Akron Metropolitan Area Transportation Study
Policy Committee
Ohio Department of Transportation District 4
2088 S. Arlington Road
Akron, Ohio 44306

Thursday, August 13, 2026
1:30 p.m.

Agenda

1. **Call to Order**
   - A. Determination of a Quorum — Oral
   - B. Audience Participation

2. **Minutes**
   - A. May 14, 2026 Meeting – **Motion Required** — Attachment 2A

3. **Staff Reports**
   - A. Financial Progress Report – **Motion Required** — Attachment 3A
   - B. Technical Progress Report — Oral
   - C. AMATS Federal Funds Report — Attachment 3C

4. **Old Business**
   - A. *AMATS Road Diet Report*. – **Motion Requested** — Attachment 4A
   - B. *AMATS 2022-2024 Crash Report* Amendment. – **Motion Requested** — Amendment 4B

5. **New Business**
   - A. *Public Participation Plan - Draft 3P*. – **Discussion Only** — Attachment 5A

6. **Resolutions**
   - A. **Resolution 2026-15** – Approving Amendment #13 to the FY 2026-2029 Transportation Improvement Program to revise funding for three projects and add two projects. – **Motion Required** — Attachment 6A
   - B. **Resolution 2026-16** – PARTA Service Vehicle Purchase (FY 2026-2029 TIP Amendment #14). – **Motion Required** — Attachment 6B
   - C. **Resolution 2026-17** – Adopting Performance Measures Targets. – **Motion Required** — Attachment 6C

7. **Other Business**
   - A. Formation of Nominating Committee for Chair and Vice Chair. — Oral
   - B. Notification of Air Quality Conformity Concurrence Letters. — Oral

8. **Adjournment**

Next Regular Meeting:
Thursday, September 24, 2026 - 1:30 PM
ODOT District 4
2088 S. Arlington Road, Akron, OH 44306

All mailout material is available on the AMATS Web Site at www.amatsplanning.org

Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Ohio Department of Transportation District 4
2088 S. Arlington Road
Akron, Ohio 44306

Thursday, August 6, 2026
1:30 p.m.

Agenda

1. **Call to Order**
   A. Determination of a Quorum — Oral

2. **Minutes**
   A. May 7, 2026 Meeting – **Motion Required** — Attachment 2A

3. **Staff Reports**
   A. Financial Progress Report – **Motion Required** — Attachment 3A
   B. Technical Progress Report — Oral
   C. AMATS Federal Funds Report — Attachment 3C

4. **Old Business**
   A. *AMATS Road Diet Report*. – **Motion Requested** — Attachment 4A

   B. *AMATS 2022-2024 Crash Report* Amendment. – **Motion Requested** — Amendment 4B

5. **New Business**
   A. *Public Participation Plan – Draft 3P*. – **Discussion Only** — Attachment 5A

6. **Resolutions**
   A. **Resolution 2026-15** – Approving Amendment #13 to the FY 2026-2029 Transportation Improvement Program to revise funding for three projects and add two projects. – **Motion Required** — Attachment 6A

   B. **Resolution 2026-16** – PARTA Service Vehicle Purchase (FY 2026-2029 TIP Amendment #14). – **Motion Required** — Attachment 6B

   C. **Resolution 2026-17** – Adopting Performance Measures Targets. – **Motion Required** — Attachment 6C

7. **Other Business**

8. **Adjournment**
   Next Regular Meeting: Thursday, September 17, 2026 - 1:30 PM
   ODOT District 4
   2088 S. Arlington Road
   Akron, OH 44306

All mailout material is available on the AMATS Web Site at www.amatsplanning.org.

Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Virtual Meeting

Thursday, August 6, 2026
6:30 p.m.

Agenda

1. **Welcome**

2. **Introductions**

3. **Items**
   A. Presentation regarding Attachment 4A – *AMATS Road Diet Report*.

   B. Discussion regarding Attachment 4B – *AMATS 2022-2024 Crash Report* Amendment.

   C. Discussion of Attachment 5A – *Public Participation Plan – Draft 3P*.

   D. Presentation regarding Attachment 6A – *Resolution 2026-15* – Approving Amendment #13 to the FY 2026-2029 Transportation Improvement Program to revise funding for three projects and add two projects.

   E. Presentation regarding Attachment 6B – *Resolution 2026-16* – PARTA Service Vehicle Purchase (FY 2026-2029 TIP Amendment #14).

4. **Open Discussion**

5. **Adjournment 7:45 P.M.**
   Next Regular Meeting:
   Thursday, September 17, 2026 - 6:30 p.m.

All mailout material is available on the AMATS Web Site at www.amatsplanning.org

Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, May 14, 2026 – 1:30 p.m.

Minutes of Meeting

Recordings of AMATS committee meetings are available in the *Past Meetings* page of the agency web site at **https://www.amatsplanning.org/past-meetings**.

I. Call to Order

A. Chairman Judge called the meeting to order. The attending members constituted a quorum.

B. Audience Participation

None.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the March 26, 2026 meeting.

Motion
Rocco Yeargin *made a motion to approve the minutes and it was seconded by* ***Carol Siciliano-Kilway****. The motion was approved by a voice vote.*

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion
Larry Jenkins *made a motion to approve the Financial Progress Report and it was seconded by* ***Jim McCleary****. The motion was approved by a voice vote.*

B. Technical Progress Report

Matt Stewart said that the agency will participate in various bike advocacy events on May 16. The agency has not scheduled any of its Bike and Brainstorm events with area communities yet. Interested communities should contact AMATS.

Mr. Stewart summarized recent developments and proposals concerning the next federal transportation authorization to succeed the Infrastructure Investment and Jobs Act (IIJA), which expires in September. Additional details are expected in the coming weeks.

C. AMATS Federal Funds Report

Amy Prater presented Attachment 3C.

Ms. Prater presented tables concerning STBG, CRP, CMAQ, and TASA Funding Program and Balances dated April 22, 2026, and tables detailing the 2026 METRO Capital Budget and FY 2024 AMATS Area Transit Projects Activity.

IV. Old Business

None.

V. New Business

A. AMATS Road Diet Report Update.

Matt Mullen presented Attachment 5A.

VI. Resolutions

A. Resolution 2026-09 – Approving Amendment #11 to the FY 2026-2029 Transportation Improvement Program to cancel funding for one project and adding four recently approved projects.

Ms. Prater presented Attachment 6A.

Motion
Larry Jenkins *made a motion to approve Resolution 2026-09 and it was seconded by* ***Steve Rector****. The motion was approved.*

B. Resolution 2026-10 – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan.

Jeff Gardner presented Attachment 6B.

Motion
Carol Siciliano-Kilway *made a motion to approve Resolution 2026-10 and it was seconded by* ***Rocco Yeargin****. The motion was approved.*

C. Resolution 2026-11 – Certification of the Urban Transportation Planning Process.

Mr. Gardner presented Attachment 6C.

Motion
Claudia Amrhein *made a motion to approve Resolution 2026-11 and it was seconded by* ***Larry Jenkins****. The motion was approved.*

D. Resolution 2026-12 – Connecting Communities Planning Grant Recommendations.

Heather Davis Reidl presented Attachment 6D.

Motion
Carol Siciliano-Kilway *made a motion to approve Resolution 2026-12 and it was seconded by* ***Steve Rector****. The motion was approved.*

E. Resolution 2026-13 – Approving the FY 2027 Transportation Planning Work Program and Budget.

Ms. Davis Reidl presented Attachment 6E.

Motion
Jim Bowling *made a motion to approve Resolution 2026-13 and it was seconded by* ***Larry Jenkins****. The motion was approved.*

F. Resolution 2026-14 – To Add Newly Awarded Funds for METRO RTA and PARTA (FY 2026-2029 TIP Amendment #12).

Mr. Gardner presented Attachment 6F.

Motion
Carol Siciliano-Kilway *made a motion to approve Resolution 2026-14 and it was seconded by* ***Jim Bowling****. The motion was approved.*

VII. Other Business

None.

VIII. Adjournment

A. The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m**. on **Thursday, August 13**, **2026**.

There being no other business, **Chairman Judge** adjourned the meeting.

AMATS POLICY COMMITTEE
2026 ATTENDANCE

M Denotes Member Present **A Denotes Alternate Present**	**Feb 12**	**Mar 26**	**May 14**	**Aug 13**	**Sept 24**	**Dec 10**
AKRON – Mayor Shammas Malik (DiFiore) (Vollman)	A	A	A			
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)						
BARBERTON - Mayor William B. Judge (Carr) (Shreve)	M		M			
BOSTON HEIGHTS – Mayor Ron Antal (Maccarone)						
CLINTON - Mayor William C. McDaniel						
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)	A		A			
DOYLESTOWN - Mayor Terry Lindeman						
FAIRLAWN - Mayor Russell Sharnsky (Staten) (Visca)	A					
GARRETTSVILLE - Mayor Rick Patrick						
GREEN - Mayor Rocco Yeargin (Wax Carr)	M	M	M			
HIRAM - Mayor Ann Haynam (Schuller)						
HUDSON – Thomas Sheridan (Griffith)	M	M				
KENT – City Mgr. David Ruller (Baker) (Bowling)	A		A			
LAKEMORE – Mayor Richard Cole (Sayers)	M	A				
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)						
MANTUA - Mayor Tammy Meyer (Klemm)						
METRO – Dawn Distler (Leppo) (Wilms)	M	A	M			
MOGADORE - Mayor Michael Rick						
MUNROE FALLS - Mayor Allen Mavrides (Bowery)	M	M				
NEW FRANKLIN - Mayor Steve Rector (Ganoe)	M	M	M			
NORTHFIELD – Mayor Jenn Domzalski (Hipps)						
NORTON – Administrative Officer Michael Rorar (Binsley)	M	M				
ODOT – Gery Noirot (Phillis) (Root)	A	A	M			
PARTA – Kelly Jurisch (Proseus) (Schrader)	A	A	M			
PENINSULA - Mayor Daniel R. Schneider, Jr.						
PORTAGE COUNTY COMM. – Jill Crawford (Crombie)	M					
PORTAGE COUNTY COMM. – Mike Tinlin (Crombie)						
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)	A		A			
PORTAGE COUNTY ENGINEER – Larry D. Jenkins, Jr. (Steigerwald)	M	M	M			
RAVENNA - Mayor Frank Seman (Finney) (DiSalvo)	A					
REMINDERVILLE - Mayor Sam Alonso (Krock)						
RICHFIELD - Mayor Michael Wheeler (Frantz) (Waldemarson)	A	A				
RITTMAN – City Mgr. Bobbie Beshara (Lengacher) (Neumeyer)	M	M				
SILVER LAKE – Mayor Therese Dunphy (Housley)						
STOW - Mayor John Pribonic (McCleary) (Jones)	A	A	A			
STREETSBORO - Mayor Glenn M. Broska (Cieszkowski) (Gorog)	A	A				
SUGAR BUSH KNOLLS - Mayor Jeffrey A. Coffee						
SUMMIT COUNTY ENGINEER-Al Brubaker (Fulton) (Hauber) (Olson)	A	A	A			
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Durrant)	A	A	A			
SUMMIT COUNTY COMM. & ECON. DEV. – Diane Miller-Dawson	M					
SUMMIT COUNTY COMM. & ECON. DEV. – David Messner	M	M				
TALLMADGE - Mayor Carol Siciliano-Kilway (Kidder)	M	A	M			
TWINSBURG - Mayor Sam Scaffide (Jeffers)	A	A	A			
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Piatt)						
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)		M				
WINDHAM – Mayor Lawrence Cunningham, Jr.						

AMATS POLICY COMMITTEE
2026 ATTENDANCE

OBSERVERS AND STAFF MEMBERS PRESENT

NAME	REPRESENTING
Mr. Curtis Baker	AMATS
Mr. Seth Bush	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Ms. Amelia Hoffmeier	AMATS
Mr. Matt Mullen	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. Matt Stewart	AMATS
Ms. Tatia Harris	METRO
Mr. Chuck Hauber	Summit County Engineer's office
Mr. Brian Olson	Summit County Engineer's office
Mr. Jason Urey	Tallmadge

Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, May 7, 2026 – 1:30 p.m.

Minutes of Meeting

Recordings of AMATS committee meetings are available in the *Past Meetings* page of the agency web site at **https://www.amatsplanning.org/past-meetings**.

I. Call to Order

A. **Chairman Jones** called the meeting to order. The attending members constituted a quorum.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the March 19, 2026 meeting.

Motion
Joe Hadley *made a motion to approve the minutes and it was seconded by* ***Mike Collins****. The motion was approved by a voice vote.*

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion
Bobbie Beshara *made a motion to approve the Financial Progress Report and it was seconded by* ***Jim Bowling****. The motion was approved by a voice vote.*

B. Technical Progress Report

Matt Stewart said that funding applications to the Safe Streets for All (SS4A) Program are due May 26.

Mr. Stewart summarized recent developments and proposals concerning the next federal transportation authorization to succeed the Infrastructure Investment and Jobs Act (IIJA), which expires in September. Additional details are expected in the coming weeks.

The agency is starting its annual report on roadway congestion and updates of the area *Road Diet Report*, the AMATS *Public Participation Plan* (3P), and area *Bike Map*.

C. AMATS Federal Funds Report

Amy Prater presented Attachment 3C.

Ms. Prater presented tables concerning STBG, CRP, CMAQ, and TASA Funding Program and Balances dated April 22, 2026, and tables detailing the 2026 METRO Capital Budget and FY 2024 AMATS Area Transit Projects Activity.

IV. Old Business

None.

V. New Business

A. AMATS Road Diet Report Update.

Matt Mullen presented Attachment 5A.

Joe Hadley asked whether having a road segment identified as a road diet candidate qualifies a community for project funding. **Mr. Baker** explained that AMATS funding is usually awarded to community initiatives to pursue road diets on candidate segments that have low ADT and a high number of laned roads. **Mr. Baker** noted that resurfacing projects permit a community to restripe a road as it deems appropriate, which may include a road diet. Reconstruction projects using STBG funds receive bonus points in their applications for incorporating Complete Street elements, which may also include road diets.

Mr. Hadley asked whether there has been public resistance regarding road diets. **Mr. Baker** noted that various roadway treatments, along with road diets, are increasingly subject to public debate.

Chairman Jones said that members may comment on the *Road Diet Report* through June.

VI. Resolutions

A. Resolution 2026-09 – Approving Amendment #11 to the FY 2026-2029 Transportation Improvement Program to cancel funding for one project and adding four recently approved projects.

Ms. Prater presented Attachment 6A.

Motion
Jim Bowling *made a motion to approve Resolution 2026-09 and it was seconded by* ***Mike Collins****. The motion was approved.*

B. Resolution 2026-10 – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and

Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan.

Jeff Gardner presented Attachment 6B.

Motion
Bobbie Beshara *made a motion to approve Resolution 2026-10 and it was seconded by* ***Tracy Sayers****. The motion was approved.*

C. Resolution 2026-11 – Certification of the Urban Transportation Planning Process.

Mr. Gardner presented Attachment 6C.

Motion
John H. Cieszkowski, Jr. *made a motion to approve Resolution 2026-11 and it was seconded by* ***Tracy Sayers****. The motion was approved.*

D. Resolution 2026-12 – Connecting Communities Planning Grant Recommendations.

Heather Davis Reidl presented Attachment 6D.

Motion
Jim McCleary *made a motion to approve Resolution 2026-12 and it was seconded by* ***Joe Hadley****. The motion was approved.*

E. Resolution 2026-13 – Approving the FY 2027 Transportation Planning Work Program and Budget.

Ms. Davis Reidl presented Attachment 6E.

Motion
Jim Bowling *made a motion to approve Resolution 2026-13 and it was seconded by* ***Tracy Sayers****. The motion was approved.*

F. Resolution 2026-14 – To Add Newly Awarded Funds for METRO RTA and PARTA (FY 2026-2029 TIP Amendment #12).

Mr. Gardner presented Attachment 6F.

Motion
Bobbie Beshara *made a motion to approve Resolution 2026-14 and it was seconded by* ***Mike Collins****. The motion was approved.*

VII. Other Business

None.

VIII. Adjournment

The next regularly scheduled TAC meeting will be at **1:30 p.m**. on **Thursday, August 6, 2026**.

Motion
Jim Bowling *made a motion to adjourn the meeting and it was seconded by* ***Mike Collins****. The motion was approved.*

There being no other business, the meeting was adjourned.

AMATS TECHNICAL ADVISORY COMMITTEE
2026 ATTENDANCE

M Denotes Member Present **A Denotes Alternate Present**	**Feb** **5**	**Mar** **19**	**May** **7**	**Aug** **6**	**Sept** **17**	**Dec** **3**
AKRON ENGINEERING BUREAU- Christine Jonke (Solomon)	M	M	M			
AKRON PLANNING DEPT. – Helen Tomic (Garritano)	A	A	A			
AKRON TRAFFIC ENGINEERING - Michael Lupica (Meyer)	A	A	A			
AURORA - Harry Stark (Cooper)						
BARBERTON – Todd Shreve (Carr)	M	M				
CUYAHOGA FALLS – Rob Kurtz (Paul)	A	M	A			
CUYAHOGA FALLS - Tony V. Demasi (Kaser)	M	M				
DOYLESTOWN - Eng. Assoc. - Ronny Portz (Mambourg)		A	A			
FAIRLAWN – Geary Visca (Staten)		A				
GREEN - Wayne Wiethe (Haring)	M	A	A			
GREEN - Paul Pickett (Ciocca)	A	A	A			
HUDSON – Nick Sugar (Hannan)	M	M	M			
HUDSON – Brad Kosco (Szalay)	M		A			
KENT - Jim Bowling	M		M			
KENT - Jon Giaquinto (Baker)						
LAKEMORE – Mayor Richard Cole, Jr. (Sayers)	A	A	A			
MACEDONIA - Joseph Gigliotti (Sheehy)						
METRO – (Harris) (Meduri) (Richardson)	A	M	A			
MOGADORE – Vacant						
MUNROE FALLS – Mayor Allen Mavrides			M			
NEFCO – Joseph Hadley, Jr. (Lautzenheiser)	M	M	M			
NEW FRANKLIN – Joe Hercules (Ganoe) (Testa)	M	A	M			
NORTHFIELD – Daniel J. Collins						
NORTON – Brian Binsley (Rorar)	M	M	M			
ODOT – Chad Root (Bruner) (Phillis)	A	A	A			
PARTA – Kelly Jurisch (Proseus) (Schrader)	A	A	M			
PORTAGE COUNTY ENGINEER – Mike Collins (Dudek)	A	M	M			
PORTAGE CO. REG. PLANNING COMM. – Gail Gifford (Peetz)						
PORTAGE COUNTY SMALL VILLAGES – Tom Hardesty						
PORTAGE COUNTY TOWNSHIP ASSOC – Jeff Derthick (Kovacich)		A	M			
RAVENNA - Robert Finney (DiSalvo)	M	M	A			
RICHFIELD – Scott Waldemarson (Frantz) (Neumeyer)		M	M			
RITTMAN – Bobbie Beshara (Lengacher) (Neumeyer)	M	M	M			
SILVER LAKE – John Tutak						
STOW – Jim McCleary (Cowan)		M	M			
STOW – Mike Jones (Simpkins)	M	M	M			
STREETSBORO – John H. Cieszkowski, Jr. (Broska) (Gorog)	M	M	M			
SUMMIT CO. COMM. & ECON. DEV. – Diane Miller-Dawson (Messner)	A	A	A			
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Hauber) (Olson)	A	A	A			
SUMMIT COUNTY SMALL VILLAGES – Jason Popiel	M					
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)						
TALLMADGE – Jasson Urey (Kidder)	M		M			
TWINSBURG – Patrick Jeffers	M	M	A			
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)						
WINDHAM – Deborah Blewitt (Brown)						

AMATS TECHNICAL ADVISORY COMMITTEE
2026 ATTENDANCE

M Denotes Member Present A Denotes Alternate Present	Feb 5	Mar 19	May 7	Aug 6	Sept 17	Dec 3
NON-VOTING MEMBERS						
AKRON CANTON AIRPORT - Renato Camacho						
AKRON REG. AIR QUALITY MGT. DIST. – Sam Rubens (Brown) (Vadas)	M	A	A			
AMATS - Curtis Baker	M	M	M			
CUYAHOGA VALLEY NATIONAL PARK – Ivan Kassovic (McMahon)			M			
ENVIRONMENTAL COMMUNITY REP. - Kurt Princic						
GREATER AKRON CHAMBER - Alyssa Carpenter	M					
OHIO ENVIRONMENTAL PROTECTION AGENCY David Emerman						
OHIO TURNPIKE COMMISSION – Anthony Yacobucci						
PORTAGE COUNTY PORT AUTHORITY – Vacant						
PORTAGE PARK DISTRICT - Christine Craycroft (Moskos)						
PRIVATE TRANSPORTATION PROVIDER (CYC) - Mark Posten (Stolfo)						
RAILROAD INDUSTRY REP. - William A. Callison (Davis)						
SUMMIT METRO PARKS – Mark Szeremet (King) (Rauschenbach) (Saunier)	A	A	A			
TRUCKING INDUSTRY – Vacant						

OBSERVERS AND STAFF MEMBERS PRESENT

NAME	REPRESENTING
Mr. Michael Burgess	Osborn Engineering
Mr. Barry Ganoe	New Franklin
Mr. Chuck Hauber	Summit County Engineer's office
Mr. Jerry Jones	Accenture
Ms. Kelly Jurisch	PARTA
Mr. George Maki	E. L. Robinson
Mr. Pat McMahon	Cuyahoga Valley National Park
Mr. Brian Olson	Summit County Engineer's office
Ms. Lauren Phillis	ODOT District 4
Ms. Amy Proseus	PARTA
Mr. Jasson Urey	Tallmadge
Ms. Gert Wilms	METRO

STAFF MEMBERS PRESENT

Mr. Seth Bush	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Ms. Amelia Hoffmeier	AMATS
Mr. Matt Mullen	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. Matt Stewart	AMATS

Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, May 7, 2026 – 6:30 p.m.

Meeting Summary

Members:

Ron Brubaker
William Maki
Austen Rau
Bill Sepe

Staff:

Curtis Baker, Director
Seth Bush, Geographic Information Systems (GIS) Coordinator
Heather Davis Reidl, Mobility Planner
Jeff Gardner, Transit Planner
Amelia Hoffmeier, GIS Planner
Matt Mullen, Transportation Planner
Matt Stewart, Planning Administrator

I. Welcome

Matt Stewart welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees.

II. Discussion Items

A. **Matt Mullen** presented the Transit Program of Projects (POP). **Mr. Mullen** referred to tables detailing the 2026 METRO Capital Budget and FY 2024 AMATS Area Transit Projects Activity.

B. **Mr. Stewart** and **Amelia Hoffmeier** presented Attachment 5A – AMATS Road Diet Report Update.

Ron Brubaker asked about the public response to road diets. **Mr. Stewart** said that public responses can vary and that public information plays an important role in how such projects are regarded within communities.

C. **Heather Davis Reidl** presented Attachment 6D – *Resolution 2026-12* – Connecting Communities Planning Grant Recommendations.

Bill Sepe asked which city officials were involved with Munroe Falls' grant application. **Ms. Davis Reidl** replied that Mayor Allen Mavrides was the primary

author of the Munroe Falls application. **Ms. Davis Reidl** noted that a consultant would be selected and hired to compile the proposed study in the coming months.

D. **Mr. Stewart** asked whether there were questions regarding Attachment 6F – *Resolution 2026-14* – To Add Newly Awarded ODOT OTP2 Funds for METRO RTA and PARTA (Fiscal Year 2026-2029 Transportation Improvement Program (TIP) Amendment #12). **Mr. Stewart** said that the attendees could discuss any of the TIP amendments to be presented to the AMATS Policy Committee in May.

There were no questions or discussion.

