Richfield	5	Broadview Rd (SR 176)	I-271 (MP 2.75)	1970	6,030	No	
Richfield	4	Brecksville Rd (CR 17)	I-271	1968	7,530	No	
Rootstown Twp	4	Old Forge Rd (CR 82)	Breakneck Creek	1950	N/A	No	
Stow	4	Hudson Dr (CR 34)	Branch of Mud Brook	1938	8,440	No	
Twinsburg	4	Chamberlin Rd (CR 128) NB	N-S RR Spur	1956	5,680	No	
Twinsburg	8	Laurel Dr (Bridge Closed)	I-480	1965	N/A	No	
Twinsburg Twp	4	Ravenna Rd (CR 12)	Tinkers Creek	1917	9,550	Yes (2014)	\$ 1,702.3
Total of Bridge Projects Programmed in FY 2014-2017 TIP:							\$ 154,955.4

Source: ODOT

Table 10: S.D. Bridge Projects Underway or Completed Since 2010

Community	Overall Appraisal Rating	Bridge Location	Crosser Over	Year Built	FY Year of Project	TIP Project Cost (\$000)
Akron	3	Dart Ave	Ohio & Erie Canal	1979	2012	\$ 805.0
Barberton	4	15th St	ABC RR	1925	2011	\$ 1,751.0
Barberton	4	Cleveland-Massillon Rd	Hudson Run	1921	2012	\$ 660.0
Charlestown Twp	3	Rock Spring Rd (CR 52)	West Branch Reservoir	1968	2012	\$ 1,971.0
Kent	3	Main St (CR 500)	Cuyahoga River & CSX RR	1931	2012	\$ 901.0
Nelson Twp	4	SR 88	Camp Creek	1948	2012	\$ 2,015.0
Randolph Twp	4	US 224	Congress Lake Outlet	1957	2013	\$ 6,021.0
Richfield Twp	4	I-271 NB ramp to I-77 NB	I-77	1969	2013	\$ 55,332.2
Richfield Twp	4	I-271 SB	I-271 NB Ramp To I-77 NB	1971	2013	See Above
Richfield Twp	4	I-271 NB	I-271 NB Ramp to I-77 NB	1971	2013	See Above
Windham Twp	2	Parkman Rd (CR 299)	Eagle Creek	1967	2014	\$ 1,128.0
Total of S.D. Bridge Projects Underway or Completed Since 2010:						\$ 70,584.2

Source: ODOT

Comparison Data

As with roadway data, it is difficult to truly understand the state of our region’s bridge infrastructure without benchmarking it to other data. Since bridge ratings adhere to federally established standards, we may compare the AMATS region’s ratings to the entire American bridge population – the average of all 597,266 bridges cataloged in the National Bridge Inventory database.

Table 11: AMATS Bridge Appraisals vs. National Totals

Overall Rating	Description	% AMATS Bridges	% National Total	Difference
9	Excellent	12.8%	1.7%	11.1%
8	Very Good	24.4%	13.7%	10.7%
7	Good	22.3%	26.4%	-4.1%
6	Satisfactory	25.7%	25.3%	0.4%
5	Fair	8.0%	16.3%	-8.3%
4	Poor	5.3%	9.6%	-4.3%
3	Serious	1.4%	2.3%	-0.9%
2	Critical	0.1%	4.0%	-3.9%
1	Imminent Failure	0.0%	0.0%	0.0%
0	Failed	0.0%	0.6%	-0.6%

Source: FHWA <http://www.fhwa.dot.gov/policy/2010cpr/chap3.htm>

In general, the overall appraisal ratings for bridges located throughout the AMATS region outperform those at the national level. AMATS bridge ratings heavily outweigh the national averages in the two highest categories, and maintain significantly fewer bridges in all “Poor-or-worse” rating categories. This is positive news for an older, low-growth metropolitan area located solidly within America’s “Rust Belt”.

This side-by-side comparison demonstrates the effectiveness of significant state and local investment in our region's bridge infrastructure.

A similar comparison can be made between the proportion of functionally obsolete and structurally deficient bridges located within the AMATS area and the national average.

Table 12: Comparison of Deficient Bridges			
	AMATS %	National %	Difference
Functionally Obsolete	24.4%	14.5%	9.9%
Structurally Deficient	7.2%	12.0%	-4.8%

Source: ODOT 2010 Data; FHWA 2009 Data <http://www.fhwa.dot.gov/policy/2010cpr/chap3.htm>

As illustrated in Table 12, the AMATS region contains a much higher percentage of bridges classified as "Functionally Obsolete" than the national average. This outcome would not be entirely unexpected in an older, "Rust Belt" metropolitan area like greater Akron, which built the vast majority of its infrastructure long ago during its peak growth, industrial heyday, and according to engineering and vehicle standards that were determined to be adequate at the time. Today, however, these bridges no longer meet current safety, capacity and/or other design standards. This significant deviation from the national average means that there is plenty of work ahead of us to bring the vertical clearances, lane widths, roadway approach geometry and other standards up to modern day expectations.

In the more concerning of these two special bridge classifications, AMATS has far fewer bridges identified as "Structurally Deficient" than the National Bridge Inventory average. Although it is a positive development to know that AMATS' local infrastructure so greatly outperforms the nation in this regard, the fact that 7.2% of our bridges exhibit some form of deficiency in at least one of their three major components is still cause for concern. The limited financial resources available to our region restrict us from immediately addressing every structurally deficient bridge. However, the smaller proportion of these bridges in our region should help state and local authorities target the worst-of-the-worst and help establish realistic, fiscally-constrained priorities for bridge repairs and/or replacements.

Bridge Conclusion

Similar to maintaining the condition of our local roadways, ODOT, AMATS and local communities must continuously monitor the safety and structural integrity of the 984 vehicular bridges located within our region, and determine the best way to invest and leverage available resources to keep our bridge portfolio in a state of good repair. The AMATS region has a solid reputation of addressing problem bridges, as evidenced by the favorable proportions of our bridges exhibiting some form of deficiency when compared to national averages. \$155 million in state, local and federal funds have been committed to projects involving bridge work over the next four years alone to continue this trend. Despite these investments, there are still many bridges in our region with various levels of deterioration. Continuous investment must be made to keep up with an ever-aging bridge infrastructure.

Report Conclusion

Keeping the roadways and bridges within the AMATS region in a state of good repair is an ongoing and costly process. Further complicating the effort is that all transportation infrastructure is in a constant state of deterioration, making data collection, analysis and the funding of key improvement projects an up-hill battle.

As an older, industrial metropolitan area, solidly located within America's "Rust Belt", greater Akron's roadway and bridge infrastructure is old and in need of repair. Although several million dollars have been invested in resurfacing and bridge projects throughout the years, and millions more have been dedicated for upcoming years, AMATS and its member communities face the realization that this is a region where the average bridge is 49 years old, and in which 12.1% of our federally classified roadway surfaces have "Poor" pavement condition ratings. When these considerable infrastructure needs - the needs of a *single* U.S. metropolitan area - are weighed against a funding source which is essentially bankrupt (the Federal Highway Trust Fund), it is not much of a stretch to say that the prospect of keeping our transportation infrastructure network in a state of good repair is a daunting one.

The plus-side of the aforementioned situation is that rather than blindly throwing money into any project that comes along, it forces us to carefully plan for our future, prioritize our needs and thoughtfully allocate our limited transportation funding resources. This approach is demonstrated in AMATS' recently adopted "fix-it-first" policy – that maintaining the infrastructure we already have takes priority to the construction and expansion of new infrastructure, except in the most pressing circumstances. In this regard, the slow growth of our region's population and vehicle miles traveled has helped reinforce our "fix-it-first" policy, since infrastructure expansion is not as warranted as in more rapidly-growing regions.

AMATS will continue to collaborate with its partners to keep abreast of the state of our local transportation infrastructure, and through good planning efforts and targeted investments, will utilize the Transportation Improvement Program to most effectively meet the region's infrastructure priorities using all of the resources available to us.

Appendix A: Pavement Defects/Deficiencies

The following images illustrate the thirteen classifications of pavement defects/deficiencies identified by the ODOT pavement condition rating methodology. As mentioned in the preceding report, some defects are considered more problematic than others, and thus receive a higher distress weight in the ODOT methodology. The presence of these more highly-weighted defects will decrease a roadway's PCR rating more significantly.