E. **Mr. Stewart** asked the attendees for help in updating the AMATS *Bike Map*.

Mr. Brubaker summarized recent developments regarding the segment of the Veterans Trail in Hudson. The members discussed issues related to the trail and the ownership of various area rail corridors.

III. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC is scheduled for **6:30 p.m.** on **Thursday, August 6, 2026**.

YEAR END FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
July 1, 2025 - June 30, 2026

	Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	Carryover to FY2027
I.	**Short Range Planning**	**$679,450**	**$678,671**	**100%**	**$0**
	FY2025 Carryover	152,600	152,578		0
	FY2026	526,850	526,092		0
II.	**Transportation Improvement Program**	**$324,500**	**$257,052**	**79%**	**$67,000**
	FY2025 Carryover	74,500	74,430		0
	FY2026	250,000	182,622		67,000
III.	**Continuing Planning & Data Collection Transportation System Update**	**$338,000**	**$279,323**	**83%**	**$58,500**
	FY2025 Carryover	38,000	37,945		0
	FY2026	300,000	241,378		58,500
IV.	**Long Range Plan Activity**	**$289,300**	**$141,678**	**49%**	**$147,500**
	FY2025 Carryover	15,300	15,277		0
	FY2026	274,000	126,402		147,500
V.	**Service**	**$642,115**	**$395,198**	**62%**	**$245,800**
	FY2025 Carryover	150,400	149,369		0
	FY2026	491,715	245,829		245,800
VI.	**OhioRideshare and AQ Advocacy**	**$180,000**	**$34,156**	**19%**	**$0**
	FY2026 OhioRideshare	80,000	33,779		0
	FY2026 Air Quality	100,000	378		0
VII.	**Local**	**$25,000**	**$20,616**	**82%**	**$0**
	AMATS local Costs	25,000	20,616		0
VIII.	**AMATS Transportation Quarterly**	**$50,072**	**$49,956**	**100%**	**$0**
	FY2025 Carryover	11,200	11,108		0
	FY2026	38,872	38,847		0
IX.	**GRAND TOTAL AMATS BUDGET**	**$2,528,437**	**$1,856,652**	**73%**	**$518,800**

Attachment 3C

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

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

FROM: **AMATS Staff**

RE: **AMATS Federal Funds Report**

DATE: **July 28, 2026**

FY 2027 began on July 1st and only Air Quality and Rideshare of the CMAQ funds and Glenwood Dr of the STBG funds have encumbered so far. AMATS is continuing to use the E-STIP, ELLIS, and ODOT's MPO Dashboard to keep updated on project details.

STBG allocations are lower this year than in previous years due to the FY 2026 loan repayment to NOACA of $2.8 million. A loan will be needed again this year to cover all the STBG projects as carryover will not cover all FY 2027 estimated expenditures.

Carbon Reduction Program (CRP) funding from FY 2026 will be carried forward but will not cover the negative balance currently shown in FY 2027. The future of CRP funding is uncertain as the current transportation bill is set to expire September 30, 2026. ODOT has assumed this program will not be continuing and has removed CRP funds from the FY 2027 budget based on that assumption. If this program is not funded in the next transportation bill, AMATS will make all efforts to fulfill the funding commitments through other funding programs or potential loans. No projects have encumbered funds in FY 2027 yet.

CMAQ allocations are much lower this year than in previous years due to the FY 2026 loan repayment of $5 million to MORPC. A loan will be needed again this year to cover all the CMAQ projects as carryover will not cover all FY 2027 estimated expenditures. CMAQ is a statewide program, so loans are completed internally at a statewide level.

TASA funding is currently positive this year and AMATS expects some carryover funding from FY 2023 and FY 2026. No projects have encumbered funds in FY 2027 yet.

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

STBG Funding Program and Balances

July 28, 2026

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2027	Quarter	FY 2028	Quarter	FY 2029	Quarter	FY 2030	FY 2031	FY 2032	Orig. Amt
	Sold												
116505	**Glenwood Dr Resurfacing**	**Twinsburg**	**C**	**$751,701**	**1**								$787,500
	Pending												
116741	Hudson Dr Resurfacing	Cuyahoga Falls	C	$700,000	1								$700,000
121863	State Rd Widening	Cuyahoga Falls	R(C)	69,520	1								$69,520
116623	Graham Rd Resurfacing	Stow	C	$787,500	2								$787,500
116939	Old Forge/Cleveland/Diagonal/Ravenna Resurfacing	Portage Co	C	$1,564,328	3								$1,564,328
116740	Bailey Rd Resurfacing	Cuyahoga Falls	C	$700,000	3								$700,000
116557	S Main St Resurfacing	Summit Co	C	$787,500	3								$787,500
116556	Albrecht Ave Resurfacing	Mogadore/Summit Co	C	$787,500	3								$787,500
121584	Munroe Falls Ave Resurfacing	Cuyahoga Falls	C	$855,000	3								$855,000
121572	Graybill Rd Resurfacing	Green	C	$774,000	3								$774,000
121594	Tuscarawas Ave & Lake Ave Resurfacing	Barberton	C	$900,000	3								$900,000
121687	Eastwood/Munroe Resurfacing	Tallmadge	C	$1,471,971	3								$1,471,970
121117	Liberty Rd (north) Resurfacing	Reminderville/Summit Co/Twinsburg	C	$1,403,100	3								$1,403,100
121203	S/N Main St Resurfacing	Rittman	C			$1,053,856	1						$1,053,856
121591	Eastern Rd & Portage St Resurfacing	Norton	C			$564,627	1						$791,264
126177	SR 619 Corridor Improvements	New Franklin	R(C)			520,000	1						$520,000
118500	SR 59 Alternative Transportation	Kent	C			$3,212,000	2						$3,212,000
121863	State Rd Widening	Cuyahoga Falls	(R)C			$6,030,480	3						$6,030,480
126448	Clinton Rd Resufacing	Clinton	C					$784,382	1				$784,382
121069	Mogadore Rd Resurfacing	Mogadore	C					$632,727	1				$632,727
121889	Brecksville Rd Resurfacing	Richfield	C					$900,000	1				$900,000
121824	S Main St Resurfacing	Akron	C					$800,000	1				$800,000
121745	White Pond Dr Resurfacing	Akron	C					$400,000	1				$400,000
121813	Chamberlain Rd & Mennonite Rd Resurfacing	Portage Co	C					$900,000	1				$900,000
121639	Fishcreek Rd Ph 1 Resurfacing	Stow	C					$900,000	1				$900,000
121755	Stow St Bridge & Trail Improvements	Portage Co	C					$2,300,011	1				$2,300,011
121204	CR 70 (Doylestown Rd) Resurfacing	Wayne Co	C					$900,000	1				$900,000
121715	S Main St Reconstruction	Summit Co	R(C)					$200,000	1				$200,000
126372	College St Resurfacing	Rittman	C					$464,576	3				$464,576
121290	Krumroy Rd Part 1 Resurfacing	Summit Co	C					$640,000	4				$640,000
121291	Krumroy Rd Part 2 Resurfacing	Summit Co	C					$640,000	4				$640,000
121292	Krumroy Rd Part 3 Resurfacing	Summit Co	C					$760,000	4				$760,000
121904	South Turkeyfoot Rd Resurfacing	New Franklin	C					$633,390					$633,391
126441	Lake, Park, Main, Springfield Resurfacing	Lakemore	C							$932,000			$932,000
126177	SR 619 Corridor Improvements	New Franklin	(R)C							$4,419,454			$4,419,454
121715	S Main St Reconstruction	Summit Co	(R)C							$5,700,000			$5,700,000
126340	Waterloo Rd Full Improvements	Akron	C								$4,100,000		$4,100,000
126182	Graham Rd Resurfacing	Cuyahoga Falls	C								$864,844		$864,844
126379	Prospect St/Summit St Resurfacing	Portage Co	C								$1,100,000		$1,100,000
126272	Chamberlin Rd Resurfacing	Twinsburg/Macedonia	C								$900,000		$900,000
125920	Fishcreek Rd Ph 2 Resurfacing	Stow	C								$1,100,000		$1,100,000
125894	Boston Mills Rd Resurfacing	Hudson	C								$1,100,000		$1,100,000
126450	Robinson Ave Resurfacing	Barberton	C								$1,100,000		$1,100,000
126432	Sterling Rd/Calaboone Rd/ Edwards Rd Resurfacing	Wayne Co	C									$1,011,246	$1,011,246
126314	Portage St/Church St Resurfacing	Doylestown	C									$1,096,000	$1,096,000
126270	Arlington Rd Pt 1 Resurfacing	Summit Co	C									$1,100,000	$1,100,000
126393	E Exchange St Resurfacing	Akron	C									$1,100,000	$1,100,000

		2027	2028	2029	2030	2031	2032
R = Right-of-Way	Annual STBG Expenditures	**$11,552,120**	**$11,380,963**	**$11,855,086**	**$11,051,454**	**$10,264,844**	**$4,307,246**
C = Construction	Annual STBG Allocations	$8,792,776	$11,601,559	$11,601,559	$11,601,559	$11,601,559	
	Balance	-$2,759,344	$220,596	-$253,527	$550,105	$1,336,715	-$4,307,246

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CRP Funding Program and Balances

July 28, 2026

ODOT PID	CRP PROJECT NAME	SPONSOR	PHASE	FY 2027	Quarter	FY 2028	Quarter	FY 2029	Quarter	FY 2030	FY 2031	FY 2032	Orig. Amt
	Sold												
	Pending												
121376	North Mantua St Improvements	Kent	C	$2,000,000	3								$2,000,000
121287	Killian Rd/Pickle Rd Roundabout	Summit Co	R(C)					$240,000					$240,000
121287	Killian Rd/Pickle Rd Roundabout	Summit Co	(R)C							$1,750,000			$1,750,000
121598	Wooster Rd/Hopocan Ave Roundabout	Barberton	R(C)							$274,400			$274,400
121598	Wooster Rd/Hopocan Ave Roundabout	Barberton	(R)C								$1,713,452		$1,713,452

		2027	2028	2029	2030	2031	2032
R = Right-of-Way	Annual CRP Expenditures	$2,000,000	$0	$240,000	$2,024,400	$1,713,452	$0
C = Construction	Annual CRP Allocations	$0	$1,151,080	$1,151,080	$1,151,080	$1,151,080	$0
	Balance	-$2,000,000	$1,151,080	$911,080	-$873,320	-$562,372	$0

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CMAQ Funding Program and Balances

July 28, 2026

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2027	Quarter	FY 2028	Quarter	FY 2029	Quarter	FY 2030	FY 2031	FY 2032	Orig. Amt
	Sold												
118656	**Air Quality Advocacy Program**	**AMATS**		**$100,000**	**1**								$100,000
118659	**Rideshare Program**	**AMATS**		**$80,000**	**1**								$80,000
	Pending												
120949	SR 532 & Albrecht Ave Signal	Mogadore	C	$286,979	1								$286,979
125794	Barney's Busy Corners Signal	Cuyahoga Falls	C	$325,465	3								$325,465
112869	East Ave Ph 1	Tallmadge	C	$8,509,995	3								$8,509,995
121067	Highland Rd Improvements	Macedonia	R(C)	$213,600	4								$213,600
123136	Air Quality Advocacy Program	AMATS				$100,000	1						$100,000
123138	Rideshare Program	AMATS				$80,000	1						$80,000
125877	Fischreek/Stow Roundabout	Stow	R(C)			$320,000	1						$320,000
123137	Air Quality Advocacy Program	AMATS						$100,000	1				$100,000
123139	Rideshare Program	AMATS						$80,000	1				$80,000
121067	Highland Rd Improvements	Macedonia	(R)C					$2,006,400	3				$2,006,400
124198	Air Quality Advocacy Program	AMATS								$80,000			$100,000
124202	Rideshare Program	AMATS								$80,000			$80,000
125877	Fischreek/Stow Roundabout	Stow	(R)C							$3,280,000			$3,280,000
125984	METRO 3 CNG Buses	METRO	C							$2,087,395			$2,087,395
125341	PARTA 4 Clean Diesel Buses	PARTA	C							$2,310,931			$2,310,931
124200	Air Quality Advocacy Program	AMATS									$80,000		$100,000
124204	Rideshare Program	AMATS									$80,000		$80,000
125788	Twinsburg Citywide Signals	Twinsburg	C								$5,880,753		$5,880,753

		2027	2028	2029	2030	2031	2032
P = PE Environmental	Annual CMAQ Expenditures	$9,516,039	$500,000	$2,186,400	$7,838,326	$6,040,753	$0
D = Detailed Design	Annual CMAQ Allocations	$1,263,362	$6,403,613	$6,403,613	$6,403,613	$6,403,613	
R = Right-of-Way	Balance	-$8,252,677	$5,903,613	$4,217,213	-$1,434,713	$362,860	$0
C = Construction							

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

TASA Funding Program and Balances

July 28, 2026

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2027	Quarter	FY 2028	Quarter	FY 2029	Quarter	FY 2030	FY 2031	FY 2032	Orig. Amt
	Sold												
	Pending												
116457	Springside Dr Sidewalks	Summit Co	(P)C	$594,711	1								$608,582
125911	Veterans Rails to Trails 2	Hudson	P(D)(C)	$60,000	1								$60,000
126343	Rubber City Heritage Trail PH 4	Akron	P(D)(C)	$167,620	1								$167,620
126343	Rubber City Heritage Trail PH 4	Akron	(P)D(C)	$29,580	4								$29,580
125911	Veterans Rails to Trails 2	Hudson	(P)D(C)	$84,000	4								$84,000
125921	Graham Rd Connectivity	Stow	R(C)			$360,000	1						$360,000
126174	Schocalog to Sand Run Greenway Ph 1	Fairlawn	C			$627,604	1						$627,604
121747	Rubber City Heritage Trail Ph 3	Akron	(P)R(C)			$45,200	1						$45,200
121747	Rubber City Heritage Trail Ph 3	Akron	(P)(R)C					$821,200	1				$821,200
121754	Headwaters Trail Phase IX	Portage Parks	C					$1,000,000	4				$1,000,000
125921	Graham Rd Connectivity	Stow	(R)C							$720,000			$720,000
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C							$700,000			$700,000
116868	Veteran's Trail Rails to Trails	Hudson	C							$700,000			$700,000
126343	Rubber City Heritage Trail PH 4	Akron	(P)(D)C								$902,800		$902,800
125911	Veterans Rails to Trails 2	Hudson	(P)(D)C								$956,000		$956,000
126170	Steese Rd Sidewalk Extension	Green	C									$1,000,000	$1,000,000

		2027	2028	2029	2030	2031	2032
P = PE Environmental	Annual TASA Expenditures	$935,911	$1,032,804	$1,821,200	$2,120,000	$1,858,800	$1,000,000
D = Detailed Design	Annual TASA Allocations	$1,178,849	$1,156,505	$1,156,505	$1,156,505	$1,156,505	
R = Right-of-Way	Balance	$242,938	$123,701	-$664,695	-$963,495	-$702,295	-$1,000,000
C = Construction							

Attachment 4A

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

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

FROM: **AMATS Staff**

RE: **AMATS Road Diet Report**

DATE: **July 30, 2026**

AMATS staff has completed a draft of the *AMATS Road Diet Report* and is requesting AMATS committee approval of this document.

A road diet, sometimes referred to as a lane reduction or roadway reconfiguration, involves a reduction in the number of vehicular traffic lanes to improve safety and/or to provide increased accessibility for alternative transportation modes. Road diets have become prevalent both nationally and regionally over the past 10-15 years, often along corridors with declining traffic volumes or that have a demonstrated history of crashes.

This report was written to help regional officials and the public to understand more about road diets and evaluate the safety performance of the area's existing road diets. It is a companion document to the *Road Diet Analysis* AMATS completed in May 2015. That previous report introduced a methodology for identifying potential candidate road diet segments across the Greater Akron area. The report broke candidates into three tiers, organized by daily traffic volume.

This (current) report builds upon the 2015 analysis and consists of three main sections, bookended by brief Introduction and Conclusion chapters:

- *Chapter 2* explains key characteristics of road diets. This section provides summary level guidance on design considerations, benefits, and concerns.

- *Chapter 3* focuses on AMATS-area road diets. The chapter inventories all (28) existing road diets within the AMATS planning area. In addition, a pre-and-post crash comparison analysis of road diet segments that have at least two full years of post-data available after the year of the change plus the year following (for adjustment) was performed. 16 of the 28 segments met these parameters.

- *Chapter 4* shares lessons that have been learned by regional officials as road diets have been planned, constructed, and maintained.

This document can be reviewed at AMATS' website under the *Reports & Data* tab; or this direct link: https://www.amatsplanning.org/sites/default/files/docs/reports/Final%20Road%20Diet%20Report-2026.pdf. Any questions or concerns regarding the draft document can be directed to Matt Stewart, Transportation Planning Administrator, at 330.375.2436, x3567 or mstewart@akronohio.gov.

STAFF RECOMMENDATION

The staff recommends approval of the *Final Draft AMATS Road Diet Report.*

ROAD DIET ANALYSIS

AMATS
ROAD DIET ANALYSIS

August 2026

Akron Metropolitan Area Transportation Study
1 Cascade Plaza / Suite 1300 / Akron, Ohio 44308-1136
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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.

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Chapter 1—Introduction

A road diet, sometimes known as a lane reduction, is a strategy that involves reconfiguring a roadway to reduce the number of lanes or the width of the lanes. Road diets have become prevalent both nationally and regionally over the past 10-15 years, often along corridors with declining traffic volumes or that have a demonstrated history of crashes. Road diets can be implemented at a relatively low cost and can dramatically alter the function and performance of a roadway.

In 2015, as the concept of a road diet emerged as a popular solution to improve roadways, AMATS drafted its initial Road Diet Analysis, the primary purpose of which was to identify roadway locations that were experiencing reduced or declining traffic volumes and had excess capacity. At the time of this report, the greater Akron area contained four dieted roadways. 11 years later, there are 28 greater Akron roadways that have experienced a road diet, including many of the roadways noted within AMATS 2015 report.

With so many roads changing in just a decade, AMATS presents this brief report to provide the latest guidance, report on the region's inventory of road diets, analyze the performance of area road diets, and share some local lessons learned. The 2015 report still contains valuable information and this report should be considered as a companion document to the older analysis.

Road diets can be controversial and have become increasingly politicized. This report comes at a unique point-in-time. As this report was finalized, the Federal Highway Administration published a revised list of its Proven Safety Countermeasures. Notably, road diets were removed on the July 2026 revised list. Road diets were originally placed on this list in 2012, after numerous studies over several years showed a demonstrated improvement to overall safety. As of this writing, there has not been any official rationale published for why road diets were removed as a proven safety countermeasure.

Regardless of this recent paradigm shift, AMATS recognizes that road diets have been recommended and implemented in many circumstances, and that they *can* be an effective tool in improving safety, reducing vehicular speed, and creating or improving multimodal travel options along a corridor. Like any countermeasure, there are circumstances where road diets work well and don't work well.

The purpose of this report is to help regional officials and the public understand more about road diets and to evaluate the safety of many of the area's dieted roadways. This objective analysis can be used to help communities make decisions on what is best for their roadways.

Chapter 2—Road Diet Characteristics

Road Diet Definition

A road diet reduces the number of travel lanes on a roadway and then adjusts or reassigns the space for other uses and travel modes. The most common road diet reconfiguration is the conversion of an undivided four-lane roadway into a three-lane roadway made up of two through lanes and a center two-way left-turn lane. The reduction in the number of lanes allows the roadway cross section to be reallocated for other uses such as bike lanes, pedestrian refuge islands, transit uses or parking. A simplified before and after example is provided below and shows the total roadway width remains the same after the road diet. *Source: FHWA*

The Federal Highway Administration (FHWA) has identified road diets as proven safety countermeasures that reduce fatalities and serious injury crashes and are recommended on roadways that experience less than 25,000 vehicles per day. AMATS has included road diets as a safety countermeasure in its AMATS Safe Streets For All Action Plan and have discussed specifics with member communities about where these are needed for the region.

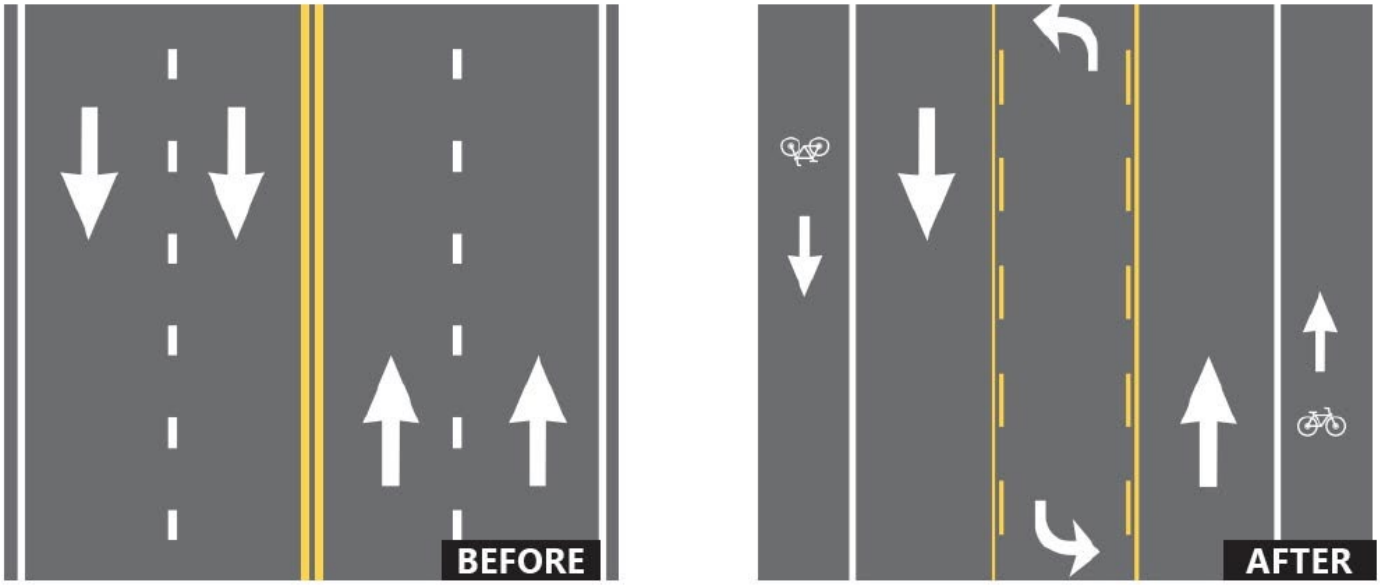
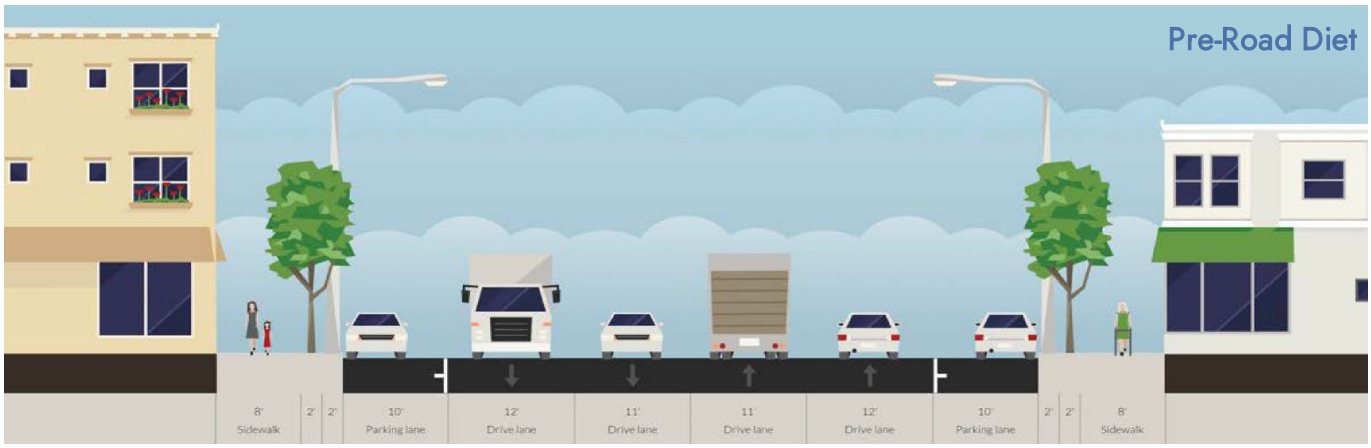
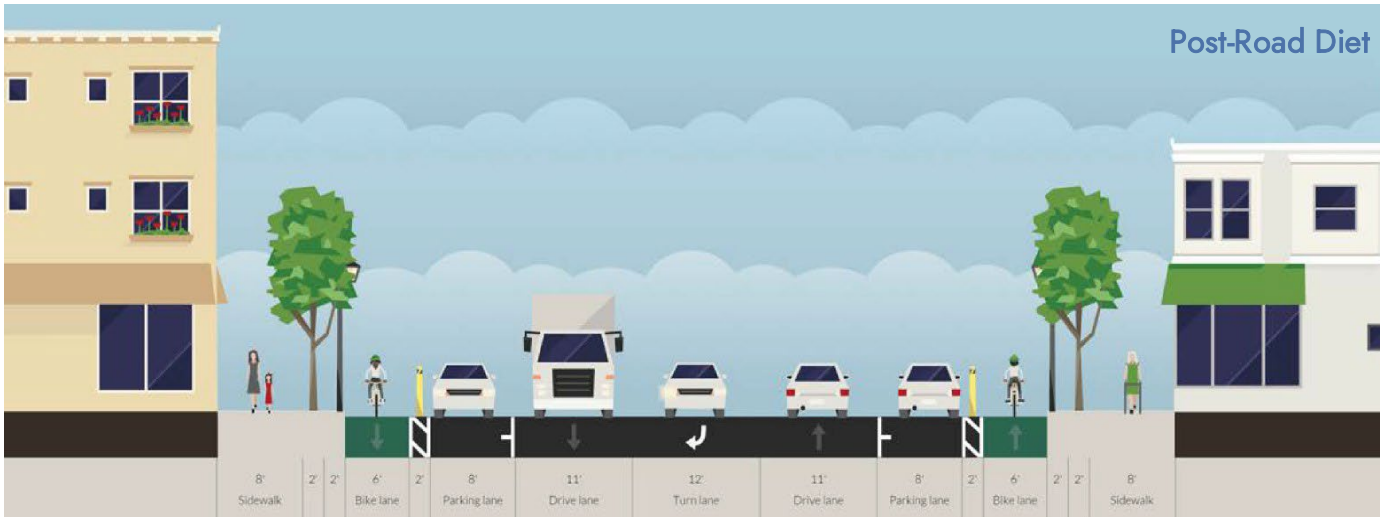


Image source: FHWA



The figure above could be applied in an urban or suburban setting based on the needs of the community. If the space within the existing right-of way is available, a road diet can accommodate both on-street parking and bicycle lanes, as shown below.



Design Considerations

When designing a road diet there are multiple factors and design principles to consider in the pre-planning stages before implementation. Common geometric and operational design decisions that should be considered are listed below.

- ***Road Function and Context***—FHWA Functional Classification Guidelines describe roads as *local, collector, minor arterials, principal arterials and highways*. However, it is important to understand the context of these roads by the setting in which they reside. The *Smart Transportation Guidebook*, jointly published by the Pennsylvania and New Jersey DOT highlights seven context areas to consider the roadway setting: *1) Rural, 2) Suburban Neighborhood 3) Suburban Corridor 4) Suburban Center 5) Town/Village Neighborhood 6) Town/Village Neighborhood 7) Urban Core*.

- ***Vehicles and roadway users—***It is important to understand what types of vehicles use the roadway. Is the road a major freight corridor, or located in an entertainment or school zone? Also, understanding the types of people driving and needing access to the roadway can be important factors that determine if a road diet is appropriate.
- ***Speed—***Consider gathering data on the average speed that vehicles are traveling. If the intent of the treatment is to slow vehicles down for safety or functionality of the roadway there are physical elements and roadway designs that can help achieve this goal.
- ***Level of Service (LOS)—***The 2018 American Association of State Highway and Transportation Officials (AASHTO) introduced a new design process that takes a performance-based approach to design and one of the processes introduced was level of service grades. Level of service measures a driver's experience on the road and at intersections, based on the speed and number of vehicles using the road and the length of any delay. A designation of A, B, or C represents free-flowing conditions, whereas E and F are slightly above capacity and stop-and-go traffic based on the highest congestion level on that roadway. Roadways that have a LOS at E and F are usually not suitable candidates for road diets. LOS incorporates speeds, traffic volume, driveway access points, number of left turning vehicles, distances between signalized and non-signalized intersections and number of lanes.
- ***Average Daily Traffic (ADT) and Peak Hour and Direction—***ADT is an important factor to consider when analyzing the potential functionality of a road diet. Some studies [3,4,5] have put the maximum limit of ADT between 15,000 and upwards of 25,000 average vehicles per day as the benchmark when considering implementing a road diet. However, this is based on different areas with different traffic patterns and concerns. For the AMATS area anything upwards of 20,000 ADT is considered high and therefore a road diet could cause unexpected changes to travel patterns and have negative downstream effects on the roadway network. Understanding peak hours and direction of traffic of a roadway are to be considered when implementing a road diet. Traffic during peak hours for urban roadways typically represents 8 to 12 percent of the ADT, previous conventional wisdom suggests that when peak volumes approach 750- 875 vehicles per hour per day, communities should be cautious with implementing a road diet and anything over 875 is considered too high.
- ***Travel Lanes and Roadway Width—***The number of travel lanes and roadway width are important factors to consider when discussing the implementation of a road diet. Reducing a four lane (two lanes in each direction) road to three lanes (Two-way-left turn lane) creates additional space for pedestrians and cyclists. The typical travel lane width is usually 10 to 12 feet, and a four-lane road is anywhere between 40-44 feet wide. Removing one lane allows additional space to repurpose the roadway without needing to change the physical structure of the road. The additional space can be used for widened sidewalks, curb extensions, and bike lanes alongside parallel or angled parking.
- ***Cross-sectional—***which involves looking at the functionality across the roadway. some design elements to consider are lane width, curb-to curb distance, cross slope grade or highpoint and how that affects drainage. Also, consider the elements to include in the design of road reconfiguration (Shoulders, curb design, pedestrian facilities, bike lanes, medians, mid-block crossing, etc.)

- ***Sight distance***—visibility and unobstructed view of an entire intersection (how far a driver can see ahead clearly) should be considered.
- ***Horizontal alignment***—(curves and banking) and ***vertical alignment***—gradient levels (hills and valleys) are not likely to involve significant changes. However, these are important to consider in any roadway reconfiguration.
- ***Intersections***—at grade or grade separated and the makeup of the intersection (roundabout, signalized intersection, four-way stop, etc.) and the distance between intersections should be considered.
- ***Access management***—is also an important aspect of roadway design-driveways are considered volume intersections. Understanding the impact of any offset intersections and high-volume driveways on turning and through traffic can play a role in the success of any road reconfiguration. Operational and safety concerns may be introduced if there is a significant amount of "through" traffic on an offset minor street or major driveways. Other access management aspects to consider are existing or new sidewalks, bike lanes and transit stops that may affect the design and implementation of a road diet. The FHWA provides additional resources related to access management, including Access Management in the Vicinity of Intersections Technical Summary

Roadway conversions such as road diets do not generally involve significant changes in the main "elements of design" such as sight distance, horizontal and vertical alignment but these characteristics may require additional assessment due to changes in cross-section allocation and use of the roadway. More information on the main elements of design can be found in the FHWA Road Diet Informational Guide[1].

Road Diet Benefits

There are some potential benefits when implementing a road diet that can, in ideal circumstances improve safety for all roadway users and in some cases help encourage mixed use development.

Reducing Speed for Safety

One of the main tools to improve overall safety on the road is to reduce the ability for vehicles to drive fast. The need to lower the ability to speed is crucial when discussing reducing serious and fatal crashes. Before a road diet, midblock locations of a roadway can experience high vehicular travel speeds, potentially contributing to increased injury and fatality rates. A study conducted by AAA Foundation for Traffic Safety found that more than 90% of pedestrians hit by vehicles traveling at 45 mph will be fatalities, while fewer than 10% will die when hit at 16 mph or less. When appropriately applied, road diets have generated benefits to users of all modes of transportation, including bicyclists, pedestrians, and motorists. The resulting benefits include reduced vehicle speeds, improved mobility and access, reduced collisions and injuries, and improved livability and quality of life. When modified from four travel lanes to two travel lanes with a two-way left-turn lane, roadways experienced a **19-47%** reduction in all roadway crashes according to *"FHWA "Evaluation of Lane Reduction 'Road Diet' Measures on Crashes." FHWA Report No. FHWA-HRT-10-053. (Washington, D.C: 2010)*[2].

Reduction of Vehicular Conflict Points

Road diets help reduce vehicle speeds but can also help vehicles avoid more dangerous crash types by removing additional conflict points through reducing the amount and distance between left turns. A four-lane, two-way directional road reduced to three lanes with a shared left turn lane, provides vehicles with less distance and lanes to cross. On a four-lane undivided road, with two lanes in each direction, vehicle speeds can vary between travel lanes, and drivers frequently slow or change lanes due to slower or stopped vehicles (e.g., vehicles stopped in the left lane waiting to turn left). Drivers may also weave in and out of the traffic lanes at high speeds, a road diet changes the behavior of roadway users by reducing the likelihood of vehicles passing one another thus minimizing the chance of vehicle-to-vehicle conflicts.

Pedestrian and Bicycle Safety

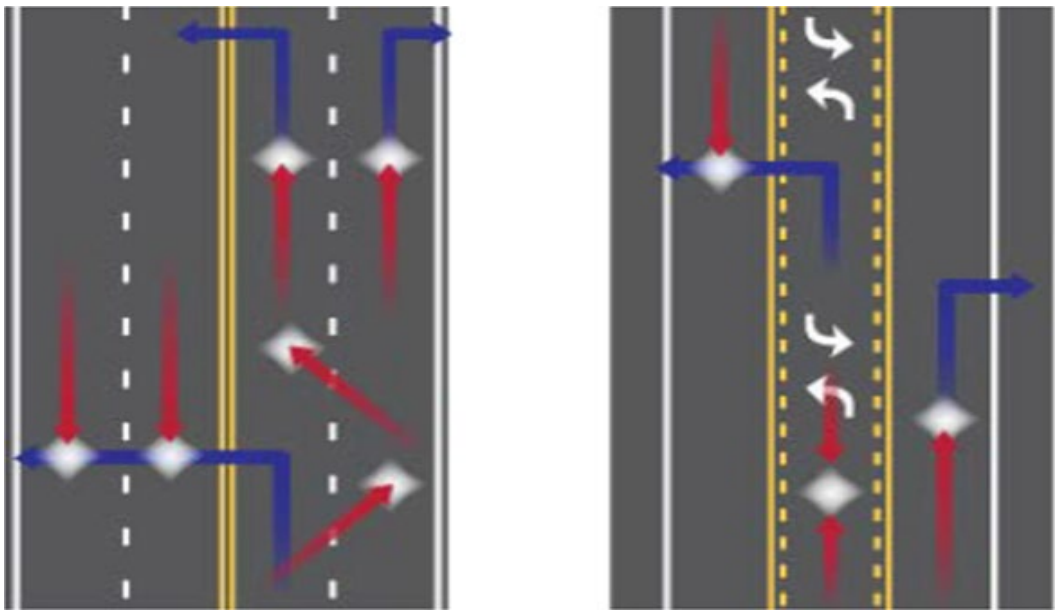
Road diets can also improve safety conditions for pedestrians and bicyclists by providing additional room for sidewalks or shared use paths with fewer lanes and distance to cross the road. Road diets can also provide municipalities with the opportunity to install pedestrian refuge islands or mid-block crossings in the center of the roadway to make an additional relief point for non-motorized users to cross the roadway safer.

Land Use

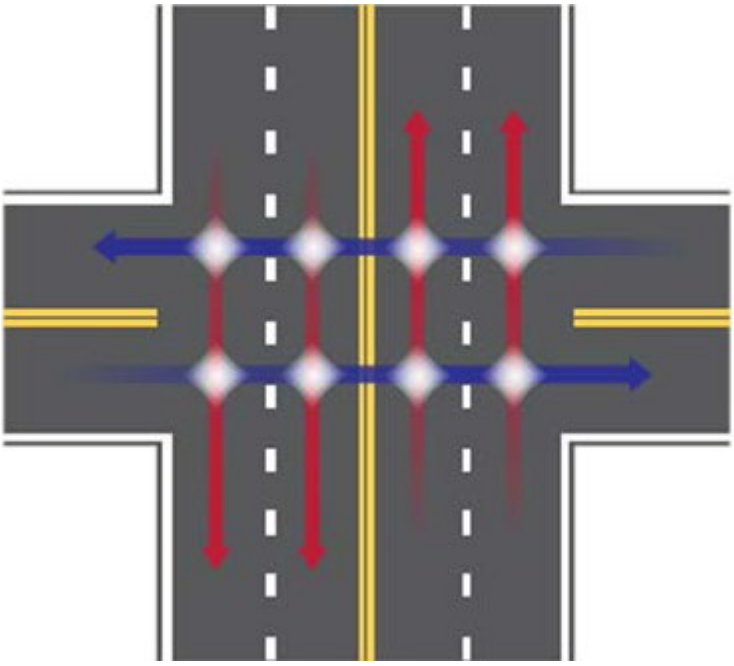
Indirectly, road diets can encourage a more community-focused, mixed-use environment by incorporating complete streets methods that make the roadway more appealing for all users. In theory, a road that incorporates all methods of transportation can help attract more community-focused, mixed-use development especially in areas like downtown city centers, business districts, near neighborhood parks, or wherever the need persists for all users to safely traverse the roadway.

Four-Lane Undivided

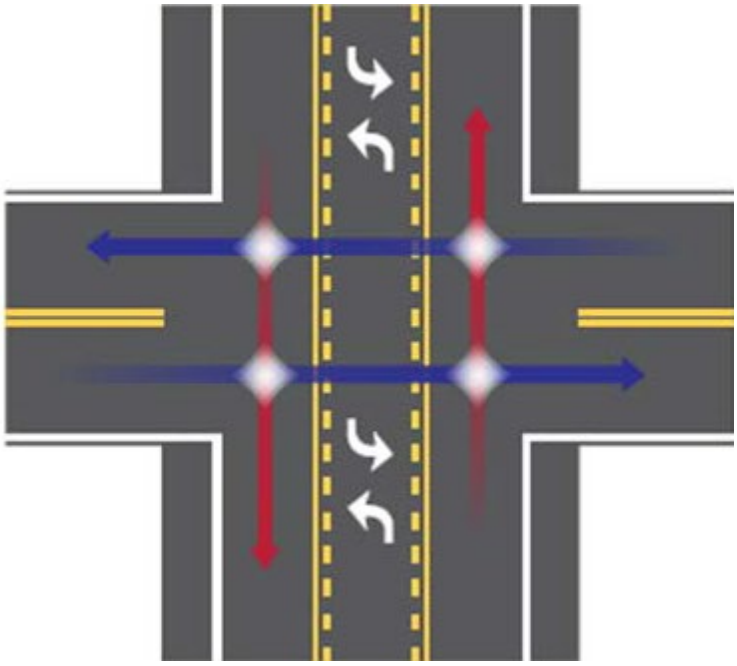
Three-Lane



FHWA Image Example of the reduction of conflict points in a four-way, two-lane in comparison with a Three-lane shared turn lane. This example can have an overall reduction in crashes, particularly rear-end and left-turn crashes by a dedicated left-turn lane.

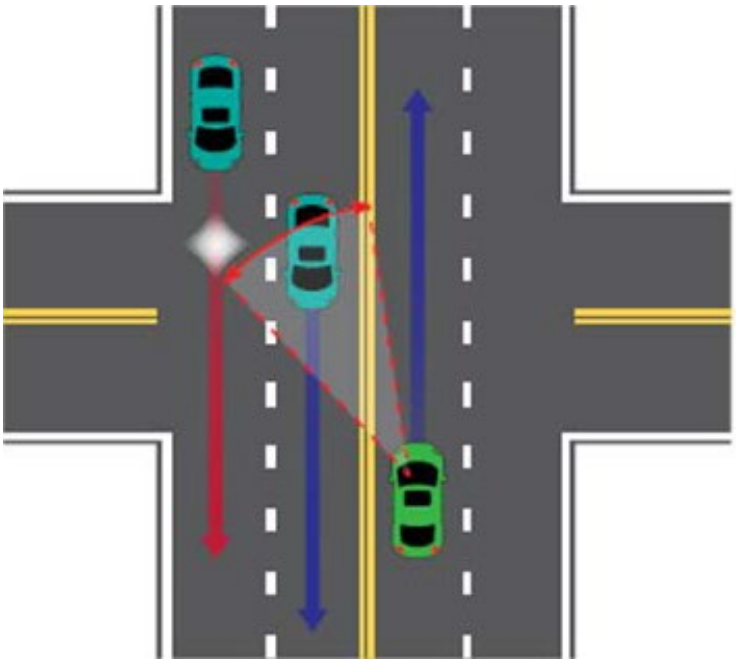


Four-Lane Undivided

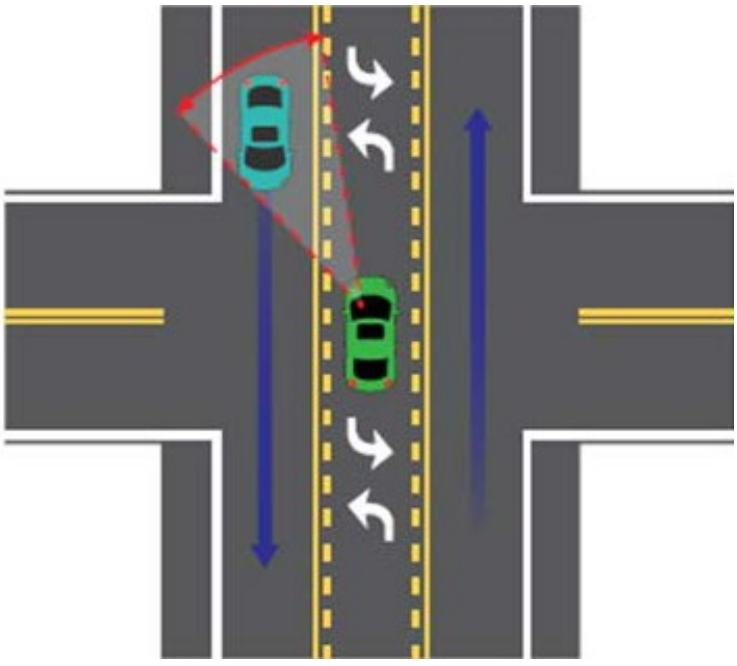


Three-Lane

FHWA Image Figure above shows that a road diet at an intersection reduces eight conflict points to four conflict points due to the simple removal of a travel lane in each direction.



(Outside Lane Traffic Hidden by Inside Lane Traffic)



Three-Lane(No Hidden Vehicles)

FHWA Image Figure above highlights improved sight lines with a shared turn lane.

Road Diet Concerns

Not all roads should be considered for a road diet. There are numerous unintended effects that can arise from a poorly planned road diet so decisionmakers should carefully consider road diets on a case-by-case basis. Some concerns include:

Increased Congestion

Roadways that have traditionally higher levels of service (Increased ADT, number of intersections and higher speed limits) are not recommended for road diets as they could affect the region's functionality or in some cases make the road more dangerous. An overall reduction in the roadway capacity could lead to congestion on higher volume segments, especially during peak times, particularly if a road diet is applied in a rapidly growing area.

New Travel Patterns

Drivers not used to functionality of the roadway can cause confusion which can lead to safety concerns. Transit buses may put a temporary halt on traffic due to reduced lanes. Depending on road diet design, bike lanes and on-street parking could be in conflict as drivers react to new roadway features.

Federal Funding

A reduction in the number of lane miles could result in a reduction in the allocation of federal funds for maintenance on some roadways. This is due to the historical formula which includes the number of lane miles included in the calculation of different formula regional based funding.

Resources to Assist in Road Diet Planning

- FHWA's Functional Classification Guidelines and Updated Guidance for the Functional Classification of Highways
- AASHTO's A Guide for Achieving Flexibility in Highway Design
- NACTO Flexibility in Highway Design
- FHWA Access Management in the Vicinity of Intersections Technical Summary

References

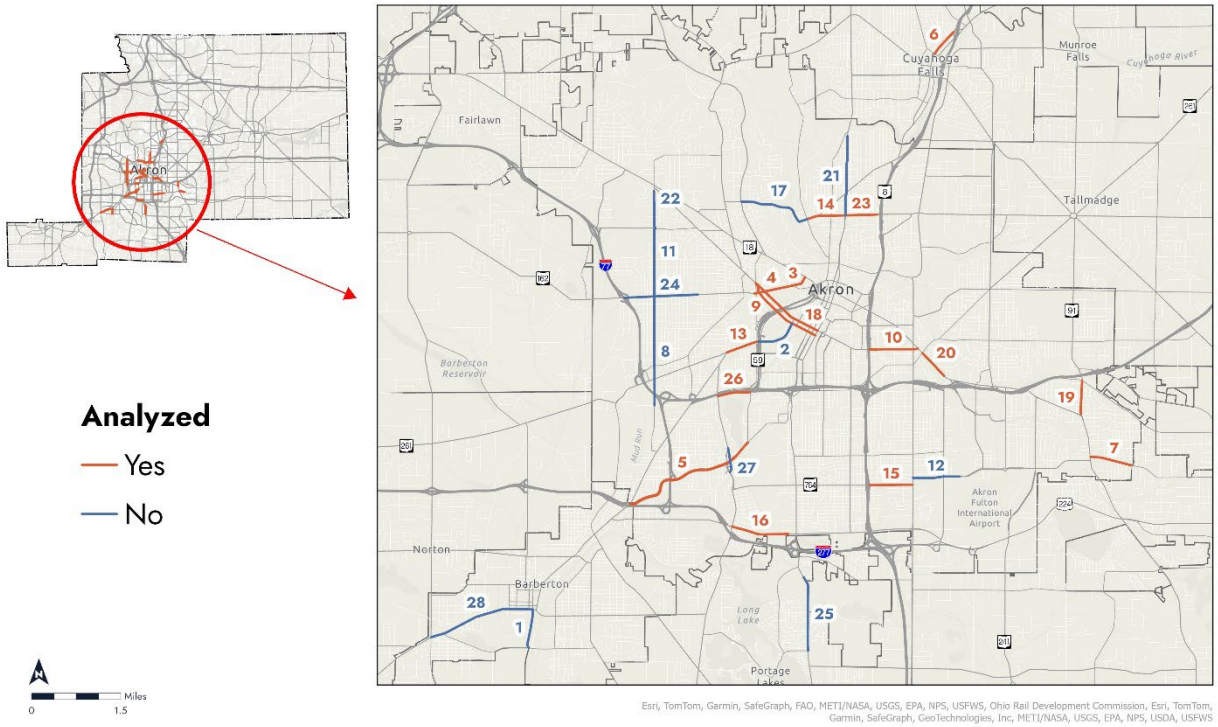
1. FHWA "Road Diet Informational Guide." November 2014.
2. FHWA "Evaluation of Lane Reduction 'Road Diet' Measures on Crashes." FHWA Report No. FHWA-HRT-10-053. (Washington, D.C: 2010)
3. Stout, Thomas B., Before and After Study of Some Impacts of 4-Lane to 3-Lane Roadway Conversions. March 2005.
4. Welch, T. The Conversion of Four Lane Undivided Urban Roadways to Three Lane Facilities. 1999.
5. Knapp, K., T. Welch, J. Witmer. Converting Four-Lane Undivided Roadways to a Three-Lane Cross Section: Factors to Consider.