Raveling – Disintegration of the pavement surface in a downward manner, due to a loss of pavement particles. *Distress weight = 10.*



Image courtesy of www.pavemanpro.com

Bleeding – A shiny, black roadway surface caused by liquid asphalt binder rising to the pavement surface. Can result in a loss of texture on the roadway surface. *Distress weight = 5.*



Image courtesy of www.roadscience.net

Patching – Placing asphalt on the surface of existing pavement to repair a defect, or used to replace an existing, defective section of pavement. *Distress weight = 5.*



Image courtesy of pressdemocrat.com



Image courtesy of www.grandrapids.govoffice.com

Debonding – The removal of a portion of the surface layer from an underlying layer of pavement. Applies particularly to thin pavement layers, and is often caused by freeze-thaw patterns. *Distress weight = 5.*



Image courtesy of ODOT

Crack Sealing Deficiency – The deterioration of sealant used to repair previous cracks in pavement. Sealant is used to prevent precipitation from entering pavement cracks. It deteriorates over time and is rendered ineffective. *Distress weight = 5.*



Image courtesy of ODOT

Rutting – Depressions, tracks, or grooves in the pavement surface where vehicle wheels typically run. *Distress weight = 10.*



Image courtesy of www.pavementinteractive.org

Settlement – A dip in the pavement surface of a roadway. *Distress weight = 0.*



Image courtesy of drivingstrategicsales.com

Potholes – Bowl-shaped holes or depressions in the pavement surface. These are manifestations of weaknesses in the base layers of the roadway. *Distress weight = 10.*



Image courtesy of www.pavemanpro.com

Wheel Track Cracking – Cracks located within the tracks of the roadway where wheels typically run.
Distress weight = 15.



Image courtesy of ODOT

Block & Transverse Cracking – Interconnected cracks which divide pavement into large square or rectangular blocks. *Distress weight = 10.*



Image courtesy of TN Dept of Transportation

Longitudinal Cracking – Cracks formed parallel to the centerline of the roadway, typically resulting from joints in the underlying surfaces of the roadway that reflect up through the upper layers of the roadway.
Distress weight = 5.



Image courtesy of asphaltinstitute.org

Edge Cracking – Cracks found within one foot of the pavement edge line. *Distress weight = 10.*



Image courtesy of www.pavemanpro.com

Thermal Cracking – A series of evenly spaced cracks running perpendicular to the centerline of a roadway. Will run across the entire roadway surface, from edge to edge. Caused from repeated fluctuations in climate temperature. *Distress weight = 10.*



Image courtesy of www.pavementinteractive.org

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: Bicycle Related Traffic Crashes 2010-2012 Technical Memorandum

DATE: December 4, 2013

The purpose of this technical memorandum is to examine bicycle related crashes with more detail. It is not simply enough to say there were 331 bike related crashes that occurred in this time period. Each crash needs to be studied to determine where and why they occurred. By learning more about the details of each crash we can gain a better understanding about where our efforts and resources can be most effectively used.

The Bicycle Related Traffic Crashes 2010-2012 technical memorandum was completed utilizing crash records provided by the Ohio Department of Public Safety and the Ohio Department of Transportation for the years 2010, 2011 and 2012. All crashes that involved a bicycle in the AMATS area were included. However, it should be noted that the newly added Rittman area in Wayne County was not included but will be in all future studies.

This technical memorandum distinguishes between the crashes that were the fault of the bicyclist and that of the vehicle involved. Then within each category the types of crashes were compiled. The table and graphs at the end of the memorandum summarize the results. Unlike the other crash memorandums, this analysis does not rank specific locations. The goal of this memorandum is to gain understanding about why crashes are occurring.

BICYCLE RELATED CRASHES 2010-2012

December 2013

Akron Metropolitan Area Transportation Study
806 CitiCenter Bldg./146 S. High St./Akron, Ohio 44308-1423
Phone: (330) 375-2436
FAX: (330) 375-2275



This report was prepared by the Akron Metropolitan Area Transportation Study (AMATS) in cooperation with the U.S. Department of Transportation, the Ohio Department of Transportation, and the Village, City and County governments of Portage and Summit Counties and Chippewa and Milton Township in Wayne County. The contents of this report reflect the views of AMATS, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio and/or U.S. Department of Transportation. This report does not constitute a standard, specification or regulation.

Bicycle Related Crashes

2010 - 2012

Introduction

As biking becomes a more popular and viable means of transportation, there is growing concern about the safety of bikers. Bike related crashes have a high percentage of injuries. Out of the 331 bicycle related crashes that occurred between 2010 and 2012, 259 or 78% of them resulted in an injury. By comparison 25% of all vehicular crashes for the same three year period resulted in an injury. It should also be noted that many of bicycle related crashes involve young children. Out of the total bicycle crashes 68 or 21% of them involved children age 12 and under.

The purpose of this report is to examine the bicycle related crashes with more detail. It is not simply enough to say there were 331 bike related crashes that occurred in this time period. Each crash needs to be studied to determine why they occurred. By learning more about the details of each crash we can gain a better understanding about where our efforts and resources can be most effectively used.

Bike Related Crashes

The Ohio Revised Code considers a bicycle a slow moving vehicle and generally speaking is subject to the same laws and responsibilities as a motor vehicle. Bike riders can be issued a citation if they are found to be the cause of an incident. However, since many bike riders are minors, citations are usually not given to younger riders. Each local government also had the ability to make their own rules, unfortunately without consistency. One of the inconsistent rules is sidewalk riding. Some cities only prohibit it only in central business districts, some prohibit it everywhere and some don't specify.

Bike related crashes tend to happen more randomly and usually do not have the characteristic of being concentrated at specific locations like other vehicular crashes. A traditional highway safety study focuses on finding specific locations, defining the type of crashes occurring, and then recommending specific countermeasures. Because of the nature of how bike related crashes happen, it is sometimes more practical to make improvements system wide or to a corridor rather than changes to a specific location. Education is also an important tool to help curb bike related crashes. Many bike riders are not of driving age and may not be aware of the rules that both bikers and vehicular drivers must observe.

The intent of this report is not to attempt to identify specific locations and countermeasures but to look at the details of each bike related crash and gain an understanding of what is happening and why.

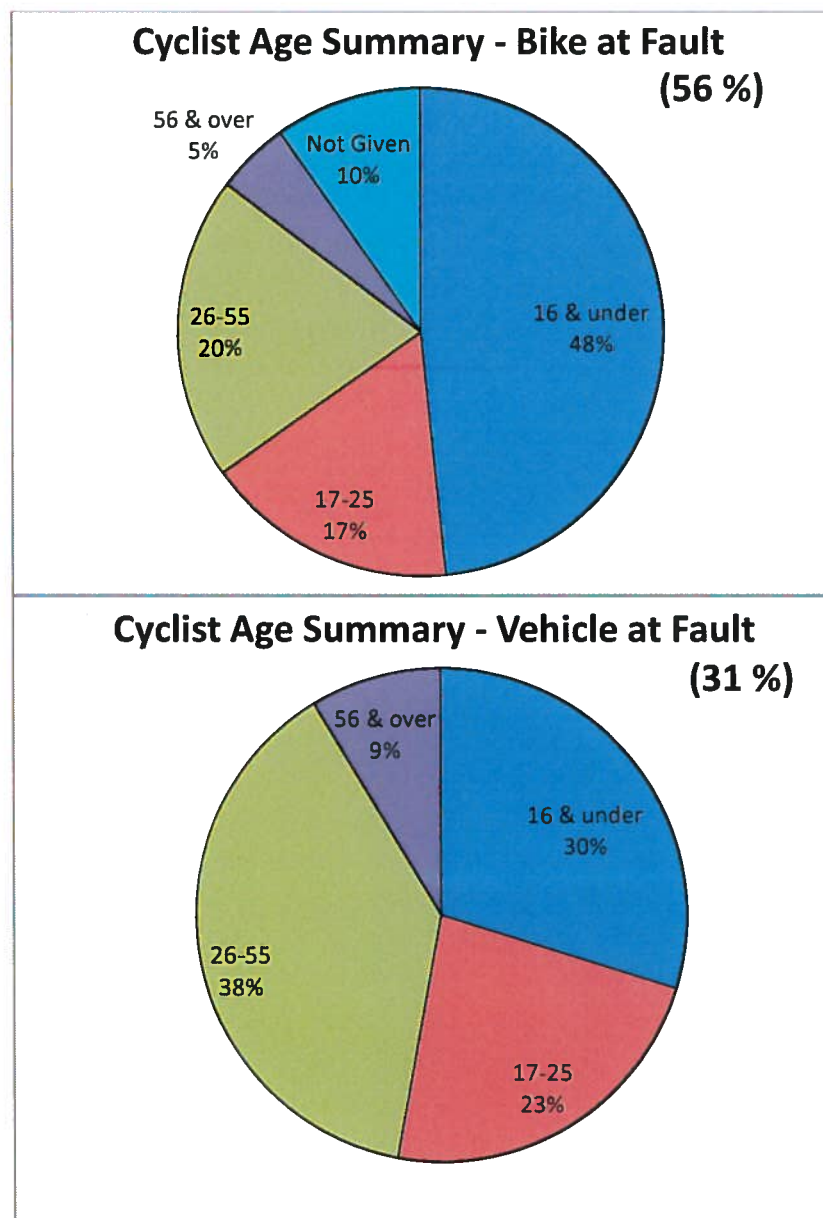
Methodology

The data used for this report was obtained from the Ohio Department of Transportation (ODOT) and the Ohio Department of Public Safety (ODPS). A complete police report for each incident was downloaded and reviewed. The crashes were then divided into three main categories: Bike at Fault, Vehicle at Fault, and Fault Unknown. This was done according to what the reporting officer had on his report. Then within each of these three main categories the crashes were compiled by the nature of the crash. Also notes were made about specific attributes of the crash or secondary actions that might have contributed to why it happened. Primarily those actions were riding against traffic and riding on the sidewalk.

Overall Summary

The following table and graphs show the results of who was at fault as given on the police report. The ages of the bike rider, by range, is also given. It can be seen that when the bike rider is faulted almost half of them are 16 and under and when the vehicle is faulted the bike riders are usually older.

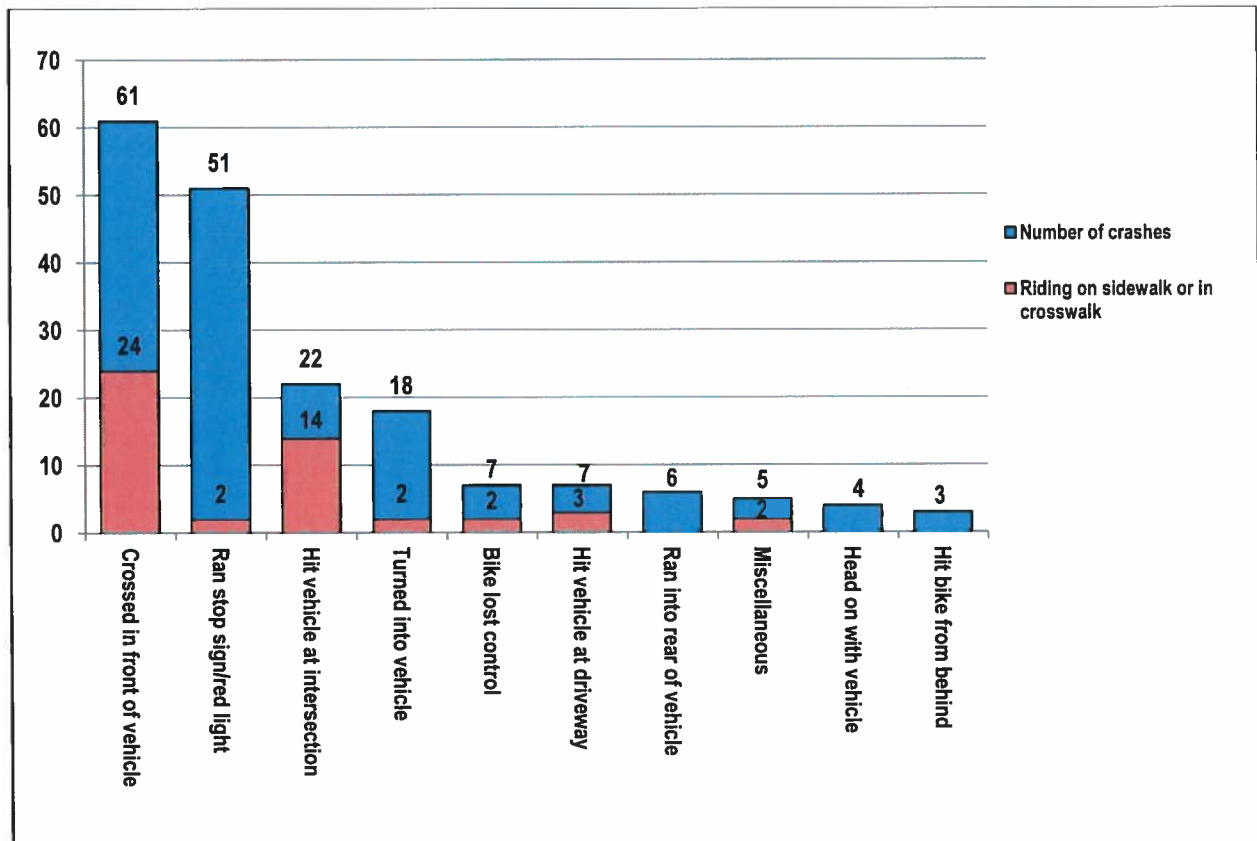
Overall Summary by Fault			Age					
			16 & under	17-25	26-55	56 & over	Not Given	
Bike	184	56%	89	31	37	9	18	
Vehicle	104	31%	31	24	40	9	0	
Unknown	36	11%	14	9	9	3	1	
No Report	7	2%						
Total			331	134	64	86	21	19



Summary of Crashes when the Bike Rider was Faulted

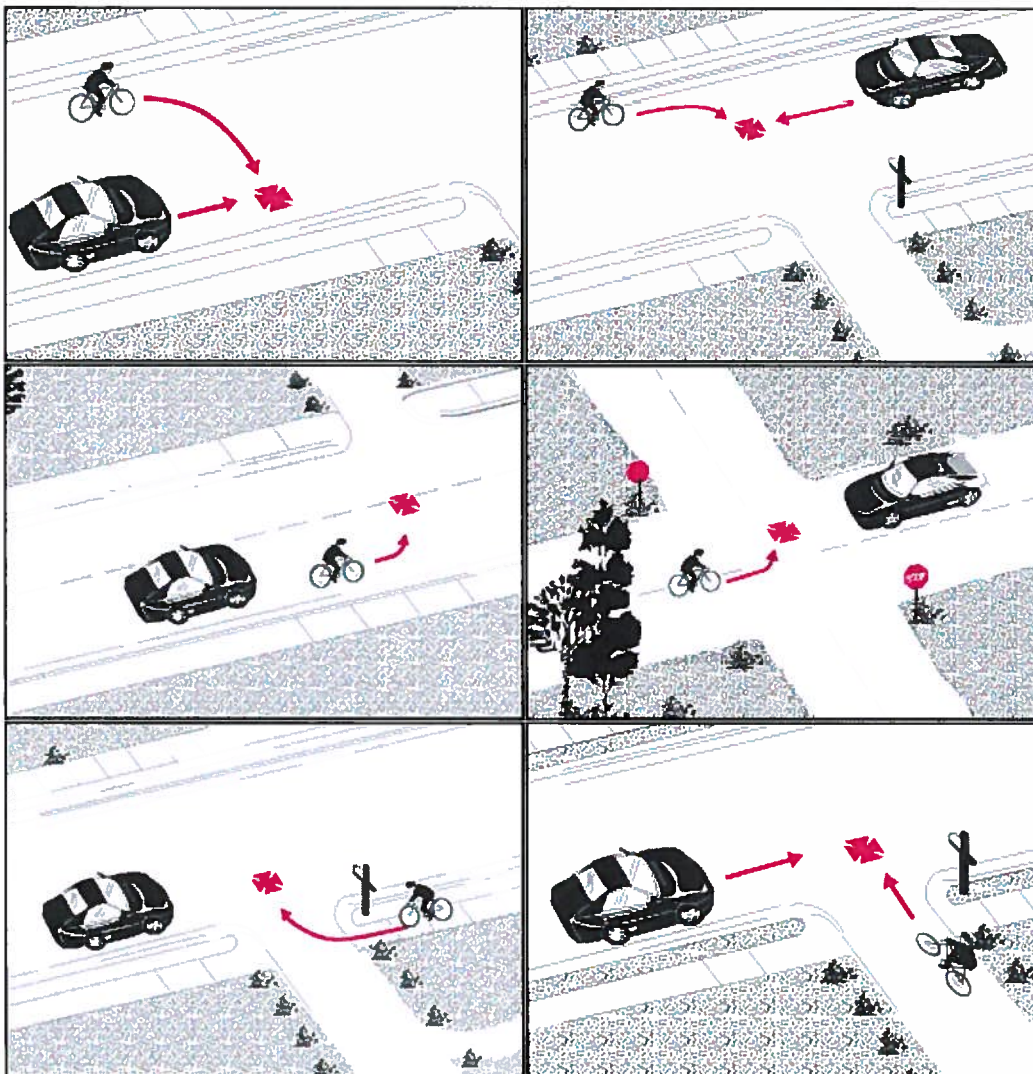
The following table and graph show the crashes that occurred when the bike rider was considered at fault. The most common type of crash was one where the bicycle crossed in front of a vehicle. In many of these crashes the bike rider was riding against traffic instead of with it. The graph shows number of each crash type and also the number of cyclists that were riding on the sidewalk.