Chapter 3—AMATS Area Road Diets

In 2015, the Akron Metropolitan Area Transportation Study (AMATS) conducted a Road Diet Analysis to identify road segments within its jurisdiction that were most suitable for reconfiguration. Roads were categorized into three tiers based on Annual Average Daily Traffic (AADT) thresholds. Of the 60 proposed segments, the AMATS area communities have fully completed, partially completed, or planned 28 road diets: 14 Tier One (AADT less than 10,000), seven Tier Two (AADT between 10,001 and 15,000), two Tier Three (AADT between 15,001 and 20,000), and five categorized as "Other."

Regional Inventory

The map below outlines all 28 Road Diets in the AMATS planning area that have either been completed fully or are currently in progress.



Implemented AMATS Area Road Diets

Map ID	State Route		Street	From	To	Location	Year(s) Completed	Overall Crash % Change	Notes
Tier 1 Segments From 2015 Road Diet Analysis									
1			2nd St SW	Snyder Ave	Wooster Rd West	Barberton	2022		
2	SR 261		Opportunity Pkwy	SR 59 MLK Jr Freeway	W. Cedar St	Akron	2022		
3			Maple St	SR 162 Glendale Ave	SR 18 W. Market St	Akron	2020	56.86%	
4	SR 162		Maple St	Edgewood Ave	Glendale Ave	Akron	2019	-23.59%	
5			Kenmore Blvd	East Ave	Lakeshore Blvd	Akron	2018	14.22%	
6			Second St	Oakwood Dr	Tifft St	Cuyahoga Falls	2017	-55.67%	South of Northland is no longer part of a one-way pair; may have been very early 2018 but most likely 2017
7			Albrecht Ave	Canton Rd	Stull Ave	Akron	pre-2016	-33.55%	
8		S	Hawkins Ave	Morse St	SR 162 Copley Rd	Akron	2021, 2022		
9			Cedar St	Rhodes Ave	Broadway St	Akron	2018	-26.84%	
10		E	Exchange St	SR 8	SR 18 E. Market St	Akron	2020	3.23%	
11			Hawkins Ave	SR 162 Copley Rd	Idlewood Ave	Akron	2022		Diet goes further north than this, to Marion...and then continues on N. Hawkins
12	SR 764		Triplett Blvd	Arlington St	ABC Rail Bridge*	Akron	2023		*Partial: 2015 Analysis listed as ending at Hilbish Ave
13	SR 261		Vernon Odom Blvd	East Ave*	SR 59 MLK Jr Freeway	Akron	2018	-33.96%	*Partial: 2015 Analysis listed as starting at SR 261 Wadsworth Rd
14			Tallmadge Ave	Cuyahoga St	SR 261 N. Main St	Akron	2017	-38.15%	
Tier 2 Segments From 2015 Road Diet Analysis									
15	SR 764		Wilbeth St	I-77	Arlington St	Akron	2020	-44.67%	*Partial: 2015 Analysis listed as starting at Brown St
16			Waterloo Rd	SR 93 Manchester Rd	Sycamore St	Akron	2020	10.05%	*Partial: 2015 Analysis listed as ending at Glenmount Ave
17			Memorial Parkway	Merriman Rd	Cuyahoga St	Akron	2022		
18			Exchange St	Rhodes Ave*	Broadway St	Akron	2018	-50.71%	*Partial: 2015 Analysis listed as beginning at Dodge Ave
19	SR 91		Canton Rd	E. Market St	Mogadore Rd	Akron	2018	-23.40%	Roundabout at E. Maket St.; RD N to Mogadore Rd
20	SR 18	E	Market St	Buchtel Ave	SR 91 Canton Rd	Akron	2016, 2024	147.62%*	* Crash analysis only for section from Case Ave. to Cook St. (reduced in 2016); rest of corridor was reduced in 2024
21		N	Main St	SR 261 Tallmadge Ave	N. Howard St	Akron	2025/Underway		Construction occurring now; road down to one lane in each direction already
Tier 3 Segments From 2015 Road Diet Analysis									
22			Hawkins Ave	Idlewood Ave	Westgate Circle	Akron	2022		
23	SR 261		Tallmadge Ave	SR 261 N. Main St	Oxford Ave	Akron	2017	-19.54%	
Other Road Diet Segments (Pre-existing to Road Diet Analysis or not listed)									
24			Copley Rd			Akron	Pre-2015		Unsure what year the RD was completed
25		S	Main St			Coventry Twp.	Pre-2015		Unsure what year the RD was completed
26			South St	Manchester Rd	Lakeshore Blvd	Akron	Pre-2015	18.75%	Unsure what year the RD was completed
27			Manchester Rd	W Wilbeth Rd	Lakeview Ave	Akron	2022, pre-2016		Done in phases; north of Lakeview pre-2016 (unsure of year); south of Lakeview re-striped in late 2022
28		W	Wooster Road	31st St.	2nd St. NW	Barberton	2025		

Analyzed Road Diets

Road diets have been successfully implemented in many communities to increase safety for all travelers, including pedestrians. To determine whether road diets are making a significant impact on roadway safety, AMATS analyzed crash data from before and after implementation.

AMATS has analyzed existing road diets that have been fully completed or have completed portions of the project in the year 2020 or prior. Road diets completed after 2020 were not analyzed due to the insufficient amount of years post construction for crash analysis. It was important to have three years of data pre and post construction to provide a statistically significant result.

To account for an adjustment period following construction–when crash numbers may temporarily fluctuate–the first year after road diet completion was excluded from the analysis. Crash data was averaged across the number of years before construction and the number of years after, then compared to identify any noticeable differences potentially attributable to the road diet. This approach was applied consistently to both crash severity and crash type.

Crash Analysis

Raw crash data, including various crash details, for the entire AMATS area was provided by the Ohio Department of Transportation (ODOT). Once the raw data was received, crashes were imported into GIS for mapping and crash locations were carefully checked for location accuracy. The GIS data included key attributes such as crash severity and type, which were exported and used to create tables for this analysis. The data was then organized and averaged in Excel for comparison.

Crash data, maintained since 2012 with the most recent data from 2024, was utilized for the analysis. Ideally, the selected road diets had at least three years of data prior to construction and three years after, allowing for a balanced before-and-after comparison.

Crashes were first categorized by severity:

- *Property Damage Only (PDO)* — A crash resulting in no injuries to those involved in the crash.
- *Injury or Possible / Potential Injury* — A crash either resulting in a non-incapacitating injury or a potential injury.
- *Serious Injury** — A crash causing an incapacitating injury.
- *Fatal* — A crash resulting in a fatal injury.

*Note: Serious injury data was collected in its own category beginning in 2020. There may be serious injuries prior that were classified as Injury or Possible / Potential Injury.

Crashes were then analyzed by crash type. While crash type was divided into seventeen categories, the primary focus for safety improvements centered on pedestrian, pedalcycle, left turn, and rear-end crashes.

Additionally, the total number of crashes per year was analyzed using a Welch Two-Sample t-test to determine whether there was a statistically significant difference between crashes before and after road diet implementation. Descriptive statistics were also produced to support significance testing.

All analyses were conducted using ArcGIS Pro, Excel, and R statistical programming.

Maple St. from Glendale Ave to W. Market St.

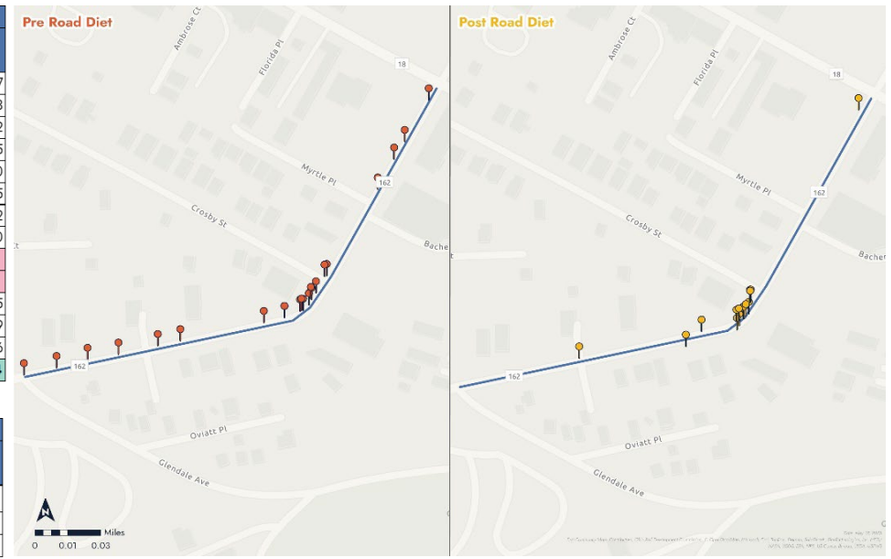
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	2	5	7
2013	0	0	2	1	3
2014	0	0	1	1	2
2015	0	0	3	2	5
2016	0	0	0	0	0
2017	0	0	2	3	5
2018	0	0	1	1	2
2019	0	0	3	7	10
2020	CONSTRUCTION				
2021	ADJUSTMENT				
2022	0	0	2	3	5
2023	0	0	3	6	9
2024	0	1	0	5	6
Total	**0**	**1**	**19**	**34**	**48**

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	1.75	2.50	4.25
Post-Con. Avg	0.00	0.33	1.67	4.67	6.67
% Change	0.00%	33.00%	-4.76%	86.67%	56.86%

```
        Welch Two Sample t-test

data:  before and after
t = -1.465, df = 5.8029, p-value = 0.1949
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
 -6.486590  1.653257
sample estimates:
mean of x mean of y
 4.250000  6.666667
```

Crash Type																		
rash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	7
2013	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
2014	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
2015	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	5
2016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2017	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	5
2018	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
2019	1	0	0	7	0	0	0	1	0	0	0	0	1	0	0	0	0	10
2020	CONSTRUCTION																	
2021	ADJUSTMENT																	
2022	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
2023	0	0	0	6	0	0	1	0	1	0	0	0	1	0	0	0	0	9
2024	1	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	1	6
Total	**2**	**0**	**0**	**35**	**1**	**0**	**1**	**1**	**1**	**2**	**0**	**1**	**4**	**0**	**1**	**4**	**1**	**54**



Crash Type Comparison																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	0.13	0.00	0.00	2.75	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.13	0.38	0.00	0.13	0.50	0.00	4.25
Post-Con. Avg	0.33	0.00	0.00	4.33	0.33	0.00	0.33	0.00	0.33	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.33	6.67
% Change	166.67%	n/a	n/a	57.58%	33.00%	n/a	33.00%	-100.00%	33.00%	166.67%	n/a	-100.00%	-11.11%	n/a	-100.00%	-100.00%	33.00%	56.86%

Maple St from Edgewood Ave to Glendale Ave

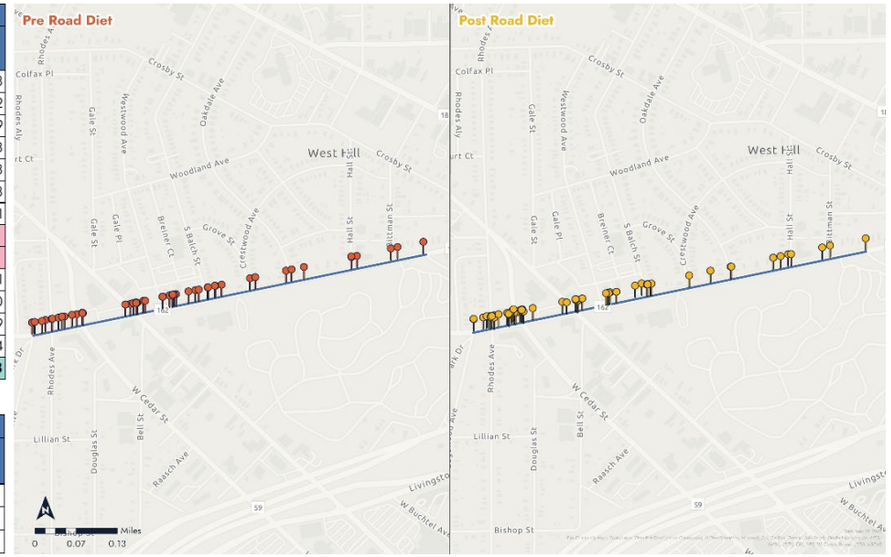
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	19	19	38
2013	0	0	14	28	42
2014	0	0	9	30	39
2015	0	0	14	24	38
2016	1	0	22	25	48
2017	0	0	14	24	38
2018	0	0	17	24	41
2019	CONSTRUCTION				
2020	ADJUSTMENT				
2021	0	3	3	25	31
2022	0	0	13	27	40
2023	0	4	5	10	19
2024	0	0	11	23	34
Total	**1**	**7**	**141**	**259**	**374**

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	1.00	0.00	15.57	24.86	40.57
Post-Con. Avg	0.00	1.75	8.00	21.25	31.00
% Change	-100.00%	175.00%	-48.62%	-14.51%	-23.59%

```
        Welch Two Sample t-test

data:  before and after
t = 2.0691, df = 3.5954, p-value = 0.1152
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
 -3.862443 23.005300
sample estimates:
mean of x mean of y
 40.57143  31.00000
```

Crash Type																			
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	12	0	1	5	0	0	0	0	1	0	1	0	5	0	2	10	1	38
2013	20	0	1	2	0	1	1	0	0	0	0	0	4	0	1	12	0	42
2014	14	0	1	3	2	4	0	0	0	0	1	0	3	0	0	11	0	39
2015	21	0	1	0	0	0	0	0	0	1	1	0	4	0	1	9	0	38
2016	26	0	0	1	0	3	1	0	0	0	2	0	6	0	1	8	0	48
2017	17	0	0	4	0	2	0	0	0	0	1	0	9	1	1	3	0	38
2018	16	0	1	0	0	8	0	0	0	0	0	0	8	1	0	7	0	41
2019	CONSTRUCTION																	
2020	ADJUSTMENT																	
2021	10	0	1	1	2	1	0	0	0	3	1	1	6	1	0	4	0	31
2022	21	0	0	0	1	2	0	0	0	1	0	0	8	1	0	6	0	40
2023	7	0	0	1	1	3	0	0	1	0	0	3	3	0	0	0	0	19
2024	8	1	2	5	1	1	0	0	0	0	0	1	10	1	0	4	0	34
Total	**172**	**1**	**8**	**22**	**7**	**25**	**2**		**2**	**5**	**7**	**5**	**66**	**5**	**6**	**74**	**1**	**408**



Crash Type Comparison																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	18.00	0.00	0.71	2.14	0.29	2.57	0.29	0.00	0.14	0.14	0.86	0.00	5.57	0.29	0.86	8.57	0.14	40.57
Post-Con. Avg	11.50	0.25	0.75	1.75	1.25	1.75	0.00	0.00	0.25	1.00	0.25	1.25	6.75	0.75	0.00	3.50	0.00	31.00
% Change	-36.11%	25.00%	5.00%	-18.33%	337.50%	-31.94%	-100.00%	n/a	75.00%	600.00%	-70.83%	125.00%	21.15%	162.50%	-100.00%	-59.17%	-100.00%	-23.59%

Kenmore Blvd from East Ave to Lakeshore Blvd

Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	8	27	35
2013	0	0	13	27	40
2014	0	0	13	31	44
2015	0	0	22	57	79
2016	0	0	8	28	36
2017	0	0	8	28	36
2018	CONSTRUCTION				
2019	ADJUSTMENT				
2020	0	1	12	38	51
2021	0	4	13	36	53
2022	0	2	9	54	65
2023	0	1	12	25	38
2024	1	0	15	34	50
Total	**1**	**8**	**133**	**385**	**527**

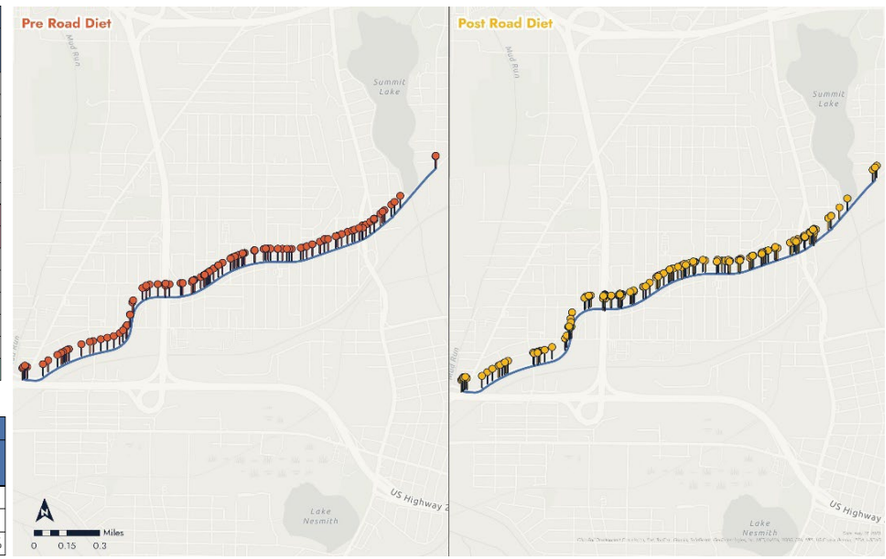
Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	12.00	33.00	45.00
Post-Con. Avg	0.20	1.60	12.20	37.40	51.40
% Change	20.00%	160.00%	1.67%	13.33%	14.22%

```
        Welch Two Sample t-test

data:  before and after
t = -0.78427, df = 8.0843, p-value = 0.4552
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
 -25.184  12.384
sample estimates:
mean of x mean of y
     45.0      51.4
```

Crash Type																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	9	0	2	4	3	4	1	0	0	3	1	1	2	0	0	6	0	36
2013	12	0	2	6	0	4	0	0	0	3	3	0	3	0	0	7	0	40
2014	6	0	3	13	0	4	0	0	0	3	0	3	4	0	1	6	0	43
2015	16	0	0	16	0	2	1	0	1	9	0	3	16	0	1	14	0	79
2016	10	0	3	3	0	1	3	0	0	7	2	0	0	0	0	7	0	36
2017	6	0	2	5	0	6	0	0	0	0	1	1	5	3	1	7	0	37
2018	CONSTRUCTION																	
2019	ADJUSTMENT																	
2020	11	0	1	13	0	4	0	0	0	0	1	0	8	4	0	9	0	51
2021	8	0	0	7	0	4	2	0	0	6	1	1	7	0	0	14	2	52
2022	11	1	2	10	0	3	0	0	1	6	2	1	10	3	0	15	0	65
2023	10	0	1	6	0	0	1	0	0	2	0	0	4	3	0	10	1	38
2024	9	0	1	6	0	4	0	0	0	5	1	1	8	3	0	11	1	50
Total	**108**	**1**	**17**	**89**	**3**	**36**	**8**	**0**	**2**	**44**	**12**	**11**	**67**	**16**	**3**	**106**	**4**	**527**

Crash Type Comparison																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	9.83	0.00	2.00	7.83	0.50	3.50	0.83	0.00	0.17	4.17	1.17	1.33	5.00	0.50	0.50	7.83	0.00	45.17
Post-Con. Avg	9.80	0.20	1.00	8.40	0.00	3.00	0.60	0.00	0.20	3.80	1.00	0.60	7.40	2.60	0.00	11.80	0.80	51.20
% Change	-0.34%	20.00%	-50.00%	7.23%	-100.00%	-14.29%	-28.00%	n/a	20.00%	-8.80%	-14.29%	-55.00%	48.00%	420.00%	-100.00%	50.64%	80.00%	13.36%



2nd St from Oakwood Dr to Tiff St

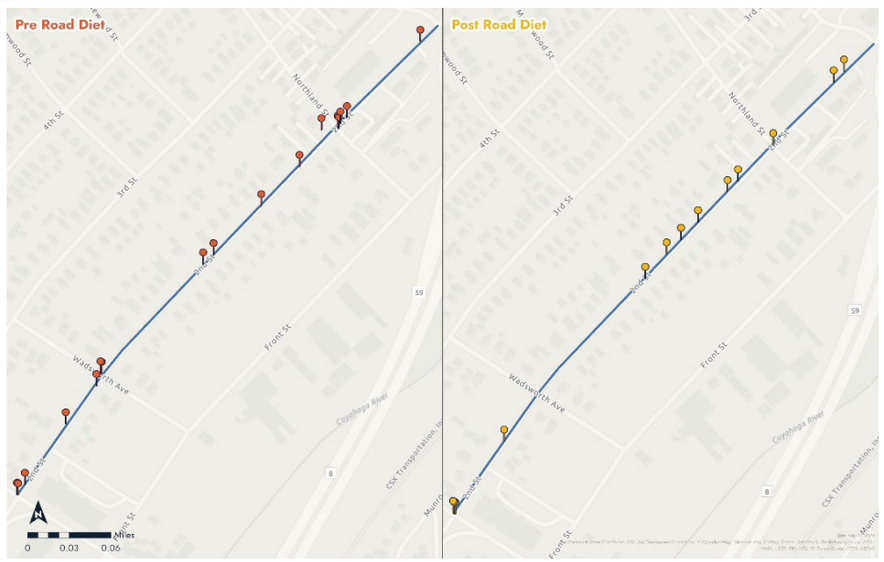
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	0	6	6
2013	0	0	2	4	6
2014	0	0	2	13	15
2015	0	0	2	9	11
2016	0	0	3	6	9
2017	CONSTRUCTION				
2018	ADJUSTMENT				
2019	0	0	3	8	11
2020	0	0	0	1	1
2021	0	0	1	5	6
2022	0	0	0	2	2
2023	0	0	1	2	3
2024	0	0	0	2	2
Total	**0**	**0**	**14**	**58**	**72**

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	1.80	7.60	9.40
Post-Con. Avg	0.00	0.00	0.83	3.33	4.17
% Change	n/a	n/a	-53.70%	-56.14%	-55.67%

```
        Welch Two Sample t-test

data:  before and after
t = 2.2903, df = 8.6269, p-value = 0.04895
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
  0.03008593 10.43658074
sample estimates:
mean of x mean of y
 9.400000  4.166667
```

Crash Type																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	6
2013	4	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6
2014	3	0	2	3	0	0	1	0	0	1	0	0	3	0	0	2	0	15
2015	3	0	0	2	0	0	0	0	0	3	0	0	1	0	0	2	0	11
2016	2	0	3	0	0	0	0	0	0	0	0	0	1	0	0	3	0	9
2017	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	11
2018	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2019	CONSTRUCTION																	
2020	ADJUSTMENT																	
2021	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	6
2022	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
2023	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
2024	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	**27**	**0**	**8**	**7**	**0**	**1**	**1**		**0**	**8**	**0**	**0**	**8**	**0**	**0**	**12**	**0**	**72**



Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.33	0.00	2.00
Post-Con. Avg	0.13	0.00	0.00	0.75	0.00	0.13	0.13	0.13	0.00	0.00	0.00	0.13	0.63	0.00	0.00	0.38	0.00	2.38
% Change	13.00%	n/a	n/a	-25.00%	n/a	13.00%	13.00%	13.00%	n/a	n/a	n/a	13.00%	-6.25%	n/a	n/a	12.50%	n/a	18.75%