Action	Crashes	%	Biking Against Traffic ¹	Pre-Sidewalk ²	Sidewalk ³	Sidewalk Crosswalk ⁴	Total Sidewalk
Crossed in front of vehicle	61	33%	13	7	2	15	24
Ran stop sign/red light	51	28%				2	2
Hit vehicle at intersection	22	12%	16	1	1	12	14
Turned into vehicle	18	10%		2			2
Bike lost control	7	4%	3	2			2
Hit vehicle at driveway	7	4%	2		2	1	3
Ran into rear of vehicle	6	3%					0
Miscellaneous	5	3%	1			2	2
Head on with vehicle	4	2%	1				0
Hit bike from behind	3	2%					0
	184		36				49

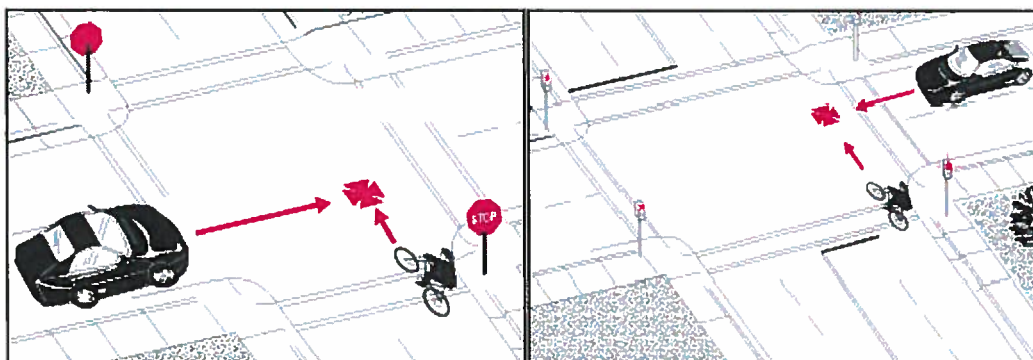


Bike Rider at Fault – Illustrations of Most Common Types of Crashes

1. Crossing in front of a vehicle and being hit. 61 (33% of bike fault crashes)



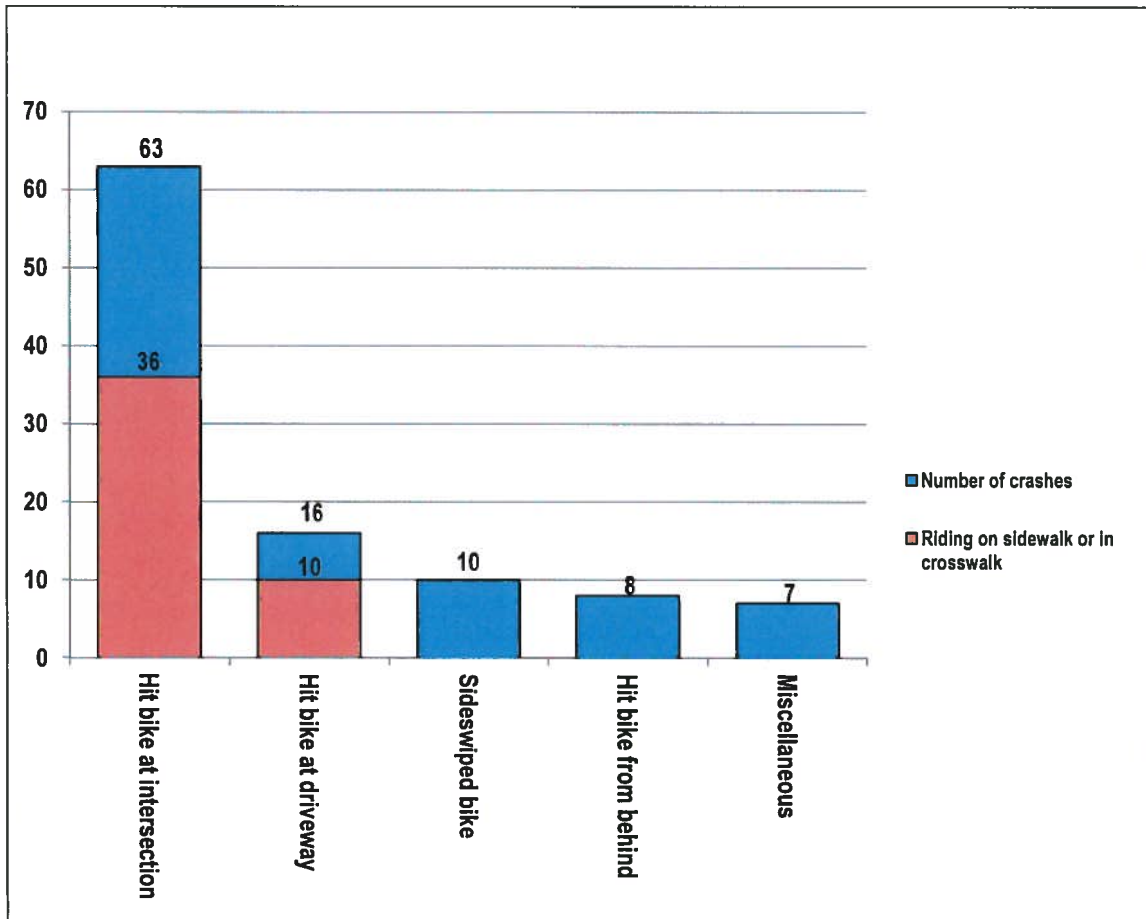
2. Ran Stop Sign/Red Light. 51 (28% of bike fault crashes)



Summary of Crashes when the Vehicle Driver was Faulted

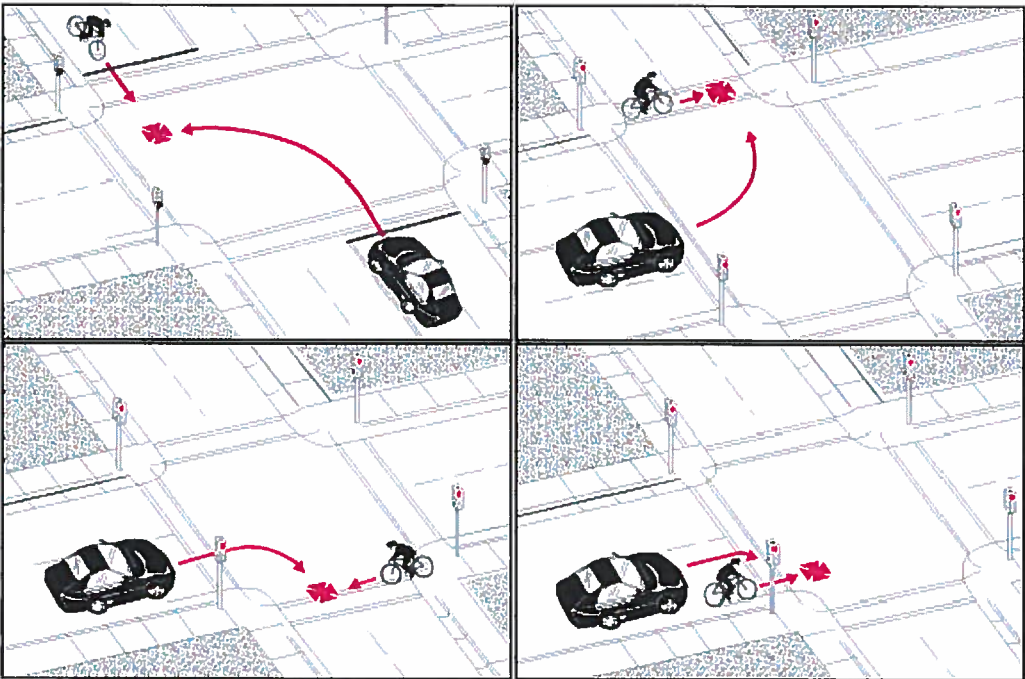
The following table and graph show the crashes that occurred when the vehicle was considered at fault. The most common type of crash was one where the vehicle hit a bike at an intersection. In many of these crashes the vehicle was turning right on red.

Action	Crashes	%	Biking Against Traffic ¹	Pre-Sidewalk ²	Sidewalk ³	Sidewalk Crosswalk ⁴	Total Sidewalk
Hit bike at intersection	63	61%	16			36	36
Hit bike at driveway	16	15%	6		10		10
Sideswiped bike	10	10%	2				0
Hit bike from behind	8	8%					0
Miscellaneous	7	7%	1				0
	104		25				46

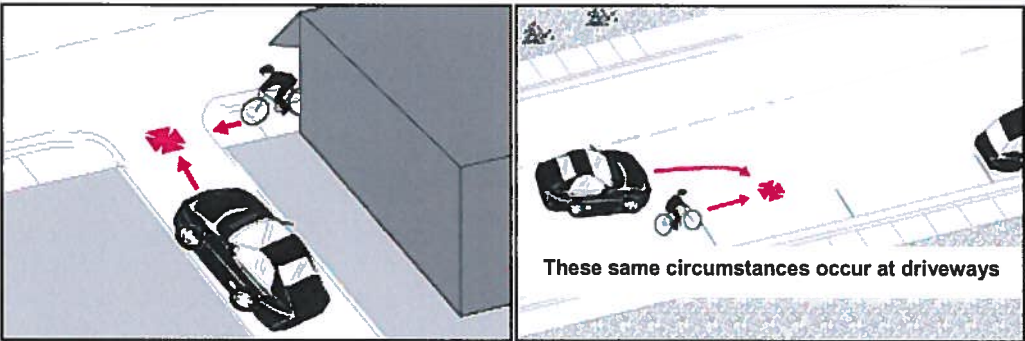


Vehicle Driver at Fault – Illustrations of Most Common Types of Crashes

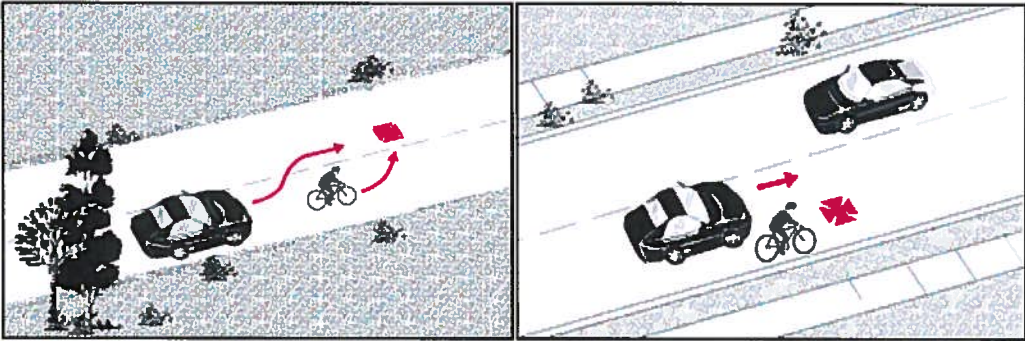
1. Hit bike at Intersection. 63 (60% of vehicle fault crashes)



2. Bike hit at Driveway. 16 (15% of vehicle fault crashes)



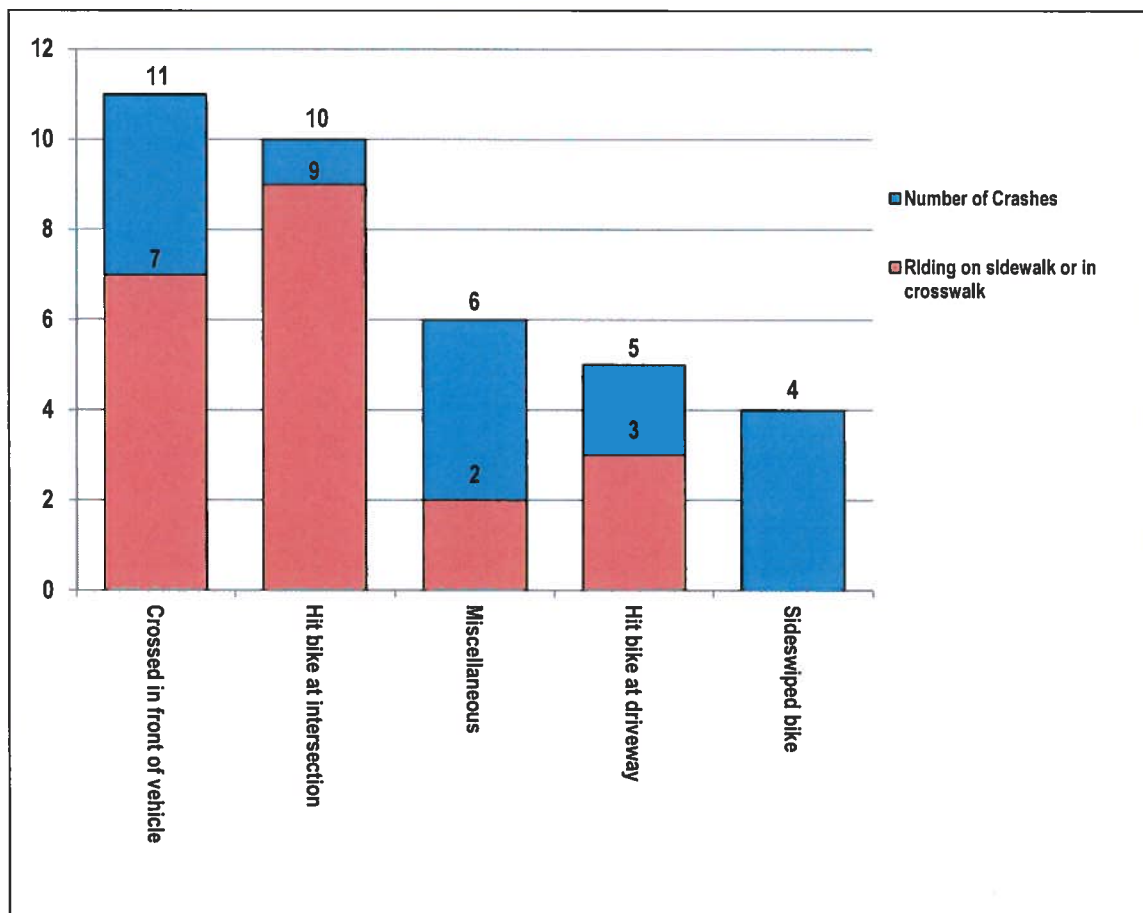
3. Sideswiped Bike. 10 (10% of vehicle fault crashes)



Summary of Crashes when Fault was Unknown

The following table and graph show the crashes that occurred when the fault was unknown. Many of the crashes in this category had conflicting statements by those involved or where made at the police station at a later time. There were also some where the crash could not have been avoided because of vision obstructions or a mechanical failure.