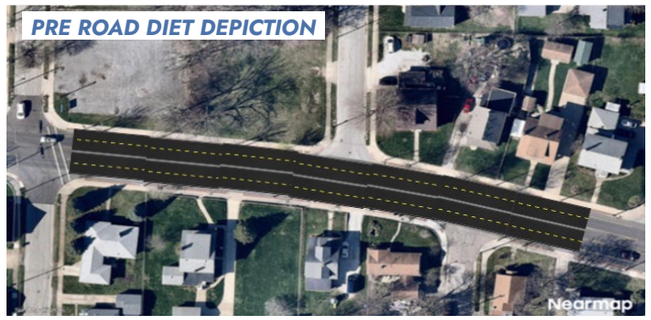
Albrecht Ave from Canton Rd to Stull Ave

Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	2	9	11
2013	0	0	4	9	13
2014	0	0	3	9	12
2015	0	0	2	5	7
2016	CONSTRUCTION				
2017	ADJUSTMENT				
2018	1	0	2	6	9
2019	0	2	2	4	8
2020	0	1	2	6	9
2021	0	0	1	1	2
2022	0	0	1	6	7
2023	1	1	0	6	8
2024	0	0	1	6	7
Total	**2**	**4**	**20**	**67**	**93**

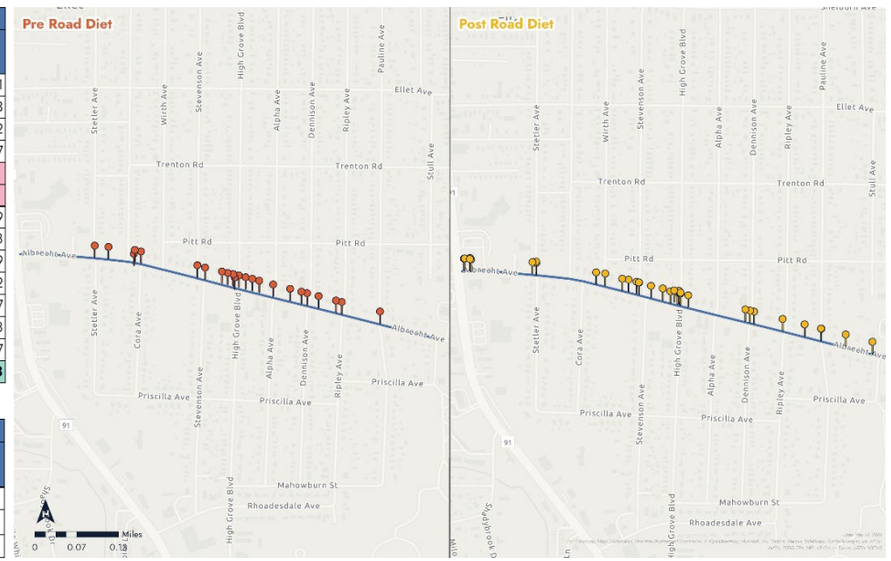
```
        Welch Two Sample t-test

data:  before and after
t = 2.2549, df = 5.8922, p-value = 0.06581
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
 -0.324655  7.538941
sample estimates:
mean of x mean of y
10.750000  7.142857
```

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	2.75	8.00	10.75
Post-Con. Avg	0.29	0.57	1.29	5.00	7.14
% Change	29.00%	57.00%	-53.25%	-37.50%	-33.55%



Crash Type																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	1	0	0	1	0	1	1	0	0	0	0	0	3	0	2	2	0	11
2013	5	0	1	0	1	0	1	0	0	2	0	0	1	0	1	1	0	13
2014	5	0	1	2	0	0	0	0	0	1	1	0	1	0	1	0	0	12
2015	2	0	1	2	0	0	0	0	0	1	0	0	0	0	0	1	0	7
2016	CONSTRUCTION																	
2017	ADJUSTMENT																	
2018	2	0	0	1	1	4	0	0	0	0	0	0	1	0	0	0	0	9
2019	2	0	1	2	0	0	0	0	0	0	0	0	2	1	0	0	0	8
2020	3	0	0	1	0	1	0	0	0	1	0	0	2	1	0	0	0	9
2021	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
2022	2	0	0	1	0	0	0	0	0	0	0	0	1	2	0	1	0	7
2023	2	0	0	0	0	0	1	0	0	0	0	0	1	0	1	3	0	8
2024	1	0	1	1	1	0	0	0	0	0	0	0	2	0	0	1	0	7
Total	**25**	**0**	**6**	**11**	**3**	**6**	**3**	**0**	**0**	**5**	**1**	**0**	**14**	**5**	**5**	**9**	**0**	**93**



Crash Type Comparison																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	3.25	0.00	0.75	1.25	0.25	0.25	0.50	0.00	0.00	1.00	0.25	0.00	1.25	0.00	1.00	1.00	0.00	10.75
Post-Con. Avg	1.71	0.00	0.43	0.86	0.29	0.71	0.14	0.00	0.00	0.14	0.00	0.00	1.29	0.71	0.14	0.71	0.00	7.14
% Change	-47.25%	n/a	-42.86%	-31.43%	14.29%	185.71%	-71.43%	n/a	n/a	-85.71%	-100.00%	n/a	2.86%	71.00%	-85.71%	-28.57%	n/a	-33.55%

Cedar St from Rhodes Ave to Broadway St

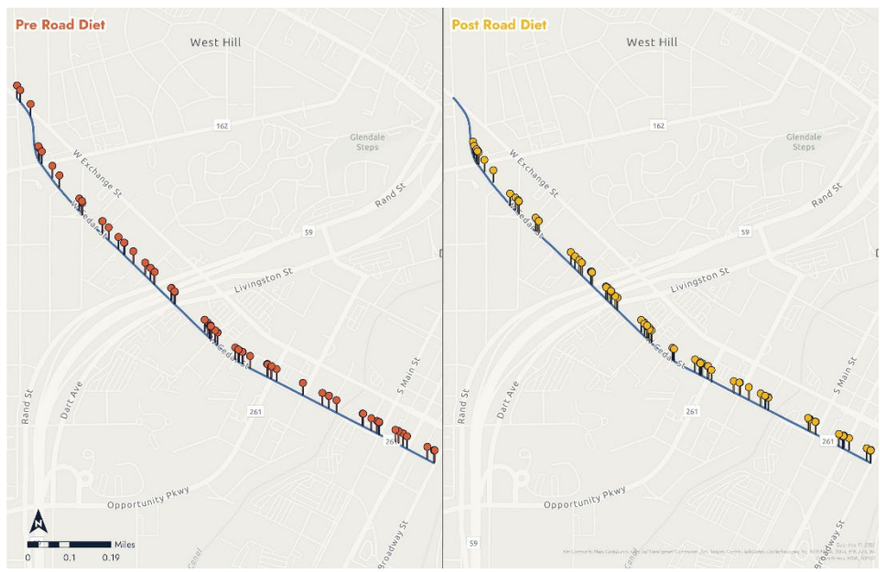
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	1	0	19	40	60
2013	0	0	14	41	55
2014	0	0	12	39	51
2015	0	0	18	56	74
2016	0	0	18	43	61
2017	0	0	15	58	73
2018	CONSTRUCTION				
2019	ADJUSTMENT				
2020	0	0	7	30	37
2021	1	1	11	39	52
2022	1	0	11	38	50
2023	0	0	13	29	42
2024	0	2	13	32	47
Total	**3**	**3**	**151**	**445**	**602**

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.17	0.00	16.00	46.17	62.33
Post-Con. Avg	0.40	0.60	11.00	33.60	45.60
% Change	140.00%	25.00%	-31.25%	-27.22%	-26.84%

```
        Welch Two Sample t-test

data:  before and after
t = 3.5591, df = 8.6015, p-value = 0.006589
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
  6.022131 27.444536
sample estimates:
mean of x mean of y
 62.33333  45.60000
```

Crash Type																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	17	0	2	1	0	0	0	0	0	0	0	0	8	0	0	32	0	60
2013	26	0	3	2	0	0	0	0	0	1	0	1	6	0	0	16	0	55
2014	20	0	1	3	0	0	1	0	0	0	1	1	8	0	1	15	0	51
2015	31	0	0	4	0	3	0	1	0	3	0	3	10	0	0	19	0	74
2016	23	0	3	1	0	1	0	0	0	3	0	1	12	0	1	16	0	61
2017	22	0	1	5	1	13	0	0	0	0	0	1	11	5	0	14	0	73
2018	CONSTRUCTION																	
2019	ADJUSTMENT																	
2020	13	0	0	1	1	2	0	0	0	0	0	0	7	0	0	13	0	37
2021	16	0	0	1	0	3	0	0	0	0	1	2	12	1	1	15	0	52
2022	16	0	0	2	2	1	0	1	0	0	0	1	7	1	0	19	0	50
2023	11	0	0	2	0	2	0	0	0	0	0	1	7	0	0	19	0	42
2024	18	0	0	0	0	4	1	0	0	0	0	2	7	1	0	14	0	47
Total	**213**	**0**	**10**	**22**	**4**	**29**	**2**		**0**	**7**	**2**	**13**	**95**	**8**	**3**	**192**	**0**	**602**



Crash Type Comparison																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	23.17	0.00	1.67	2.67	0.17	2.83	0.17	0.17	0.00	1.17	0.17	1.17	9.17	0.83	0.33	18.67	0.00	62.33
Post-Con. Avg	14.80	0.00	0.00	1.20	0.60	2.40	0.20	0.20	0.00	0.00	0.20	1.20	8.00	0.60	0.20	16.00	0.00	45.60
% Change	-36.12%	n/a	-100.00%	-55.00%	260.00%	-15.29%	20.00%	20.00%	n/a	-100.00%	20.00%	2.86%	-12.73%	-28.00%	-40.00%	-14.29%	n/a	-26.84%

Exchange St from SR 8 to E. Market St

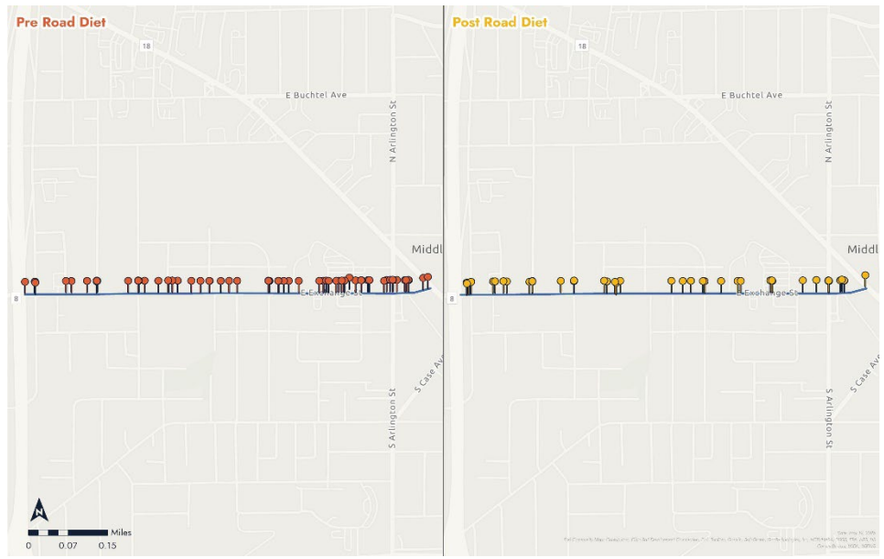
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	10	19	29
2013	0	0	9	14	23
2014	0	0	12	16	28
2015	0	0	6	26	32
2016	0	0	3	9	12
2017	0	0	5	28	33
2018	0	0	8	24	32
2019	0	0	8	20	28
2020	CONSTRUCTION				
2021	ADJUSTMENT				
2022	0	1	13	20	34
2023	0	1	6	20	27
2024	0	0	6	17	23
Total	**0**	**2**	**86**	**213**	**301**

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	7.63	19.50	27.13
Post-Con. Avg	0.00	0.67	8.33	19.00	28.00
% Change	n/a	67.00%	9.29%	-2.56%	3.23%

```
        Welch Two Sample t-test

data:  before and after
t = -0.21688, df = 4.5341, p-value = 0.8377
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
 -11.574987   9.824987
sample estimates:
mean of x mean of y
   27.125    28.000
```

Crash Type																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	9	0	0	2	0	1	0	0	0	1	0	3	7	0	1	5	0	29
2013	7	0	2	1	0	0	1	0	0	1	3	1	5	0	0	2	0	23
2014	5	0	1	4	0	4	0	0	0	2	0	1	8	0	0	3	0	28
2015	7	0	1	6	0	5	0	0	0	2	0	0	8	0	0	3	0	32
2016	3	0	0	2	0	3	0	0	0	2	0	0	2	0	0	0	0	12
2017	8	0	0	0	0	5	0	1	0	4	0	0	10	1	1	3	0	33
2018	9	0	1	1	1	4	0	0	0	1	0	2	8	2	0	3	0	32
2019	10	0	0	0	0	2	0	1	0	1	2	0	6	4	0	2	0	28
2020	CONSTRUCTION																	
2021	ADJUSTMENT																	
2022	8	0	0	6	2	1	0	0	0	1	1	0	9	4	0	2	0	34
2023	8	0	1	1	0	1	0	0	0	1	1	1	9	4	0	0	0	27
2024	12	0	0	0	0	3	0	0	0	0	0	1	5	1	0	1	0	23
Total	**86**	**0**	**6**	**23**	**3**	**29**	**1**	**2**	**0**	**16**	**7**	**9**	**77**	**16**	**2**	**24**	**0**	**301**



Crash Type Comparison																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	7.25	0.00	0.63	2.00	0.13	3.00	0.13	0.25	0.00	1.75	0.63	0.88	6.75	0.88	0.25	2.63	0.00	27.13
Post-Con. Avg	9.33	0.00	0.33	2.33	0.67	1.67	0.00	0.00	0.00	0.67	0.67	0.67	7.67	3.00	0.00	1.00	0.00	28.00
% Change	28.74%	n/a	-46.67%	16.67%	433.33%	-44.44%	-100.00%	-100.00%	n/a	-61.90%	6.67%	-23.81%	13.58%	242.86%	-100.00%	-61.90%	n/a	3.23%

Vernon Odom Blvd from East Ave to SR 59

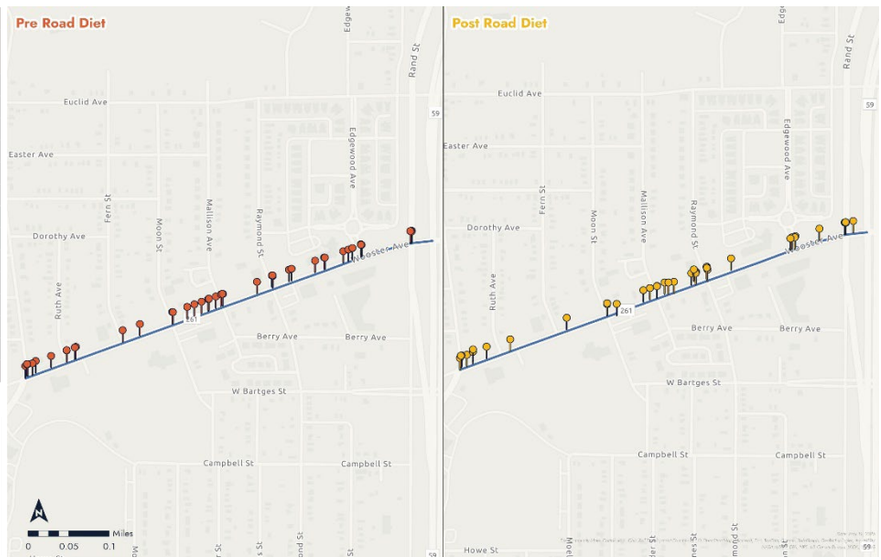
Crash History					
Crash Year	Fatal	Serious	Injury/ Possible Injury	PDO	Total
2012	0	0	11	18	29
2013	0	0	5	25	30
2014	0	0	7	14	21
2015	0	0	4	19	23
2016	0	0	2	23	25
2017	0	0	8	13	21
2018	CONSTRUCTION				
2019	ADJUSTMENT				
2020	0	0	2	20	22
2021	0	0	6	11	17
2022	0	1	4	8	13
2023	0	1	7	15	23
2024	0	0	4	3	7
Total	**0**	**2**	**60**	**169**	**231**

```
        Welch Two Sample t-test

data:  before and after
t = 2.5064, df = 6.2532, p-value = 0.04455
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
  0.2803869 16.5862798
sample estimates:
mean of x mean of y
 24.83333  16.40000
```

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	6.17	18.67	24.83
Post-Con. Avg	0.00	0.40	4.60	11.40	16.40
% Change	0.00%	0.00%	-25.41%	-38.93%	-33.96%

Crash History																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	10	0	0	3	0	2	0	0	1	1	0	0	6	0	0	6	0	29
2013	9	0	1	3	0	2	0	0	0	3	1	1	7	0	0	3	0	30
2014	5	0	1	1	0	2	0	0	0	2	0	1	4	0	1	4	0	21
2015	2	0	1	4	0	0	0	0	0	2	0	0	8	0	0	6	0	23
2016	5	0	2	3	0	2	0	0	0	2	0	0	6	0	1	4	0	25
2017	3	0	1	3	2	4	0	0	0	0	0	0	5	0	0	3	0	21
2018	CONSTRUCTION																	
2019	ADJUSTMENT																	
2020	7	0	1	1	0	1	0	0	0	0	0	0	6	2	0	4	0	22
2021	6	0	1	0	2	0	0	0	0	0	0	0	3	1	0	4	0	17
2022	5	0	0	1	0	2	0	0	0	0	0	0	4	0	0	1	0	13
2023	5	1	2	1	1	2	0	0	0	0	0	1	5	0	0	5	0	23
2024	2	0	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	7
Total	**59**	**1**	**10**	**20**	**5**	**18**	**0**	**0**	**1**	**10**	**1**	**3**	**55**	**4**	**2**	**42**	**0**	**231**



Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswip - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	5.67	0.00	1.00	2.83	0.33	2.00	0.00	0.00	0.17	1.67	0.17	0.33	6.00	0.00	0.33	4.33	0.00	24.83
Post-Con. Avg	5.00	0.20	0.80	0.60	0.60	1.20	0.00	0.00	0.00	0.00	0.00	0.20	3.80	0.80	0.00	3.20	0.00	16.40
% Change	-11.76%	20.00%	-20.00%	-78.82%	75.00%	-40.00%	n/a	n/a	-100.00%	-100.00%	-100.00%	-40.00%	-36.67%	75.00%	-100.00%	-26.15%	n/a	-33.96%

Tallmadge Ave from Cuyahoga St to N Main St

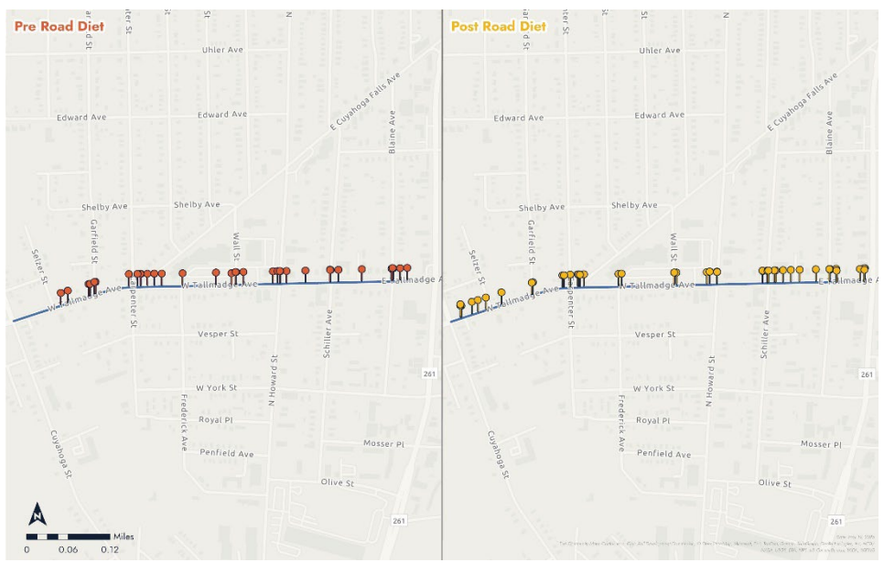
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	5	13	18
2013	0	0	9	15	24
2014	0	0	13	15	28
2015	0	0	8	21	29
2016	0	0	9	20	29
2017	CONSTRUCTION				
2018	ADJUSTMENT				
2019	1	1	6	19	27
2020	0	0	0	17	17
2021	0	0	2	11	13
2022	0	0	2	8	10
2023	0	2	0	14	16
2024	0	0	1	11	12
Total	**1**	**3**	**55**	**164**	**223**

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	8.80	16.80	25.60
Post-Con. Avg	0.17	0.50	1.83	13.33	15.83
% Change	17.00%	50.00%	-79.17%	-20.63%	-38.15%

```
        Welch Two Sample t-test

data:  before and after
t = 3.0063, df = 8.9826, p-value = 0.01484
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
  2.415289 17.118045
sample estimates:
mean of x mean of y
 25.60000  15.83333
```

Crash History																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	4	0	0	1	0	0	0	0	0	1	0	2	8	0	1	1	0	18
2013	9	0	3	4	0	2	0	0	0	0	1	0	5	0	0	0	0	24
2014	10	0	0	3	0	4	0	0	0	0	0	2	8	0	0	1	0	28
2015	8	0	1	2	0	3	0	0	0	0	0	0	7	0	0	8	0	29
2016	10	0	0	1	0	4	1	0	0	1	0	1	6	0	0	4	1	29
2017	CONSTRUCTION																	
2018	ADJOURNMENT																	
2019	6	0	1	2	1	2	0	0	0	0	0	2	11	0	0	2	0	27
2020	5	0	0	3	0	0	0	0	0	0	0	0	8	0	0	1	0	17
2021	5	0	0	3	0	0	0	0	0	1	0	0	4	0	0	0	0	13
2022	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	5	0	10
2023	5	0	0	1	1	3	0	0	0	1	0	0	3	0	0	2	0	16
2024	4	0	0	1	0	0	2	0	0	0	0	0	1	0	0	4	0	12
Total	**69**	**0**	**5**	**21**	**2**	**18**	**3**	**0**	**0**	**4**	**1**	**7**	**63**	**0**	**1**	**28**	**1**	**223**



Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	8.20	0.00	0.80	2.20	0.00	2.60	0.20	0.00	0.00	0.40	0.20	1.00	6.80	0.00	0.20	2.80	0.20	25.60
Post-Con. Avg	4.67	0.00	0.17	1.67	0.33	0.83	0.33	0.00	0.00	0.33	0.00	0.33	4.83	0.00	0.00	2.33	0.00	15.83
% Change	-43.09%	n/a	-79.17%	-24.24%	33.00%	-67.95%	66.67%	n/a	n/a	-16.67%	-100.00%	-66.67%	-28.92%	n/a	-100.00%	-16.67%	-100.00%	-38.15%

Canton Rd (SR 91) from E. Market St to Mogadore Rd

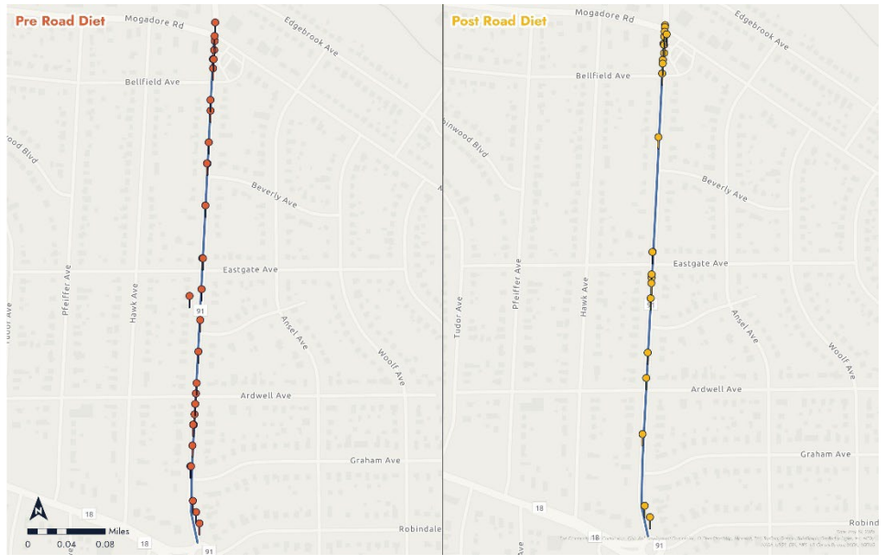
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	2	4	6
2013	0	0	3	5	8
2014	0	0	1	9	10
2015	0	0	2	6	8
2016	0	0	1	6	7
2017	0	0	1	7	8
2018	CONSTRUCTION				
2019	ADJUSTMENT				
2020	1	0	1	5	7
2021	0	0	4	5	9
2022	0	0	1	6	7
2023	0	0	1	4	5
2024	0	0	0	2	2
Total	**1**	**0**	**17**	**59**	**77**