Action	Crashes	%	Biking Against Traffic ¹	Pre-Sidewalk ²	Sidewalk ³	Sidewalk Crosswalk ⁴	Total Sidewalk
Crossed in front of vehicle	11	31%	5		1	6	7
Hit bike at intersection	10	28%	6			9	9
Miscellaneous	6	17%				2	2
Hit bike at driveway	5	14%	3		3		3
Sideswiped bike	4	11%					0
	36		14				21

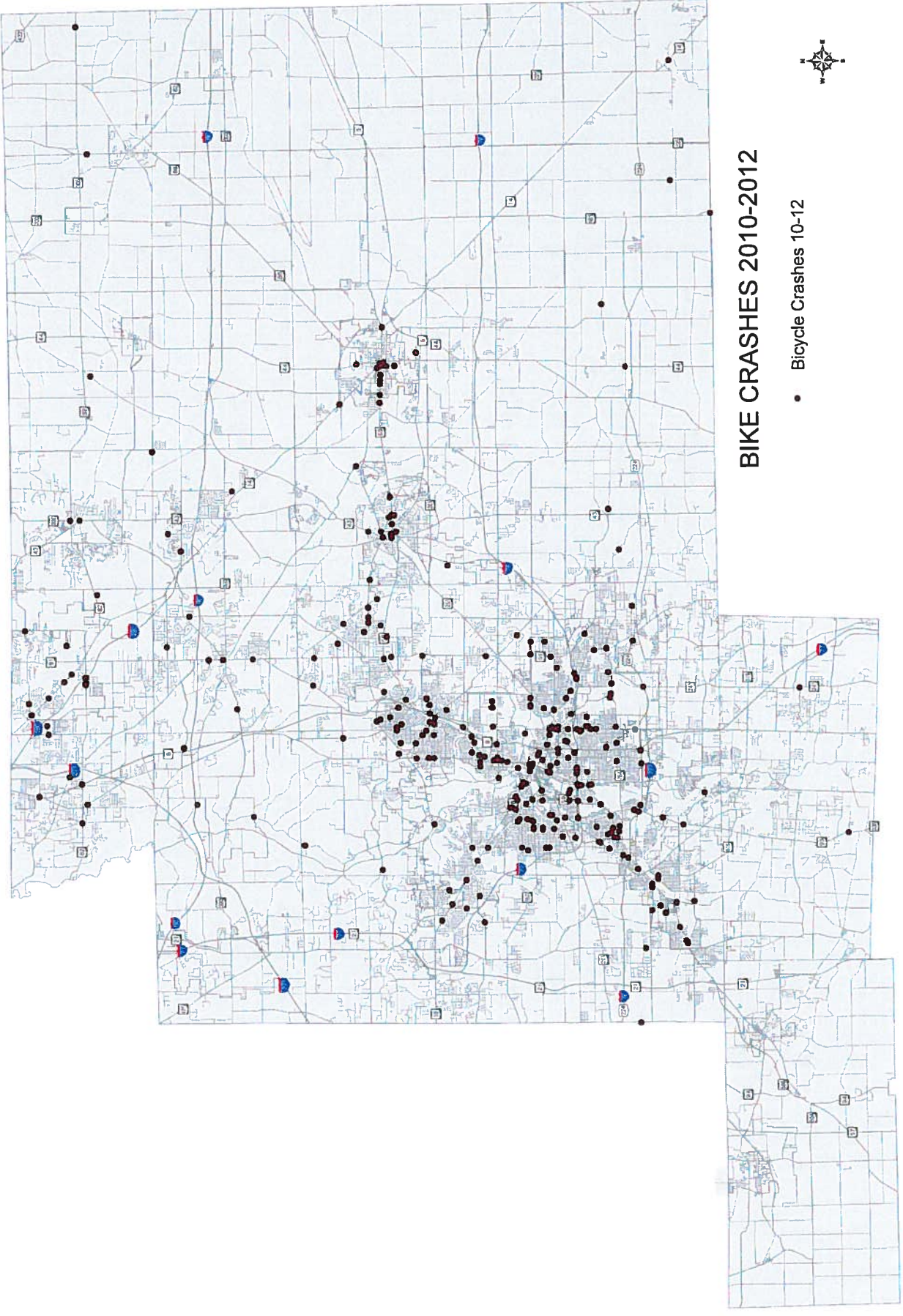


1. Biking Against Traffic – Riding in a direction that is opposite the flow of vehicular traffic
2. Pre-sidewalk – Although the crash occurred in the street the rider was using the sidewalk immediately before it happened
3. Sidewalk – Cyclist was riding on sidewalk when crash occurred
4. Sidewalk Crosswalk – Crash occurred in the street but the cyclist was in a sidewalk crosswalk

Conclusion

The Ohio Revised Code considers a bicycle a slow moving vehicle and generally speaking is subject to the same laws and responsibilities as a motor vehicle. Usually younger bike riders are more likely to cause an accident. Cyclists under the driving age may not have knowledge of vehicle rules they should be observing. Some bike riders, especially the younger ones, do not observe signs and signals as they should. Although a bike rider may feel safer on a sidewalk, in reality it may actually be more dangerous because drivers are not expecting a cyclist to be there. Another issue is cyclists riding against traffic. The opposite direction rule may apply to pedestrians but not bike riders. A driver preparing to turn right looks to the left and does not expect a bike to be coming from the right.

In our area biking has been regarded more as recreation than a mode of transportation. There are over 100 miles of multiuse trails in our area that are used extensively by cyclists. Most drivers are not used to sharing the road with bike riders. And as biking gains momentum and cyclists start using roads more, the potential for vehicle/bike conflicts increase. Education, for both bike riders and drivers, would have a big impact on biking as it becomes a safe alternative form of transportation.



BIKE CRASHES 2010-2012

• Bicycle Crashes 10-12



CITY OF KENT HEALTH BOARD MEETING
January 14, 2014 5:30 PM
325 S. DEPEYSTER STREET
KENT, OH 44240
Phone (330) 678-8109 Fax (330) 678-2082

AGENDA

1. MINUTES December 10, 2013 Meeting
2. OPEN COMMENTS/GUEST COMMENTS
3. REPORTS
 - A. Statistical Reports December
 - B. Expenditures & Encumbrances December
 - C. Health Commissioner's Report December
 - D. Public Health Emergency Preparedness Reports
 - E. Communicable Disease Report November
4. ACTION ITEMS
 - A. Food Service Resolution 2014 – 001 - 2nd Reading
 - B. Swimming Pool Resolution 2014 – 002 2nd Reading
 - C. Solid Waste Haulers Resolution 2014 – 003 2nd Reading
 - D. Solid waste Standard Operating Guidelines
 - E. Medical Director Job Description
 - F. RWJF Evaluation Workgroup Recommendations
 - G. RWJF SAP Workgroup Recommendations
 - H. MAC Contract
5. DISCUSSION ITEMS
 - A. Medical Director
 - B. Social Services Contracts
6. EXECUTIVE SESSION
7. ADJOURN MEETING

If you require assistance to attend this meeting, please contact the Health Department at (330) 678-8109.

JN/trr

cc: Health Board
City Manager
Clerk of Council
Health Staff
Mayor
News Media
Post
File

Kent City Health Department
 325 S. Depeyster Street
 Kent, Ohio 44240
 HEALTH BOARD MINUTES
 December 10, 2013

Board Members Present

Chris Woolverton
 Marchelle Bobbs
 Susan Roxburgh
 John Gwinn
 Doug Wagener

Members Absent

Jack Amrhein

Staff Present

Jeff Neistadt
 Tracy Radovic

Guest Speaker

Dr. William Keck

Doug Wagener called to order the Health Board Meeting of December 10, 2013 at 5:30 pm.

The minutes from the October meeting were distributed and reviewed by the Health Board members prior to the meeting.

Motion: A motion to approve the minutes from the October 2013 meeting was made by Chris Woolverton and seconded by John Gwinn. With no objections the motion passed.

Open Comments

Susan Roxburgh was presented with a gift of appreciation for her service on the Health Board. Susan's term as a Health Board Member expires 12/30/2013 this is her last meeting.

Dr. William Keck was invited to the Health Board Meeting to give the Health Board Members his thoughts and experience on Academic Health Departments and shared services. Dr. Keck spoke of Academic Health Departments as being heavily environmental and each is very different based on what the involved parties' goals are.

Dr. Keck asked if the Kent Health Department was going for accreditation. Jeff stated that we do plan to apply for accreditation, but we are just in the beginning stages. Jeff stated that our next move is to do a community needs assessment jointly with the Portage County Health Department and we are considering approaching Robinson Memorial Hospital to also get involved since they must do a needs assessment also. Dr. Keck spoke about accountable care. He stated that the Health Reform Law is trying to change clinical culture. Care needs to be coordinated and needs to be proactive.

Dr. Keck stated in his opinion Health Departments have an opportunity to be the epidemiological center for Health in their communities. He also stated that unfortunately small health departments will find it very difficult to survive. This is where the consideration of merging comes to light. Small departments won't have the power or personnel to control any major programs needed to stay afloat, except environmental inspections. This is when you need to reach out to the academic side. They have the power and personnel to help. Working together in meaningful ways you can figure out how you can impact the health of this community.

Expenditures and Encumbrance Report for October 2013

Date	PO#	Vendor	Item	Amount
10/4/2013	154398	AOHC	Registration Fee for Jeff Neistadt to attend the AOHC LEHDS Training in Columbus 11-6 & 7	\$175.00
10/4/2013	154399	Univar Env. Sciences	All Pro Envion 2x2.5 gl / cs EPA # 769-987	\$1,875.00
10/4/2013	154400	Environmental Health Watch	Registration for Jeff Neistadt & Eric Gorczynski to attend Fall Bed Bug Conference in Cleveland October 29th.	\$30.00
10/4/2013	156800	U.S. Cargo	Shipping charges for a Bat sent for rabies testing	\$24.82
10/4/2013	156801	Treasurer, State of Ohio	ODH Food Service Operation Transmittal Fees for September 2013	\$56.00
10/4/2013	156802	Portage Co. Health	3 doses Imovax Rabies 1 ml. vial SG for Justin Smith to be vaccinated.	\$703.95
10/4/2013	156803	Division of Real Estate	Burial Permit fee transmittal for Sept. 2013 for issuance of 36 permits	\$90.00
10/17/2013	156804	Ohio Dept. of health	Vital Stats. Tech fees & child abuse prevention and family violence prevention	\$14,255.12

Motion: A motion to approve the expenditures and encumbrances from October 2013 was made by Chris Woolverton and seconded by Susan Roxburgh. With no objections, the motion passed.

Expenditures and Encumbrance Report for November 2013

Date	PO#	Vendor	Item	Amount
11/5/2013	2013-00001084	Star Printing Co.	Solid Waste Truck Decals and years 14, 15 16	\$251.25
11/5/2013	156806	Star Printing Co.	Death Certificate Binding for 2012 Records 3 bks	\$126.00
11/5/2013	156807	Swift First Aid	First aid kit Replenishment of first aid spray	\$3.60
11/6/2013	156809	Com Doc	Copy overages	\$128.99
11/6/2013	156810	Treasurer, State of Ohio	Burial Permit fee transmittal for Oct. for 26 permits	\$65.00
11/12/2013	156879	Portage Co. Health	Imovax rabies inoculation for Eric Gorczynski	\$718.17
11/25/2013	2013-00001063	Kent Office Supply	Copy paper, lables, clasp envelopes, business cards	\$202.00
11/25/2013	2013-00000769	Petty Cash	Reimbursement to petty cash fund from Apr - Nov	\$74.86
11/25/2013	2013-00000796	Jeff Neistadt	Reimbursement for fees to sign up for Health Department Domain @Go Daddy	\$13.17

Motion: A motion to approve the expenditures and encumbrances from November 2013 was made by Chris Woolverton and seconded by Susan Roxburgh. With no objections, the motion passed.

Commissioner's Report

In a follow up to previous meetings, the Kent Local Schools are now strictly following the Ohio Department of Health's immunization schedule. We have seen this in action recently as we have had more Kent Schools students coming through our immunization clinic mostly for the Tdap shot (tetanus, diphtheria, and acellular pertussis) which is required of students going into the 7th grade.

Enclosed with your monthly packet is our Medicaid Administrative Plan which was approved by ODH. We have completed all of the training needed in house to proceed forward and completed the first time study from December 3rd – December 9th. We had originally planned to be ready to go live with this by the first of the year but we will see how we do with the first time study in December.

The ODH pool audit of our agency was also included in your packet. We were found to be in substantial compliance with the Ohio Revised Code covering swimming pools. Two areas that needed improvement were the improper state fee submitted to ODH and the fact that the former health department never conducted any inventory inspections at the beginning of the licensing year. Everything else was found to be in compliance. Next month we will review the current fee structure for the swimming pool program.

Our office is scheduled to receive new carpeting in the first quarter of next year so hopefully we can make it through the next few months of the current carpet hazards that exist.

As a follow up from a high blood lead case last month, a full environmental health inspection was conducted of the residence at 440 Fairchild with lead hazards present throughout the house. Areas of lead concentration existed in the window areas as well as on the exterior of the home. ODH and myself worked jointly on this effort in identification and treatment of the home. Currently, ODH is pursuing HUD funds to remove the old windows in the residence and encapsulate other areas of the home that tested high for lead.

At our flu and immunization clinic there were a total of 63 flu vaccinations given and 13 regular vaccinations provided.

There is a bill currently going through the Ohio Legislature on the clean needle exchange program. If the bill does pass, local public health agencies will be responsible for providing clean needles for individuals who use needles for various purposes. More information will be provided as this continues moving through the legislature.

The Kent Schools nursing manger has reached out to this department as there have been several children coming into schools with bed bug infestations. We provided education to the schools and also the parents of the children and have offered to speak to the nurses at an in service in the future as bed bugs are continuing to be a public health area of concern.

Last month we sent out a letter to all landlords, agents, and owners of the multi-unit houses in Kent with a summary of the revisions to the housing code and an invitation to attend a

workshop on the changes to the housing code which was held on Thursday, November 21st from 4-6pm. The workshop was well attended so hopefully we will get substantial compliance with the new code.

And finally, we conducted our food safety class on December 3rd here all day. The morning session had over 30 attendees and the afternoon had 10 attendees.

Public Health Emergency Preparedness Reports

Jeff stated that he has been working with Rose Ferraro from Portage County to set up a simulation for the KSU nursing students. Have also talked about having student nurses or the MRC nurses go to Local Farmers markets to take blood pressures. There may be funding available through the state to train Kent citizens for CERT (Community Emergency Response Team).

Infectious Disease Reports

There was a viral meningitis in Portage County last month but nothing else out of the ordinary. Flu is still down. There have been a few instances of fever, but only 1 confirmed case of flu.

Action Items

Tattoo & Body Piercing License Fees – Currently we have 4 Tattoo and Body Piercing establishments. Number 5 is about to open very soon. Currently the program is not paying for itself. License fees are now \$100 per establishment per year. Each facility is currently inspected 4 times a year as per City Code. We want to change those 4 inspections down to 2 and raise license fees to \$300, as well as add a plan review process fee of \$150 for new or remodel establishments. There is a City Code regarding Tattoo Parlors that is in need of updating also, so any changes to fees or rules etc., need to be approved by Council. If the fee increase and the approval of adding a plan review process and decreasing the number of inspections is approved by the Board of Health then Jeff would then take it to City Council for their approval.

Motion: A motion was made by Susan Roxburgh and seconded by Chris Woolverton to approve the Tattoo and Body Piercing fee increase to \$300 and to add plan review requirements and a plan review fee of \$150. With no objections the motion passed.

Media Relations Policy – The City nor the Department of Health currently have a formal Media Relations Policy. The media is an important partner with any health agency. The media spokes persons for Department of Health issues should be the Board of Health President and/or the Health Commissioner.

Motion: A motion was to approve the Media Relations Policy was made by John Gwinn and seconded by Marchelle Bobbs. With no objections the motion passed.

Solid Waste Truck Program Revisions – Currently solid waste trucks are not only inspected by the Health Department but also the Police Department. Police Officers check the vehicles for working lights, signals, horns, etc. Currently the Health Department charges \$30 for the 1st truck and \$15 for each additional truck per company. We would like to increase those fees to \$50 per truck, and add a late fee of 50% if the application is not returned within first 30 days renewal period. After 30 days of being late, we would charge 60% - 100% in late fees. This increase should be enough to cover the cost of program.

Motion: A motion was made by Marchelle Bobbs and seconded by John Gwinn to approve the changes to the Solid Waste Program increasing fees to \$50 per solid waste vehicle and adding stipulations for late fees 50% within the first 30 days, 60% – 100% after 30 days. With no objections the motion passed.

Food Service Cost Analysis Resolution – The Food service program ran at a loss this year of \$9000. For the program to break even we need to increase fees across the board as well as increase the Plan Review fees.