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0	0	1.67	6.17	7.83
Post-Con. Avg	0.20	0.00	1.40	4.40	6.00
% Change	20.00%	n/a	-16.00%	-28.65%	-23.40%

```
        Welch Two Sample t-test

data:  before and after
t = 1.4084, df = 5.6592, p-value = 0.2115
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
 -1.398909  5.065576
sample estimates:
mean of x mean of y
 7.833333  6.000000
```

Crash History																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswip - Meeting	Sideswipe - Passing	Unknown	Total
2012	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2	0	6
2013	1	0	0	2	0	0	0	0	0	0	1	1	2	0	0	1	0	8
2014	1	0	1	5	0	1	1	0	0	0	0	0	1	0	0	0	0	10
2015	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	3	0	8
2016	0	0	0	3	0	0	0	0	0	1	1	0	1	0	0	1	0	7
2017	0	0	1	2	0	1	0	0	0	0	0	0	3	1	0	0	0	8
2018	CONSTRUCTION																	
2019	ADJUSTMENT																	
2020	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	7
2021	2	0	1	4	0	1	0	0	0	0	0	0	1	0	0	0	0	9
2022	0	0	0	2	0	0	1	0	0	0	0	0	2	0	0	2	0	7
2023	0	0	1	1	0	1	0	0	0	0	0	0	2	0	0	0	0	5
2024	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	**7**	**0**	**5**	**26**	**0**	**4**	**2**	**0**	**0**	**1**	**2**	**1**	**15**	**1**	**2**	**11**	**0**	**77**



Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswip - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	0.67	0.00	0.33	2.67	0.00	0.33	0.17	0.00	0.00	0.17	0.33	0.17	1.33	0.17	0.33	1.17	0.00	7.83
Post-Con. Avg	0.60	0.00	0.60	2.00	0.00	0.40	0.20	0.00	0.00	0.00	0.00	0.00	1.40	0.00	0.00	0.80	0.00	6.00
% Change	-10.00%	n/a	80.00%	-25.00%	20.00%	20.00%	20.00%	n/a	20.00%	-100.00%	-100.00%	-100.00%	5.00%	-100.00%	-100.00%	-31.43%	n/a	-23.40%

Tallmadge Ave from N. Main St (SR 261) to Oxford Ave

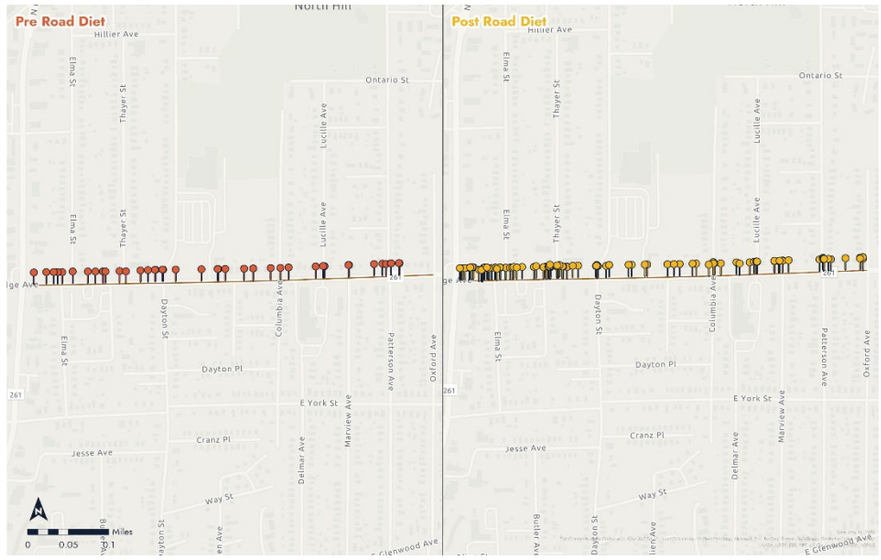
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	9	17	26
2013	0	0	9	21	30
2014	1	0	11	24	36
2015	0	0	10	28	38
2016	0	0	8	36	44
2017	CONSTRUCTION				
2018	ADJUSTMENT				
2019	0	0	10	28	38
2020	0	0	6	14	20
2021	0	0	6	21	27
2022	0	0	6	23	29
2023	0	0	7	18	25
2024	0	0	6	23	29
Total	**1**	**0**	**88**	**253**	**342**

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.20	0.00	9.40	25.20	34.80
Post-Con. Avg	0.00	0.00	6.83	21.17	28.00
% Change	-100.00%	n/a	-27.30%	-16.01%	-19.54%

```
        Welch Two Sample t-test

data:  before and after
t = 1.7158, df = 7.935, p-value = 0.1248
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
 -2.352116 15.952116
sample estimates:
mean of x mean of y
     34.8      28.0
```

Crash History																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe-Meeting	Sideswipe - Passing	Unknown	Total
2012	5	0	1	3	1	3	1	0	0	0	1	2	5	0	0	4	0	26
2013	9	0	1	1	0	6	0	0	0	1	0	0	9	0	1	2	0	30
2014	6	0	3	4	0	6	0	2	0	0	0	2	6	0	1	6	0	36
2015	7	0	1	3	1	3	2	1	0	0	1	2	9	0	0	8	0	38
2016	12	0	0	6	0	2	0	0	0	1	1	0	13	0	1	8	0	44
2017	CONSTRUCTION																	
2018	ADJUSTMENT																	
2019	8	0	2	2	0	1	0	0	0	0	0	1	22	1	0	1	0	38
2020	6	0	0	5	0	1	0	0	0	0	0	1	6	1	0	0	0	20
2021	4	0	0	0	0	2	0	0	0	0	0	1	8	1	0	11	0	27
2022	6	1	1	4	0	2	0	0	0	0	0	2	8	0	0	4	1	29
2023	7	0	1	0	1	1	0	0	0	0	0	0	12	0	0	3	0	25
2024	6	0	1	1	0	2	0	0	0	0	0	0	11	2	0	6	0	29
Total	**76**	**1**	**11**	**29**	**3**	**29**	**3**	**3**	**0**	**2**	**3**	**11**	**109**	**5**	**3**	**53**	**1**	**342**



Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	7.80	0.00	1.20	3.40	0.40	4.00	0.60	0.60	0.00	0.40	0.60	1.20	8.40	0.00	0.60	5.60	0.00	34.80
Post-Con. Avg	6.17	0.17	0.83	2.00	0.17	1.50	0.00	0.00	0.00	0.00	0.00	0.83	11.17	0.83	0.00	4.17	0.17	28.00
% Change	-20.94%	17.00%	-30.56%	-41.18%	-58.33%	-62.50%	-100.00%	-100.00%	n/a	-100.00%	-100.00%	-30.56%	32.94%	83.00%	-100.00%	-25.60%	17.00%	-19.54%

South St from Manchester Rd to Lakeshore Blvd

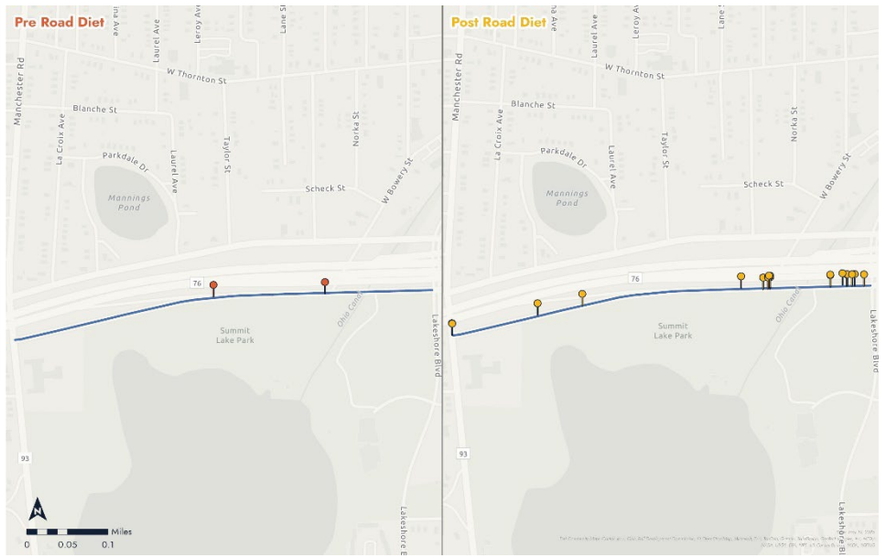
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	3	3	6
2013	0	0	0	0	0
2014	0	0	0	0	0
2015	CONSTRUCTION				
2016	ADJUSTMENT				
2017	0	0	1	2	3
2018	0	0	0	0	0
2019	0	0	0	1	1
2020	0	0	0	2	2
2021	0	0	0	2	2
2022	0	0	3	3	6
2023	0	0	3	1	4
2024	0	0	0	1	1
Total	**0**	**0**	**10**	**15**	**25**

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	1.00	1.00	2.00
Post-Con. Avg	0.00	0.00	0.88	1.50	2.38
% Change	n/a	n/a	-12.50%	50.00%	18.75%

```
        Welch Two Sample t-test

data:  before and after
t = -0.17753, df = 2.4793, p-value = 0.8726
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
 -7.971272  7.221272
sample estimates:
mean of x mean of y
    2.000     2.375
```

Crash History																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	1	0	6
2013	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	CONSTRUCTION																	
2016	ADJUSTMENT																	
2017	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	3
2018	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2019	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2021	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
2022	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	3	0	6
2023	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	4
2024	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	**1**	**0**	**0**	**9**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**1**	**7**	**0**	**0**	**4**	**0**	**25**



Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.33	0.00	2.00
Post-Con. Avg	0.13	0.00	0.00	0.75	0.00	0.13	0.13	0.13	0.00	0.00	0.00	0.13	0.63	0.00	0.00	0.38	0.00	2.38
% Change	13.00%	n/a	n/a	-25.00%	n/a	13.00%	13.00%	13.00%	n/a	n/a	n/a	13.00%	-6.25%	n/a	n/a	12.50%	n/a	18.75%

Wilbeth Rd from Dallas Ave to I77

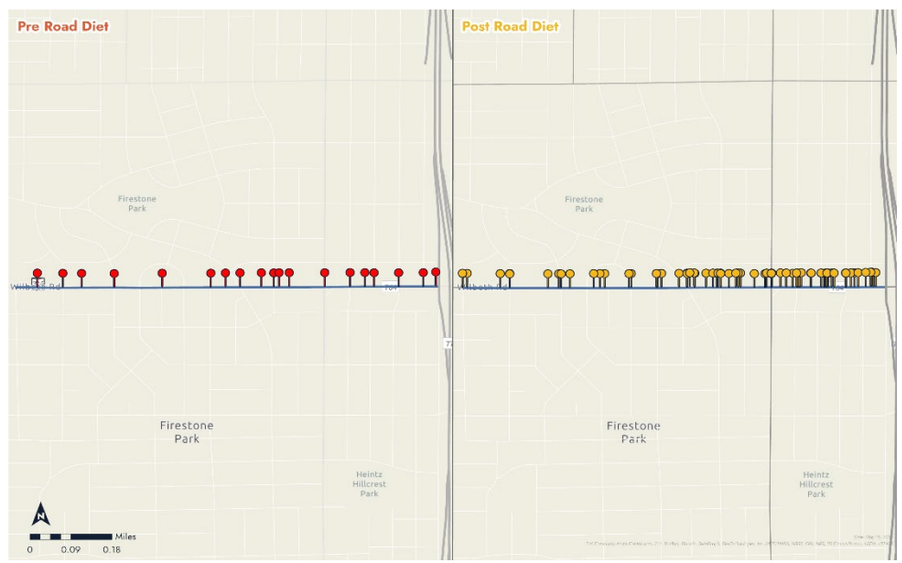
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	7	15	22
2013	0	0	6	17	23
2014	0	0	5	18	23
2015	CONSTRUCTION				
2016	ADJUSTMENT				
2017	0	0	6	13	19
2018	0	0	9	24	33
2019	0	2	6	20	28
2020	0	0	8	23	31
2021	0	1	1	18	20
2022	0	0	6	23	29
2023	0	0	2	15	17
Total	**0**	**3**	**56**	**186**	**245**

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	6.00	16.67	22.67
Post-Con. Avg	0.00	0.50	5.43	19.43	25.29
% Change	n/a	n/a	-9.52%	16.57%	11.55%

```
        Welch Two Sample t-test

data:  before and after
t = -1.0648, df = 6.2201, p-value = 0.3265
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
 -8.586354  3.348258
sample estimates:
mean of x mean of y
 22.66667  25.28571
```

Crash History																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	7	0	0	0	0	1	0	0	0	0	0	0	10	0	0	4	0	22
2013	7	0	3	1	0	1	0	1	0	0	0	0	6	0	2	2	0	23
2014	8	0	1	0	0	0	2	0	0	1	0	0	10	0	1	0	0	23
2015	CONSTRUCTION																	
2016	ADJUSTMENT																	
2017	2	0	0	2	2	3	0	0	0	0	0	0	9	0	0	1	0	19
2018	5	0	0	1	0	6	0	0	0	1	0	0	13	1	1	5	0	33
2019	6	0	1	1	0	0	0	0	0	0	1	0	17	0	0	1	1	28
2020	3	0	3	3	1	0	0	1	0	0	0	0	16	1	0	3	0	31
2021	4	0	3	2	0	0	0	0	0	1	0	0	8	0	0	2	0	20
2022	5	0	0	1	2	1	0	0	0	0	0	0	15	1	0	4	0	29
2023	1	0	0	4	0	2	0	0	0	0	0	0	9	0	0	1	0	17
Total	**48**	**0**	**11**	**15**	**5**	**14**	**2**	**2**	**0**	**3**	**1**	**0**	**113**	**3**	**4**	**23**	**1**	**245**



Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	6.00	0.00	1.00	0.75	0.50	1.25	0.50	0.25	0.00	0.25	0.00	0.00	8.75	0.00	0.75	1.75	0.00	21.75
Post-Con. Avg	3.25	0.00	1.50	2.50	0.75	0.75	0.00	0.25	0.00	0.25	0.00	0.00	12.00	0.50	0.00	2.50	0.00	24.25
% Change	-45.83%	n/a	50.00%	233.33%	50.00%	-40.00%	-100.00%	0.00%	n/a	0.00%	n/a	n/a	37.14%	n/a	-100.00%	42.86%	n/a	11.49%

E. Market St from Case Ave to Cook St

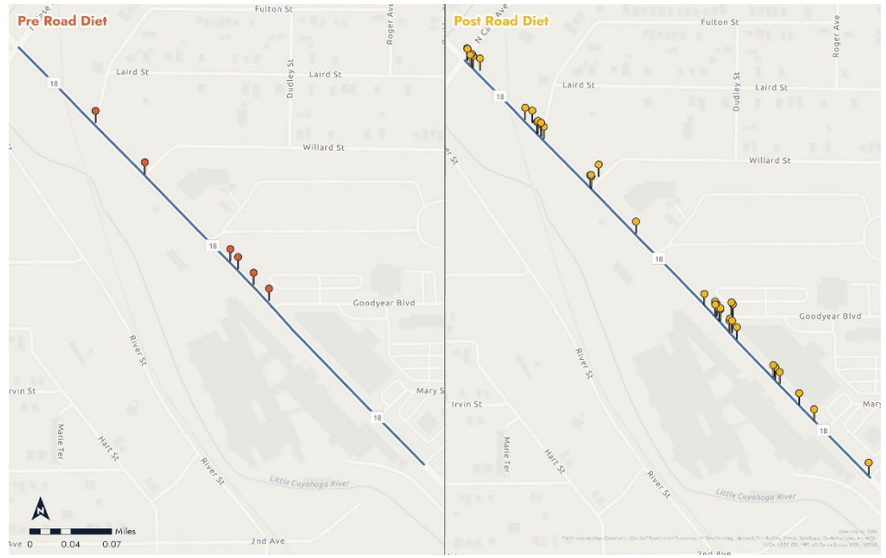
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	1	5	6
2013	0	0	3	1	4
2014	0	0	0	3	3
2015	0	0	1	1	2
2016	CONSTRUCTION				
2017	ADJUSTMENT				
2018	0	0	0	3	3
2019	0	0	2	12	14
2020	0	1	2	5	8
2021	0	0	2	3	5
2022	0	0	2	12	14
2023	1	1	3	10	15
2024	0	0	2	4	6
Total	**1**	**2**	**18**	**59**	**80**

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	1.25	2.50	3.75
Post-Con. Avg	0.14	0.29	1.86	7.00	9.29
% Change	14.00%	29.00%	48.57%	180.00%	147.62%

```
        Welch Two Sample t-test

data:  before and after
t = -2.6886, df = 8.0564, p-value = 0.02738
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
 -10.277940  -0.793489
sample estimates:
mean of x mean of y
 3.750000  9.285714
```

Crash History																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	1	0	1	0	0	1	0	0	0	1	0	1	0	0	0	1	0	6
2013	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4
2014	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
2015	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2
2016	CONSTRUCTION																	
2017	ADJUSTMENT																	
2018	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3
2019	3	0	0	0	0	0	0	0	0	1	0	0	5	1	0	4	0	14
2020	0	0	0	3	0	1	0	0	0	0	0	0	2	0	0	2	0	8
2021	0	0	1	0	0	0	2	1	0	1	0	0	0	0	0	0	0	5
2022	1	0	0	1	0	1	0	0	0	0	0	0	10	0	0	1	0	14
2023	3	0	0	1	0	0	0	0	1	0	0	2	6	1	0	1	0	15
2024	0	0	1	1	1	0	0	0	0	0	0	0	2	0	0	1	0	6
Total	**10**	**0**	**3**	**6**	**1**	**3**	**2**	**1**	**1**	**3**	**0**	**4**	**30**	**2**	**0**	**14**	**0**	**80**



Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	0.75	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.75	0.00	0.00	1.00	0.00	3.75
Post-Con. Avg	1.00	0.00	0.29	0.86	0.14	0.29	0.29	0.14	0.14	0.29	0.00	0.29	3.86	0.29	0.00	1.43	0.00	9.29
% Change	33.33%	n/a	14.29%	86.00%	14.00%	14.29%	29.00%	14.00%	14.00%	14.29%	n/a	-42.86%	414.29%	29.00%	n/a	42.86%	n/a	147.62%

Wilbeth Rd from I77 to Arlington Rd

Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	10	18	28
2013	0	0	12	23	35
2014	0	0	12	27	39
2015	0	0	5	24	29
2016	0	0	11	26	37
2017	0	0	9	21	30
2018	0	0	6	15	21
2019	0	1	6	15	22
2020	CONSTRUCTION				
2021	ADJUSTMENT				
2022	0	0	7	15	22
2023	0	1	1	8	10
2024	0	0	8	10	18
Total	**0**	**2**	**87**	**202**	**291**

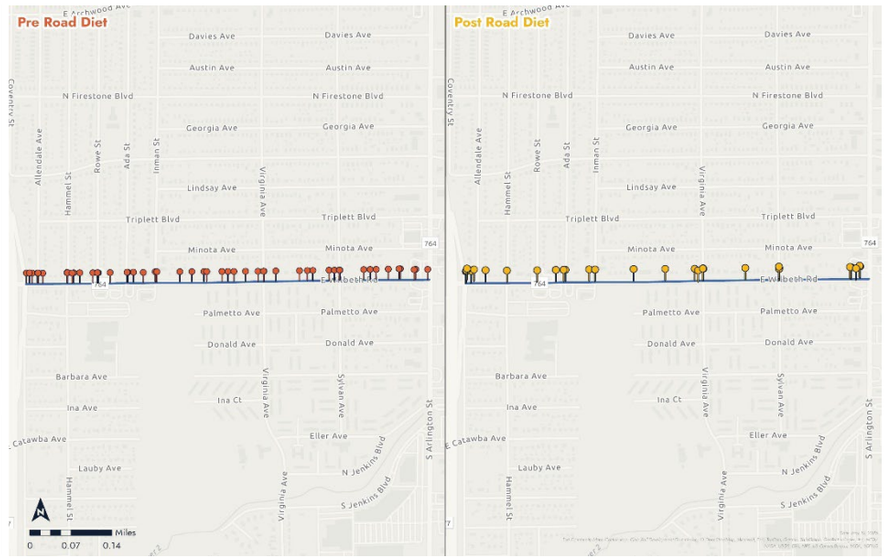
Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.13	8.88	21.13	30.13
Post-Con. Avg	0.00	0.33	5.33	11.00	16.67
% Change	n/a	166.67%	-39.91%	-47.93%	-44.67%

```
        Welch Two Sample t-test

data:  before and after
t = 3.182, df = 3.9184, p-value = 0.03445
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
  1.618328 25.298339
sample estimates:
mean of x mean of y
 30.12500  16.66667
```

Crash History																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	10	0	1	0	0	7	0	0	0	0	0	0	7	0	0	3	0	28
2013	9	0	1	0	0	4	1	0	0	3	1	0	11	0	0	5	0	35
2014	12	0	0	3	0	9	0	0	0	1	0	1	5	0	1	6	1	39
2015	7	0	1	5	0	3	1	0	0	1	0	0	6	0	1	4	0	29
2016	12	0	2	2	1	9	0	0	0	0	2	0	6	0	0	2	1	37
2017	5	0	1	2	1	10	0	0	1	0	0	1	6	1	0	2	0	30
2018	6	0	1	1	0	3	0	0	0	0	0	0	7	1	0	2	0	21
2019	6	0	1	2	1	8	0	0	0	0	0	0	2	0	0	2	0	22
2020	CONSTRUCTION																	
2021	ADJUSTMENT																	
2022	8	0	0	2	1	3	0	0	0	1	0	0	4	1	0	2	0	22
2023	4	0	1	0	0	0	0	0	0	0	0	1	3	0	0	1	0	10
2024	7	0	0	1	1	0	1	0	0	1	0	0	4	1	0	2	0	18
Total	**86**	**0**	**9**	**18**	**5**	**56**	**3**	**0**	**1**	**7**	**3**	**3**	**61**	**4**	**2**	**31**	**2**	**291**

Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	8.38	0.00	1.00	1.88	0.38	6.63	0.25	0.00	0.13	0.63	0.38	0.25	6.25	0.25	0.25	3.25	0.25	30.13
Post-Con. Avg	6.33	0.00	0.33	1.00	0.67	1.00	0.33	0.00	0.00	0.67	0.00	0.33	3.67	0.67	0.00	1.67	0.00	16.67
% Change	-24.38%	n/a	-66.67%	-46.67%	77.78%	-84.91%	33.33%	n/a	-100.00%	6.67%	-100.00%	33.33%	-41.33%	166.67%	-100.00%	-48.72%	-100.00%	-44.67%



Waterloo Rd From Manchester Rd to Sycamore St

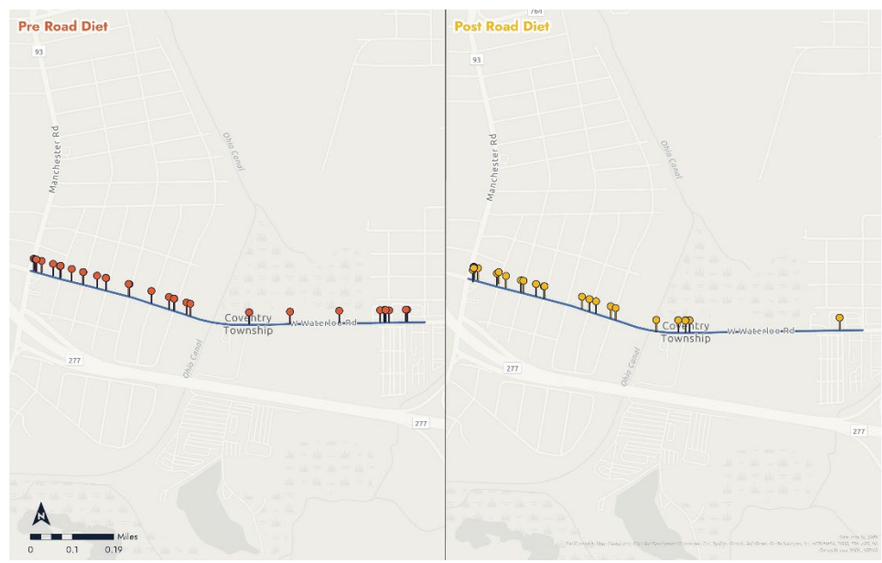
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	5	5	10
2013	0	0	2	4	6
2014	0	0	2	4	6
2015	0	0	4	4	8
2016	0	0	0	6	6
2017	0	0	2	3	5
2018	0	0	3	12	15
2019	0	0	1	6	7
2020	CONSTRUCTION				
2021	ADJUSTMENT				
2022	0	0	2	11	13
2023	0	0	1	8	9
2024	0	0	1	3	4
Total	**0**	**0**	**23**	**66**	**89**

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	2.38	5.50	7.88
Post-Con. Avg	0.00	0.00	1.33	7.33	8.67
% Change	n/a	n/a	-43.86%	33.33%	10.05%

```
        Welch Two Sample t-test

data:  before and after
t = -0.27791, df = 2.8354, p-value = 0.8001
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
 -10.162507   8.579174
sample estimates:
mean of x mean of y
 7.875000  8.666667
```

Crash History																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	4	0	1	1	0	2	0	0	0	0	1	0	0	0	0	1	0	10
2013	3	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	6
2014	3	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	6
2015	2	0	1	1	0	2	1	0	0	0	0	1	0	0	0	0	0	8
2016	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2017	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	0	5
2018	1	0	0	7	0	3	0	0	0	0	0	0	3	0	0	1	0	15
2019	2	0	1	0	1	0	0	0	0	0	0	0	2	1	0	0	0	7
2020	CONSTRUCTION																	
2021	ADJUSTMENT																	
2022	3	0	3	4	0	1	0	0	0	1	0	0	1	0	0	0	0	13
2023	2	0	0	1	0	1	0	0	0	1	0	0	2	1	0	1	0	9
2024	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	4
Total	**25**	**0**	**7**	**16**	**2**	**12**	**1**	**0**	**0**	**2**	**3**	**1**	**13**	**3**	**0**	**4**	**0**	**89**



Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	2.38	0.00	0.50	1.38	0.25	1.13	0.13	0.00	0.00	0.00	0.38	0.13	1.13	0.13	0.00	0.38	0.00	7.88
Post-Con. Avg	2.00	0.00	1.00	1.67	0.00	1.00	0.00	0.00	0.00	0.67	0.00	0.00	1.33	0.67	0.00	0.33	0.00	8.67
% Change	-15.79%	n/a	100.00%	21.21%	-100.00%	-11.11%	-100.00%	n/a	n/a	67.00%	-100.00%	-100.00%	18.52%	433.33%	n/a	-11.11%	n/a	10.05%

W Exchange St from Broadway St to Rhodes Ave

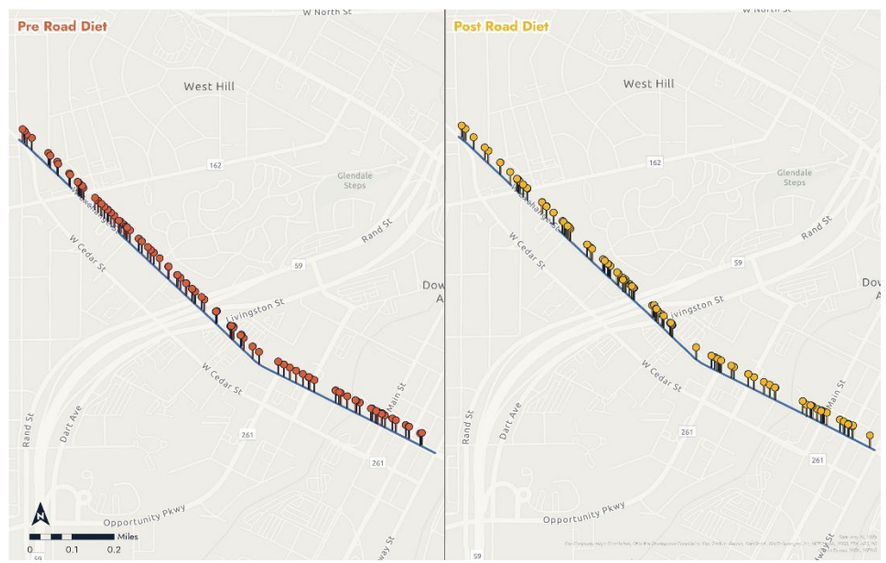
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	27	95	122
2013	0	0	27	78	105
2014	1	0	31	73	105
2015	0	0	17	60	77
2016	1	0	21	78	100
2017	0	0	20	87	107
2018	CONSTRUCTION				
2019	ADJUSTMENT				
2020	0	1	13	35	49
2021	0	0	9	43	52
2022	0	1	14	43	58
2023	1	1	13	39	54
2024	0	0	12	28	40
Total	**3**	**3**	**204**	**659**	**869**

```
        Welch Two Sample t-test

data:  before and after
t = 7.7786, df = 7.2976, p-value = 8.759e-05
alternative hypothesis: true difference in means is not equal to 0
95 percent confidence interval:
 36.36871 67.76463
sample estimates:
mean of x mean of y
 102.6667   50.6000
```

Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.33	0.00	23.83	78.50	102.67
Post-Con. Avg	0.20	0.60	12.20	37.60	50.60
% Change	-40.00%	60.00%	-48.81%	-52.10%	-50.71%

Crash History																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
2012	31	0	1	7	0	1	0	0	0	2	0	3	18	0	3	56	0	122
2013	23	0	5	3	0	1	0	0	0	2	1	1	10	0	4	55	0	105
2014	25	0	3	4	0	0	1	0	0	4	1	0	10	0	0	57	0	105
2015	23	0	3	3	0	0	0	0	0	1	1	1	8	0	0	37	0	77
2016	14	0	1	2	0	2	2	0	0	2	1	1	15	0	0	60	0	100
2017	18	0	0	4	1	37	0	0	0	1	0	2	10	1	0	33	0	107
2018	CONSTRUCTION																	
2019	ADJUSTMENT																	
2020	10	0	1	4	1	4	0	0	0	0	1	0	14	0	0	13	1	49
2021	8	0	1	1	1	1	1	0	0	0	1	1	13	2	0	21	1	52
2022	19	0	3	2	1	2	0	0	0	0	0	2	13	2	0	14	0	58
2023	10	0	2	7	1	4	0	0	0	3	0	1	8	2	0	16	0	54
2024	10	0	1	4	1	1	0	0	0	0	0	0	7	1	0	15	0	40
Total	**191**	**0**	**21**	**41**	**6**	**53**	**4**	**0**	**0**	**15**	**6**	**12**	**126**	**8**	**7**	**377**	**2**	**869**



Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overturning	Parked Vehicle	Pedalcycles	Pedestrian	Rear End	Right Turn	Sideswipe - Meeting	Sideswipe - Passing	Unknown	Total
Pre-Con. Avg	22.33	0.00	2.17	3.83	0.17	6.83	0.50	0.00	0.00	2.00	0.67	1.33	11.83	0.17	1.17	49.67	0.00	102.67
Post-Con. Avg	11.40	0.00	1.60	3.60	1.00	2.40	0.20	0.00	0.00	0.60	0.40	0.80	11.00	1.40	0.00	15.80	0.40	50.60
% Change	-48.96%	n/a	-26.15%	-6.09%	500.00%	-64.88%	-60.00%	n/a	n/a	-70.00%	-40.00%	-40.00%	-7.04%	740.00%	-100.00%	-68.19%	40.00%	-50.71%

Summary of Findings

The table on the following page outlines the 16 analyzed road diets. Outlining the percent change from pre-construction to post-construction for each crash severity type, as well as percent change of total crashes.

Key Findings:

- ***Property Damage Only Crashes (PDO)*** were reduced in 10 out of 16 road diets. Ranging from a -56% decrease to a 180% increase.
- ***Injury Crashes*** were reduced in 13 out of 16 road diets. Ranging from a nearly -80% decrease to a 48% increase.
- ***Serious Injury Crashes*** did not see any reductions. However, many of the road segments experienced neither an increase or decrease in crashes, with the largest increase being 175%.
- ***Fatal Crashes*** were decreased in 2 out of 16 segments, with many of the 16 not seeing an increase or decrease. Segments ranged from a -100% decrease in fatal crashes to an 140% increase.
- ***Overall Crashes*** were reduced in 9 out of 16 segments ranging from a -55% decrease to a 147% increase.

As years pass and more crash data post road diets are compiled the data will become more comprehensive. Once again it is crucial to remember that even a single crash can have a large impact on percent change and it is important to consider the whole picture before making conclusions about road diet implementation and safety.

Road Diet Crash Comparison

State Route		Street	From	To	Location	Crash % Change				
						PDO	Injury	*Serious Injury	*Fatal	Total Crashes
		Maple St	SR 162 Glendale Ave	SR 18 W. Market St	Akron	86.67%	-4.76%	33.00%	0.00%	56.86%
SR 162		Maple St	Edgewood Ave	Glendale Ave	Akron	-14.51%	-48.62%	175.00%	-100.00%	-23.59%
		Kenmore Blvd	East Ave	Lakeshore Blvd	Akron	13.33%	1.67%	160.00%	20.00%	14.22%
		Second St	Oakwood Dr	Tifft St	Cuyahoga Falls	-56.14%	-53.70%	0.00%	0.00%	-55.67%
		Albrecht Ave	Canton Rd	Stull Ave	Akron	-37.50%	-53.25%	57.00%	29.00%	-33.55%
		Cedar St	Rhodes Ave	Broadway St	Akron	-27.22%	-31.25%	25.00%	140.00%	-26.84%
	E	Exchange St	SR 8	SR 18 E. Market St	Akron	-2.56%	9.29%	67.00%	0.00%	3.23%
SR 261		Vernon Odom Blvd	East Ave*	SR 59 MLK Jr Freeway	Akron	-38.93%	-25.41%	0.00%	0.00%	-33.96%
		Tallmadge Ave	Cuyahoga St	SR 261 N. Main St	Akron	-20.63%	-79.17%	50.00%	17.00%	-38.15%
SR 764		Wilbeth St	I-77	Arlington St	Akron	15.50%	-10.42%	38.00%	0.00%	10.29%
		Waterloo Rd	SR 93 Manchester Rd	Sycamore St	Akron	33.33%	-43.86%	0.00%	0.00%	10.05%
	W	Exchange St	Rhodes Ave*	Broadway St	Akron	-52.10%	-48.81%	60.00%	-40.00%	-50.71%
SR 91		Canton Rd	E. Market St	Mogadore Rd	Akron	-28.65%	-16.00%	0.00%	20.00%	-23.40%
SR 18	E	Market St	Buchtel Ave	SR 91 Canton Rd	Akron	180.00%	48.57%	29.00%	14.00%	147.62%
SR 261		Tallmadge Ave	SR 261 N. Main St	Oxford Ave	Akron	-16.01%	-27.30%	0.00%	100.00%	-19.54%
		South St	Manchester Rd	Lakeshore Blvd	Akron	50.00%	-12.50%	0.00%	0.00%	18.75%

*Disclaimer: Crash percentage changes shown in the above table may appear high for categories, such as fatal crashes and serious injury crashes (FSI Crashes), due to small underlying sample sizes. In locations where FSI crashes were rare, an increase from one crash to two can produce a large percentage change even though the total crash number remains low. In addition, several segments have limited pre- or post-implementation data. As more data becomes available, these values will stabilize and provide a clearer picture of long-term trends.

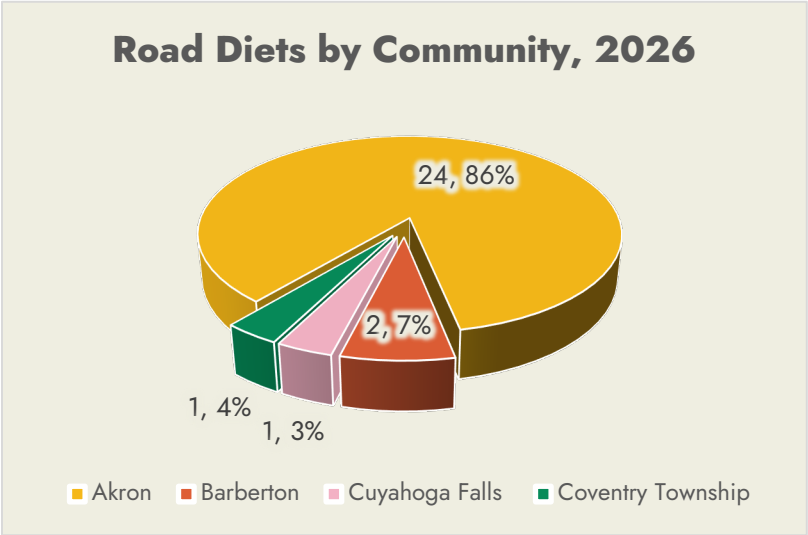
References

Boyle, P., Faghri, A., & Gomes, R. (2023). A Comprehensive Study of a Road Diet Implementation in the US and Abroad. *Current Urban Studies*, *11*(3), 447–473. https://doi.org/10.4236/cus.2023.113024

FHWA Safety Program Road Diet Informational Guide. (n.d.). Retrieved November 16, 2022, from https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/rdig.pdf

Chapter 4—Local Planning Considerations

Most road diets within the greater Akron area are located within the City of Akron. Only three other communities—Barberton, Cuyahoga Falls, and Coventry Township—have implemented road diets, although at least one additional community is planning a road diet in the near-future.



Road diets are appropriate only in specific circumstances and may not be an appropriate solution for most communities. However, when a roadway has declining traffic volumes, existing safety issues such as sideswipe crashes or other lane conflicts, and/or there is a need to accommodate other modes of transportation, such circumstances could merit consideration of a road diet.

Communities have learned lessons through the continued implementation of road diets. Within this region, the City of Akron has fine-tuned their approach to implementing road diets based on several factors. This chapter draws upon these lessons learned locally and regionally, presenting some planning considerations for communities within the greater Akron area that may be interested in exploring the efficacy of a road diet.

Planning a Road Diet

Road diets are often controversial. Motorists may not understand why a driving lane would be taken away. Many motorists are most concerned with getting from point-to-point quickly and efficiently and prefer having the freedom to pass slower-moving traffic. Therefore, government leadership and staff might have more work to do in explaining the rationale of a road diet to the community.

Outreach Methods

It can be in the best interest of a community to engage various stakeholders when considering a road diet. In addition to the general public, sometimes elected officials need to be convinced. They are the people who are going to be on the front lines of any complaints, so it is important they understand the reasons for and goals of a road diet. First responders, the local business community, the transit agency, any bicycle advocacy groups, and other partners are also logical groups to consider during initial outreach. In the City of Akron's case, they have found that engaging with neighborhood-based Community Development Corporations (CDCs) has been essential. CDCs know the needs, issues, and leaders of their neighborhood and engaging them earlier in the process on more recent road diets has led to more successful outcomes.

There is not a single good or bad way to conduct outreach. This is heavily dependent upon the individual situation.

Demonstration

Some proposed road diets can benefit from a demonstration project during the early planning stage. Akron has employed demonstration events on a few of their road diets. The photo to the right shows a high-profile "Better Block" demonstration event along N. Main Street, held about a decade before construction began. This early planning, achieved at a low cost with washable paint, temporary planters, and other easily reversible treatments, was used to generate enthusiasm and demonstrate that a reduction in travel lanes could function effectively.

North Main Street Better Block Demonstration Event

Regardless of how a demonstration event is planned and implemented, it is important to inform the public of the reasons for the demonstration, and that a demonstration is temporary. Some area communities (for other types of demonstration projects) have hired public relations firms to handle the protocols of introducing the demonstration to the public.

Additionally, communities should not assume that merely temporarily re-striping a roadway is sufficient. A well-planned demonstration project will likely also necessitate changing timing patterns of a corridor's traffic signals and signage.

Feedback Obtained

In Akron's case, the city has received some initial negative reactions on some of their road diets, but generally this dissipates once a road diet is implemented and people see how it works. Overall, most of feedback they receive is positive. More substantial outreach on the front end has led to a much smoother process. Letters sent out to property owners in advance of the project helps alleviate pushback. Changeable message signs notifying of a traffic pattern change is another option to allow for a smoother transition.

A common question communities receive when planning a road diet is why a community would add a bike lane when few bicyclists use the roadway. The conversation can be reframed that it's not just about adding bike lanes, but also about making the road safer for all users. Adding a bike lane can also be an important piece of a much larger bicycle network a city is looking to create long-term. Perhaps bicycle traffic will not dramatically increase immediately, but it could be substantially higher five or ten years into the future, as a larger bicycle network is built and a community becomes more conducive to safe bicycle travel.

Implementing a Road Diet

Some road diets function more effectively than others. Any corridor contains a unique set of circumstances—traffic volume, speed, land use and density, proximity to other roads, level of usage by non-motorists, whether on street parking exists—that can make a road diet work well or not as well. The following paragraphs identify what has worked locally but should not be misconstrued as best practices for all circumstances.

Bicycle Infrastructure Considerations

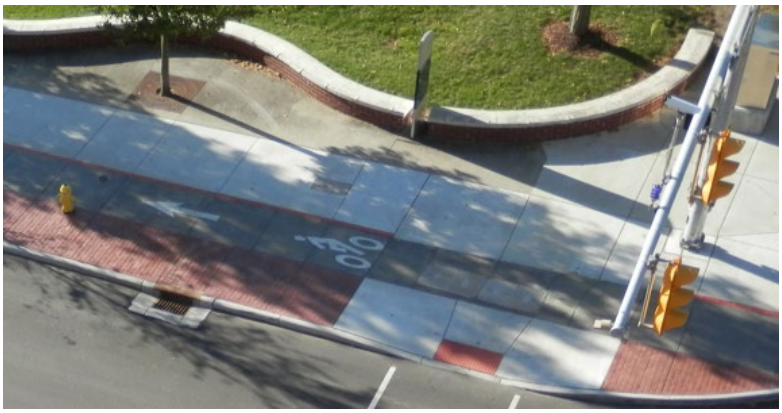
Most road diets locally have resulted in road space being allocated to new bicycle lanes. When bicycle lanes are incorporated, increased visibility can help bicyclists feel safer and it can prevent cars from parking in the bike lane. Higher visibility can be obtained with solid or striped, colored paint (or thermoplastic markings) within the bicycle lane. Communities locally and across the country have done this an increasing degree, typically using green paint. Although maintenance needs are higher, the paint increases visibility and helps designate that space for its intended purpose more effectively than more minimal bicycle lane markings.

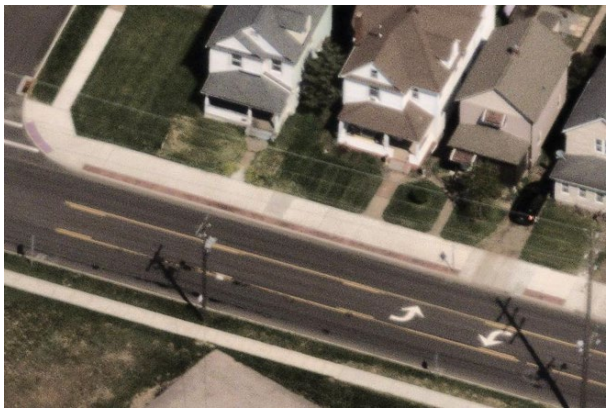
Akron examples of paint used to highlight the presence of bicycle lanes: S. Maple Street (left), Kenmore Boulevard

Separation from the vehicular travel lane provides an additional degree of protection and can be achieved in a few ways. Raised, interlocking curbs, e.g., *Qwick Kurb*, that are placed on top of the pavement can be effective and are removable—some products are anchorless or have limited anchors—for increased flexibility.

Example of quick curbing to help separate a bicycle lane from vehicular traffic

An even more separated solution is raising bicycle lanes to be at the same level as a sidewalk. Akron has begun incorporating this design into some of its larger construction projects, such as the East Exchange St. area near the University of Akron (which is not a road diet). A shared use path provides yet another safe option for separated bicycle travel.

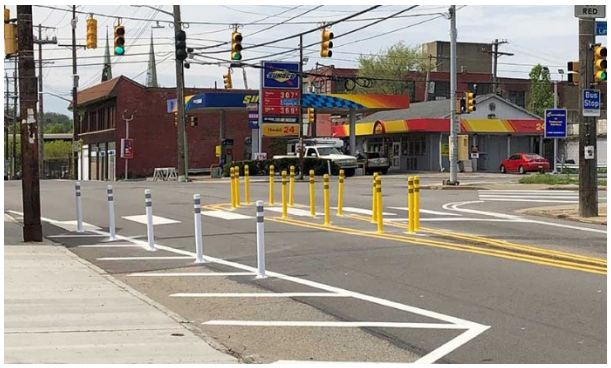




Examples of bicycle traffic separated from the roadway pavement: Akron's E. Exchange St. raised bicycle lane (left); 9' wide shared use path along the recent W. Wooster Road diet (Barberton)

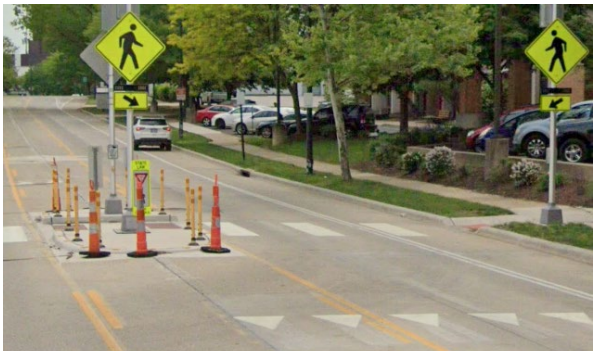
Pedestrian Considerations

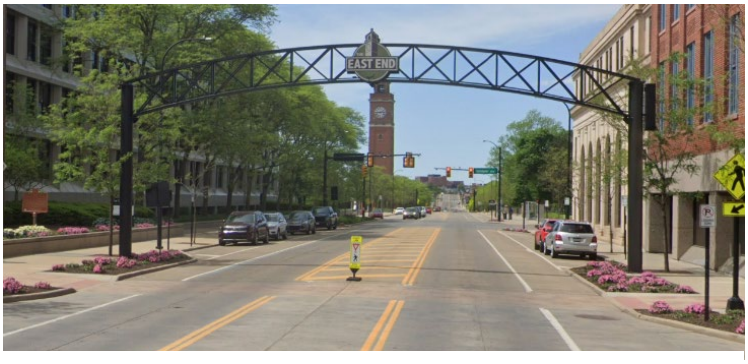
Most road diets locally have been implemented simply by restriping the existing cartway. Consequently, pedestrians still have to cross the same length or roadway; it is just stiped to include further driving lanes. Local approaches have evolved to go "all-in" and commit to improving the pedestrian's crossing experience. Successful local solutions include building a removeable curb or placing delineators along with paint to help delineate the separation of pedestrian spaces from the remainder of the roadway. Higher visibility crosswalks aid in traffic calming and in alerting motorists that pedestrian activity is present.