Motion: A motion was made by Chris Woolverton and seconded by Susan Roxburgh to approve the first reading of Resolution 2014–001 increasing Food Service fees and plan review fees for all risk classes. This Resolution was approved by roll call vote: Gwinn, Aye; Bobbs, Aye; Woolverton, Aye; Roxburgh, Aye; Wagener, Aye.

Risk Classification	Local Fee	State Fee	Total Fee
Risk Class 1 <25,000 sq. ft.	\$168.00	\$28.00	\$196.00
Risk Class 2 <25,000 sq. ft.	\$191.00	\$28.00	\$219.00
Risk Class 3 <25,000 sq. ft.	\$372.00	\$28.00	\$400.00
Risk Class 4 <25,000 sq. ft.	\$474.00	\$28.00	\$502.00
Risk Class 1 >25,000 sq. ft.	\$247.00	\$28.00	\$275.00
Risk Class 2 >25,000 sq. ft.	\$260.00	\$28.00	\$288.00
Risk Class 3 >25,000 sq. ft.	\$945.00	\$28.00	\$973.00
Risk Class 4 >25,000 sq. ft.	\$1,003.00	\$28.00	\$1,031.00
Mobile FSO	\$164.00	\$28.00	\$192.00
Vending	\$22.50	\$6.00	\$28.50
Temporary FSO	\$60.00	\$0	\$60.00

Plan Review fees would be: Class 1 \$150; Class 2 \$200; Class 3 \$300; Class 4 \$400.

Ravenna Vital Statistics - Jeff stated that he had given a presentation on Vital Statistics to the Ravenna Board of Health. At the end of that meeting they had recommended that the vital statistics be dissolved and they give up the program. Ravenna City Council has since then

stepped in and wants to make the final decision. The vital stats issue will be voted on December 21, 2013.

Motion: A motion was made by John Gwinn and seconded by Chris Woolverton to approve and accept the vital records from Ravenna if the Ravenna City Council votes to move them to Kent. With no objections the motion passed.

Nursing Services Contract – The same contract as last year, with no fee increase.

Motion: A motion was made by Chris Woolverton and seconded by Marchelle Bobbs to approve the Nursing Services Contract for 2014. With no objections the motion passed.

Letter of support for OPHP grant – There is \$5,000 to \$15,000 available in grant funds for those Public Health Departments who want to pursue accreditation prerequisites. The grant application is due by December 20, 2013, and letter of support from the board is requested.

Motion: A motion was made by Chris Woolverton and seconded by John Gwinn to have a letter of support put together for the Board President Wagener's signature to attach to OPHP Grant application. With no objections the motion passed.

Medical Director Job Description

Motion: A motion was made by Chris Woolverton and seconded by John Gwinn to table the Medical Director issue until next meeting.

Discussion Items

The Robert Wood Johnson site visit went very well. All meetings went very well. The KSU meetings and the meetings here at the Health Department.

The Health Department's new website has finally gone live as of this afternoon. Linda has been assigned the task as web master, she will be able to make real-time data changes as necessary.

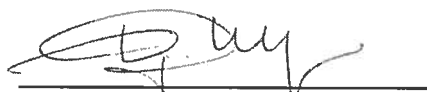
Health Services Contracts - This item will require a significant discussion. Best to table this item for the January meeting.

Motion: A motion was made by Susan Roxburgh and seconded by Marchelle Bobbs to table the Health Services Contract discussions for the meeting. With no objections the motion passed.

Being no further business to discuss, President Wagener asked for a motion to adjourn.

Motion: A motion to adjourn the Health Board meeting of December 10, 2013, was made by John Gwinn and seconded by Marchelle Bobbs. With no further discussion the motion passed. The meeting adjourned.

Approved:



Doug Wagener, President



Jeff Neistadt, Secretary

KENT HEALTH DEPARTMENT STATISTICAL REPORT 2013

	Dec. 2013	YTD 2013	Dec 12	YTD 2012
HEALTH DEPT. \$ COLLECTED				
FamAbuse fund	\$ 513.00	\$ 5,766.00	\$ 441.00	\$ 4,953.00
Vital Stats Rev.	\$ 2,907.00	\$ 32,843.50	\$ 2,499.00	\$ 28,067.00
Child Abuse	\$ 1,026.00	\$ 11,532.00	\$ 882.00	\$ 9,906.00
State VS	\$ 3,078.00	\$ 34,426.50	\$ 2,646.00	\$ 29,718.00
B Perm Rev	\$ 12.50	\$ 178.00	\$ 11.50	\$ 163.00
B Perm State	\$ 62.50	\$ 890.00	\$ 57.50	\$ 815.00
Food Estab.	\$ 0.00	\$ 16,949.00	\$ 0.00	\$ 10,799.25
Food Service	\$ 590.50	\$ 64,559.59	\$ 0.00	\$ 46,179.80
FSO Vending	\$ 0.00	\$ 476.00	\$ 0.00	\$ 655.00
Home Sewage	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
Housing	\$ 13,080.00	\$ 97,065.00	\$ 8,870.00	\$ 85,860.00
Swim Pools	\$ 0.00	\$ 6,445.00	\$ 0.00	\$ 3,966.00
SolWst(Trks)	\$ 0.00	\$ 1,190.00	\$ 0.00	\$ 570.00
Tattoo Parlors	\$ 300.00	\$ 700.00	\$ 100.00	\$ 400.00
*Misc(Xerox, etc.)	\$ 0.00	\$ 2,446.35	\$ 0.00	\$ 473.40
	\$ 0.00	\$ 50.30	\$ 0.00	\$ 0.00
**ST Subsidy	\$ 0.00	\$ 7,700.09	\$ 0.00	\$ 4,886.82
TOTAL COLLECTED	\$ 21,569.50	\$ 283,217.33	\$ 15,507.00	\$ 227,412.27
TO STATE				
FamAbuse fund	\$ 497.60	\$ 5,593.03	\$ 427.78	\$ 4,796.62
Food Estabs	\$ 0.00	\$ 1,400.00	\$ 0.00	\$ 1,352.90
Bur.Permits	\$ 62.50	\$ 890.00	\$ 57.50	\$ 852.50
Child Abuse	\$ 995.22	\$ 11,186.04	\$ 855.54	\$ 9,593.34
State VS QTRLY	\$ 3,078.00	\$ 34,596.00	\$ 2,646.00	\$ 31,689.00
Food Service	\$ 0.00	\$ 3,992.00	\$ 0.00	\$ 3,724.00
Food Vendors*	\$ 0.00	\$ 66.00	\$ 0.00	\$ 150.00
Swim Pools	\$ 0.00	\$ 1,435.00	\$ 0.00	\$ 360.00
Wells	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
TOTAL	\$ 4,633.32	\$ 59,158.07	\$ 3,986.82	\$ 52,518.36
TOTAL ASSETS	\$ 16,936.18	\$ 224,059.29	\$ 11,520.18	\$ 174,241.13
+Admin fee to Vital Stats	\$ 46.16	\$ 518.94	\$ 39.69	\$ 469.04
-3% FamAbuse	\$ 15.38	\$ 172.97	\$ 13.23	\$ 156.38
-3% ChildAbuse	\$ 30.78	\$ 345.96	\$ 26.46	\$ 312.66

STATISTICAL REPORT Cont.	Dec. 2013	YTD 2013	Dec 12	YTD 2012
PERMIT/iic.				
Food Estabs	0	51	0	33
Food Service	0	185	0	149
FS Vending	0	21	0	47
Home Sewage	0	0	0	1
Housing	20	322	21	557
Solid Waste	0	55	0	50
Swim Pools	0	19	0	18
Septic Haul.	0	0	0	0
Tattoo Parlors	3	7	1	2
Other	0	0	0	1
TOTAL	23	660	22	858
MOSQ.CONT.				
Sites Treat.	0.0	67.0	0.0	43.0
Adulticide	0.0	202.0	0.0	1.0
Tot Man Hrs	0.0	305.0	0.0	62.1
COMPLAINTS				
Received	34	344	10	192
Abated	36	337	8	185
LEGAL.COMPL.				
Filed	0	1	0	3
Pre-trials	0	0	0	0
Trials	0	0	0	0
COMM.DISEASE	0	227	0	295
VNA CLINICS IMMUNIZATIONS	11	246	11	166
BIRTH Copies issued	45	582	45	368
DEATH Copies issued	297	3262	265	3092