Non-regional (Pittsburgh) example of paint and delineator posts used to provide pedestrian refuge, a shorter pedestrian crossing, and visibility to drivers

When a road diet is incorporated as part of larger-scale corridor construction, the scope might include curb bump-outs at crosswalk locations or pedestrian refuge islands built into the center of the roadway. More intensive examples of high-visibility crosswalks, made of brick or stamped asphalt/concrete, might also be incorporated as part of a broader corridor improvement.





Akron examples of pedestrian accommodations along dieted roadways: Pedestrian refuge island on Opportunity Parkway (left); textured crosswalk and landscaped bump-outs on E. Market Street (right)

Parking Considerations

Integrating parking into a dieted roadway can be challenging when bicycle lanes are also included. There are advantages to having parking against the curb, and this can be achieved in circumstances where bike lanes are able to be up at the sidewalk level (as described in the *Bicycle Infrastructure* section). When this is not possible, parking tends to be placed next to the driving lanes, while bicycle lanes are further to the right, up against the curb. This helps prevent the risk of car doors opening into oncoming cyclists to some degree and helps protect cyclists by keeping them away from moving vehicles.

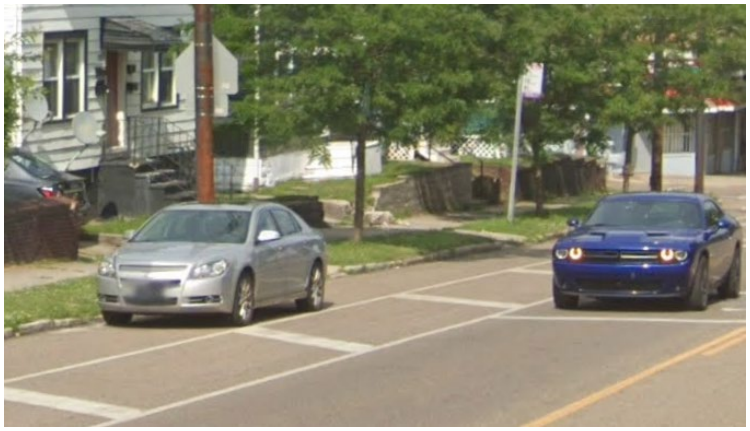
Akron examples of parking in between vehicular and bicycle lanes: Kenmore Boulevard (left) and E. Exchange Street (right)

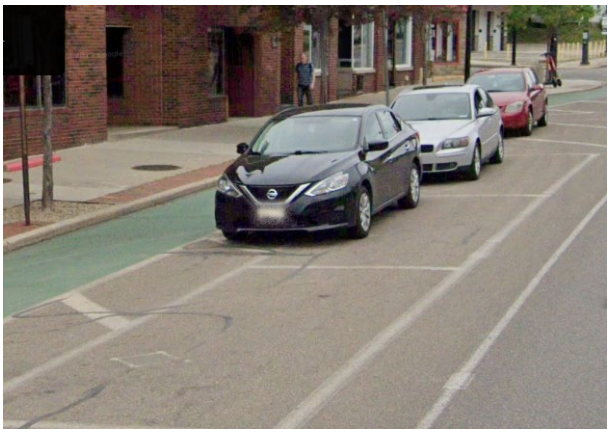
However, some area road diets have reversed this arrangement, with parking next to the curb and bike lanes closer to the travel lane. When space allows there to be a buffer between parking and a bicycle lane, as shown in the West Exchange St. photo below, this allows for an additional buffer between parked cars and bicycles.

Akron examples of parking by the curb and bicycle lanes to the left: E. Market Street (left) and W. Exchange Street (right). Note the 3' striped buffer between parking and the bicycle lane

The City of Akron has had occasional issues along some dieted roadways where cars park in places they are prohibited—over designated bicycle lanes or hashed-out, no parking zones. In some cases, vehicles will park partially within a designated parking space but the vehicle will be parked further away from traffic.

Illegal parking generally occurs in areas where less intensive paint and striping exists and in areas that were retrofitted from a much wider roadway. When there is ample space, vehicles seem to be more likely to utilize areas they deem to be more convenient or separated from traffic.





Parking in the wrong place: car parked on an E. Exchange Street bike lane (left) and three cars in a row parking partially outside of their designated area to be further from vehicular through traffic on Kenmore Boulevard (right)

Maintenance Considerations

Once a road diet is in place, continuing maintenance is required. Most notably, significantly more paint is required on dieted roadways that are re-striped from wider cartways. While keeping lane markings bright and bold is essential for safety, this can be challenging because of the lane markings' complexity and cost. With a large network of roads to maintain and limited budgets for road paint, keeping the road striping fresh is difficult.

Likewise, other components of retrofitted roadways, such as delineator posts, signage, or temporary curbing all have a shelf life. Delineator posts, for example, may get damaged by vehicles over time and need to be replaced. Keeping the road looking like it does right after the road diet requires vigilance and money.

Winter maintenance is a common concern with road diets, and this was an issue in Akron when road diets were relatively new. Fortunately, these concerns seem to have dissipated over time. There are still some issues with removing snow in a business district, and snow may be more likely to be piled in a roadway's bicycle lane during a snow event.

Chapter 5 — Conclusion

This report provided many of the key characteristics of road diets, and some of the local lessons learned as road diets were planned and implemented. Perhaps most notably, this report examined how locally completed road diets have affected roadway crashes, using both quantitative crash data and visual representations of roadway conditions before and after implementation. Evaluating the impact of the completed road diets is essential to understanding their effectiveness and informing future implementation.

A majority of the sixteen road diets analyzed showed decreases in crashes after completion. The Welch test indicated that seven of the sixteen corridors had a statistically significant difference in crashes before and after implementation. Cedar Street, Vernon Odom Boulevard, Tallmadge Avenue (from Cuyahoga Street), Wilbeth Road, and West Exchange Street all experienced significant reductions in crashes post-road diet. West Exchange Street saw decreases in nearly every crash type, though right-turn crashes did increase. Wilbeth Road showed substantial reductions in 13 of the 18 crash types analyzed, but it also experienced an increase in right-turn crashes. Because many of these road diets have only a few years of post-construction data available, additional years of crash data will provide a more complete understanding of their long-term safety impacts.

According to the Federal Highway Administration (FHWA), road diets typically reduce crashes involving left-turns, angle impacts, sideswipes, bicycles, and pedestrians. However, they may also lead to an increase in rear-end collisions due to potential congestion from lane reductions (FHWA, 2022). So much was seen evident with one analyzed segment seeing a nearly 415% increase in rear-end crashes post-road diet. In the road diets studied there have been noticeable decreases in pedestrian involved crashes, even in road diets that have seen overall crash increases since completion. The findings of this analysis generally align with FHWA expectations. While most road diets saw an increase in rear-end crashes, they also experienced notable decreases in angle, sideswipe, left turn, and pedestrian crashes.

Road diets are also associated with improved safety for bicyclists due to the addition of bike lanes and increased accessibility. However, some segments showed an increase in bicycle-related crashes, which is likely a result of more cyclists using the improved infrastructure. Importantly, every road diet segment with prior pedestrian crash history experienced a decrease in pedestrian-related crashes. This helps support the national research that road diets make streets safer for all citizens, whether in a car or as a pedestrian.

Although road diets continue to generate discussion within the transportation community, AMATS encourages jurisdictions to review the data and findings presented in this report and evaluate how they align with their local needs and priorities. Overall, AMATS' completed road diets are contributing to improved roadway safety, particularly for pedestrians, and show promising outcomes consistent with national road diet trends.

Attachment 4B

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

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

FROM: **AMATS Staff**

RE: **AMATS 2022-2024 Crash Report Amendment**

DATE: **July 30, 2026**

While working on data analysis for the upcoming (2023-2025) Annual Crash Report, AMATS staff discovered some irregularities with the approved and published 2022-2024 report's high crash list. After careful review, it was determined that 11 intersections meeting the criteria for *High Crash Intersections* were erroneously omitted from the original list. The *High Crash Sections* list was determined to be correct.

The 11 intersections that should be added to the list are included in the summary table on the following page. The full revised list of (228) High Crash Intersections is also included; the 11 new intersections are highlighted in yellow. Note that with the addition of these 11 intersections, overall rankings of many of the original 217 *High Crash Intersections* will change slightly.

AMATS staff requests approval of this amended list. Upon AMATS committee approval, staff will re-publish the report with the correct information.

Omitted High Crash Intersections from the AMATS 2022-2024 Crash Report

Overall Rank	*Street and Intersecting Street*	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
3	Diagonal Rd and Mennonite Rd	17	62	0%	3	65	0	0	No	Mantua Twp
17	SR 14 and Alliance Rd	13	106	0%	6	112	0	0	No	AtwaterTwp/ Deerfield Twp
17	SR 21 and Clinton Rd	13	106	0%	6	112	0	0	Yes	Chippewa Twp
36	E Main St (SR 59) and Freedom St (SR 88)	12	121	0%	8	129	1	1	No	Ravenna
46	Medina Line Rd and Granger Rd	11	140	0%	4	144	0	0	Yes	Bath Twp
46	SR 5 and SR 225	11	140	0%	4	144	0	0	No	Paris Twp
60	Bellows St and Archwood Ave	10	157	0%	1	158	0	0	No	Akron
106	Eastern Rd and Rittman Rd	9	200	0%	2	202	0	0	No	Chippewa Twp
113	SR 21 and Edwards Rd	9	200	0%	8	208	0	0	No	Chippewa Twp
113	SR 88 and SR 303 (W Jct)	9	200	0%	8	208	0	0	No	Freedom Twp
113	S Prospect St and Sandy Lake Rd	9	200	0%	8	208	0	0	No	Rootstown Twp

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
1	Rhodes Ave and W Thornton St	26	20	0.5769	25	45	0	0	No	Akron
2	Riverview Rd and Ira Rd	26	20	0.5000	36	56	1	0	No	Cuyahoga Falls
3	Diagonal Rd and Mennonite Rd	17	62	0.7647	3	65	0	0	No	Mantua Twp
4	US 224 and SR 225	27	17	0.4815	54	71	0	0	Yes	Deerfield Twp/Atwater Twp
5	SR 14/44 and N Freedom St (SR 88)	33	11	0.4545	63	74	0	0	No	Ravenna
5	Hudson Dr and Steels Corners Rd/Allen Rd	17	62	0.6471	12	74	0	0	No	Stow
7	SR 14 and Cleveland Rd	20	44	0.5000	36	80	0	0	No	Ravenna Twp
8	Wadsworth Rd (SR 57) and Easton Rd (SR 604)	17	62	0.5882	21	83	0	0	Yes	Chippewa Twp/Milton Twp
9	S Arlington Rd and Chenoweth Rd/I-77 NB On-ramp	23	35	0.4783	55	90	0	0	No	Coventry Twp/Springfield Twp
9	SR 59 and SR 261	23	35	0.4783	55	90	0	1	No	Franklin Twp
11	SR 14/44 and SR 59	30	13	0.4333	82	95	0	0	No	Ravenna Twp
12	Cleveland Massillon Rd and Eastern Rd	17	62	0.5294	35	97	0	0	No	Norton/New Franklin
13	Perkins St (SR 59) and SR 8 SB Ramps/Goodkirk St	44	2	0.4091	101	103	0	0	No	Akron
14	Myersville Rd and Killian Rd	14	91	0.6429	13	104	0	0	No	Springfield Twp
15	S Arlington Rd and Boettler Rd	26	20	0.4231	87	107	0	0	No	Green
16	S Miller Rd and Ridgewood Rd/I-77 Ramps	35	8	0.4000	102	110	0	0	No	Fairlawn/Akron/Copley Twp
17	SR 14 and Alliance Rd	13	106	0.6923	6	112	0	0	No	Atwater Twp/Deerfield Twp
17	SR 21 and Clinton Rd	13	106	0.6923	6	112	0	0	Yes	Chippewa Twp
19	N Howard St and Glenwood Ave	16	77	0.5000	36	113	1	0	No	Akron
19	SR 14 and SR 44/N Chestnut St	29	16	0.4138	97	113	0	1	Yes	Ravenna/Ravenna Twp
21	W Market St (SR 18) and Maple St	20	44	0.4500	70	114	1	1	No	Akron
21	SR 261 and Summit Rd	20	44	0.4500	70	114	0	1	No	Franklin Twp
23	Triplett Blvd (SR 764) and Kelly Ave/Lindsay Ave	23	35	0.4348	81	116	0	0	Yes	Akron
24	Wolf Ledges Pkwy and E South St/Bellows St	14	91	0.5714	26	117	0	1	No	Akron
24	Dart Av and W Thornton St	14	91	0.5714	26	117	0	0	No	Akron
24	MLK Jr. Blvd (SR 59) and N Broadway St (SR 261)	24	28	0.4167	89	117	0	0	No	Akron
27	S Arlington St and 5th Ave	17	62	0.4706	57	119	0	0	No	Akron
27	W Cedar St and Rand Ave	17	62	0.4706	57	119	0	0	No	Akron
27	SR 261 and Franklin Ave/Sunnybrook Rd	17	62	0.4706	57	119	0	1	Yes	Kent
30	Archwood Ave and Hammel St	13	106	0.6154	15	121	0	0	No	Akron
31	S Maple St (SR 162) and W Cedar St	21	42	0.4286	83	125	0	2	Yes	Akron
32	E Market St (SR 18) and Union St	14	91	0.5000	36	127	0	3	No	Akron
32	Carroll St and Goodkirk St	14	91	0.5000	36	127	0	0	No	Akron
32	SR 57 and SR 585	14	91	0.5000	36	127	0	0	No	Chippewa Twp/Milton Twp
32	N Chestnut St and Loomis Pkwy	14	91	0.5000	36	127	0	0	No	Ravenna/Ravenna Twp
36	E Main St (SR 59) and Freedom St (SR 88)	12	121	0.6667	8	129	1	1	No	Ravenna
36	S Arlington Rd and Killian Rd	43	3	0.3721	126	129	0	0	No	Springfield Twp/Coventry Twp
38	S Broadway St and Rosa Parks Dr	26	20	0.3846	114	134	0	1	No	Akron
38	Manchester Rd (SR 93) and W Thornton St	26	20	0.3846	114	134	1	0	No	Akron
40	Copley Rd (SR 162) and S Hawkins Ave	35	8	0.3714	127	135	0	0	No	Akron
41	W Market St (SR 18) and Rhodes Ave	19	52	0.4211	88	140	0	3	No	Akron
42	MLK Jr. Blvd (SR 59) and N High St (SR 261)	33	11	0.3636	131	142	0	0	No	Akron
43	Bellows St and Steiner Ave	12	121	0.5833	22	143	0	0	No	Akron
43	Tallmadge Rd and Sandy Lake Rd	12	121	0.5833	22	143	0	0	No	Brimfield Twp
43	Summit St and Cline Rd	12	121	0.5833	22	143	0	0	No	Franklin Twp
46	Medina Line Rd and Granger Rd	11	140	0.7273	4	144	0	0	Yes	Bath Twp
46	SR 5 and SR 225	11	140	0.7273	4	144	0	0	No	Paris Twp
48	Darrow Rd (SR 91) and Norton Rd	27	17	0.3704	128	145	0	0	No	Stow/Hudson
49	Kenmore Blvd and Old Manchester Rd	15	86	0.4667	60	146	1	0	No	Akron
49	E Tallmadge Ave (SR 261) and Patterson Ave	20	44	0.4000	102	146	0	0	No	Akron
51	Medina Rd (SR 18) and Springside Dr	51	1	0.3529	147	148	0	2	No	Bath Twp/Copley Twp
52	S Main St and I-76 WB ramps	24	28	0.3750	122	150	1	0	No	Akron
52	S Arlington St and 2nd St/Martin St/I-76 WB Off-ramp	24	28	0.3750	122	150	0	0	Yes	Akron
54	Graham Rd and Gilbert Rd	11	140	0.6364	14	154	1	0	No	Cuyahoga Falls/Stow
55	S Arlington Rd and Mount Pleasant Rd	16	77	0.4375	79	156	0	0	Yes	Green
55	SR 14 and Superior Ave	16	77	0.4375	79	156	0	0	No	Streetsboro
57	Mt Eaton Rd (SR 94) and SR 585/Easton Rd (SR 604)	12	121	0.5000	36	157	0	0	No	Chippewa Twp
57	SR 585 and Fulton Rd (CR 27)	12	121	0.5000	36	157	0	0	No	Milton Twp
57	Kent Rd (SR 59) and Darrow Rd (SR 91)	34	10	0.3529	147	157	0	0	No	Stow
60	Bellows St and Archwood Ave	10	157	0.8000	1	158	0	0	No	Akron
61	Cuyahoga Falls Ave and N Howard St	17	62	0.4118	98	160	0	0	No	Akron
61	W Exchange St and Dart Av	17	62	0.4118	98	160	0	1	No	Akron
61	Highland Rd and Valley View Rd	17	62	0.4118	98	160	0	0	No	Macedonia

Overall Rank	*Street and Intersecting Street*	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
64	Glenwood Ave and SR 8 NB Off Ramp/Gorge Blvd	21	42	0.3810	121	163	1	0	No	Akron
64	S Main St and Waterloo Rd	38	6	0.3421	157	163	0	0	No	Akron
64	S Arlington St and Archwood Ave	39	5	0.3333	158	163	1	2	Yes	Akron
67	Kelly Ave and E Waterloo Rd/Emmitt Rd	25	25	0.3600	140	165	0	0	No	Akron
67	SR 14 and Infirmary Rd	25	25	0.3600	140	165	0	0	No	Ravenna Twp
67	S Arlington St and S Case Av/Johnston St	36	7	0.3333	158	165	0	0	No	Akron
70	Wooster Rd N (SR 619) and W Waterloo Rd	13	106	0.4615	61	167	0	0	No	Barberton
70	Main St and Water St	13	106	0.4615	61	167	0	3	No	Kent
72	West Ave (SR 261) and Thomas Rd	22	39	0.3636	131	170	0	1	No	Tallmadge
73	Wooster Rd W and 31st St	30	13	0.3333	158	171	0	1	Yes	Barberton
73	US 224 and Portage Line Rd (SR 532)	30	13	0.3333	158	171	0	0	No	Suffield Twp/Springfield Twp
75	Brown St and Lovers Lane	10	157	0.6000	16	173	0	0	No	Akron
75	Copley Rd (SR 162) and Madison Ave	10	157	0.6000	16	173	1	0	No	Akron
75	Russell Ave and Boulevard St	10	157	0.6000	16	173	0	0	No	Akron
75	Wadsworth Rd (SR 57) and Fulton Rd	10	157	0.6000	16	173	0	0	No	Chippewa Twp/Milton Twp
75	S Miller Rd and Chamberlain Rd	10	157	0.6000	16	173	0	1	No	Fairlawn
80	Kelly Ave and 4th Ave/I-76 EB Off-ramp	11	140	0.5455	34	174	0	0	No	Akron
80	State Rd and Chestnut Blvd	14	91	0.4286	83	174	0	0	No	Cuyahoga Falls
80	Stow Rd and Hudson Aurora Rd	14	91	0.4286	83	174	0	1	No	Hudson
80	SR 14 and SR 303 (W Jct)	14	91	0.4286	83	174	0	0	No	Streetsboro
84	E Exchange St and S Arlington St	27	17	0.3333	158	175	0	1	No	Akron
85	Kelly Ave and 3rd Ave	19	52	0.3684	129	181	0	0	No	Akron
85	E Aurora Rd (SR 82) and Chamberlin Rd	19	52	0.3684	129	181	0	0	No	Twinsburg
87	S Maple St (SR 162) and Rhodes Ave	24	28	0.3333	158	186	0	0	No	Akron
87	E Cedar St (SR 261) and S High St	24	28	0.3333	158	186	0	1	No	Akron
87	S Hawkins Ave and Diagonal Rd	24	28	0.3333	158	186	0	1	No	Akron
87	S Water St (SR 43) and SR 261	24	28	0.3333	158	186	0	0	No	Kent
91	Canton Rd and Tisen Rd	15	86	0.4000	102	188	0	0	No	Springfield Twp
92	Kent Rd (SR 59) and Fishcreek Rd	23	35	0.3478	156	191	0	1	No	Stow
93	W Market St (SR 18) and Highland Ave	10	157	0.5000	36	193	0	1	No	Akron
93	S High St (SR 261) and E Mill St	10	157	0.5000	36	193	1	0	No	Akron
93	E Market St (SR 18) and E Exchange St	10	157	0.5000	36	193	1	0	No	Akron
93	State Rd and Valley Rd	10	157	0.5000	36	193	1	0	No	Cuyahoga Falls
93	Mayfair Rd and Raber Rd	10	157	0.5000	36	193	0	0	No	Green
93	SR 5 and SR 59/Riddle Rd	10	157	0.5000	36	193	0	0	No	Ravenna Twp
93	SR 5/44 and Hayes Rd	10	157	0.5000	36	193	0	0	No	Ravenna Twp
93	Streetsboro Rd (SR 303) and Diagonal Rd	10	157	0.5000	36	193	0	0	No	Streetsboro
93	SR 43 and Trares Rd	10	157	0.5000	36	193	0	0	No	Suffield Twp
102	S Maple St (SR 162) and W Exchange St	20	44	0.3500	154	198	0	0	No	Akron
102	SR 82 and Mantua Center Rd	20	44	0.3500	154	198	0	0	No	Mantua Twp
104	Grant St and E Thornton St	16	77	0.3750	122	199	0	0	No	Akron
104	W Market St (SR 18) and Pershing Ave	16	77	0.3750	122	199	0	0	No	Akron
106	Eastern Rd and Rittman Rd	9	200	0.7778	2	202	0	0	No	Chippewa Twp
107	Exchange St (SR 261) and S Main St	11	140	0.4545	63	203	0	1	No	Akron
107	E Exchange St and Grant St	11	140	0.4545	63	203	0	1	No	Akron
107	N Arlington St and E North St	11	140	0.4545	63	203	0	0	No	Akron
107	Wadsworth Rd (SR 261) and Medina Line Rd	11	140	0.4545	63	203	0	0	No	Norton
107	SR 59 and Brady Lake Rd/Hoover Rd	11	140	0.4545	63	203	0	0	No	Ravenna Twp
107	Kent Rd (SR 59) and Charring Cross Rd	11	140	0.4545	63	203	0	1	No	Stow
113	SR 21 and Edwards Rd	9	200	0.6667	8	208	0	0	No	Chippewa Twp
113	SR 88 and SR 303 (W Jct)	9	200	0.6667	8	208	0	0	No	Freedom Twp
113	S Prospect St and Sandy Lake Rd	9	200	0.6667	8	208	0	0	No	Rootstown Twp
116	S Arlington St and 6th Ave	17	62	0.3529	147	209	0	0	Yes	Akron
116	E Market St (SR 18) and I-76 WB Ramps	17	62	0.3529	147	209	1	0	Yes	Akron
116	SR 59 and Cox Ave	17	62	0.3529	147	209	1	0	No	Franklin Twp
116	Tallmadge Rd and I-76 EB Ramps/Mogadore Rd (E Jct)	17	62	0.3529	147	209	0	0	No	Brimfield Twp
116	Hudson Dr and Norton Rd/Seasons Rd	17	62	0.3529	147	209	0	0	No	Stow/Hudson

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
121	E Market St (SR 18) and Seiberling St	12	121	0.4167	89	210	0	0	Yes	Akron
121	State St and Hiram St	12	121	0.4167	89	210	1	0	No	Barberton
121	Copley Rd (SR 162) and SR 21 SB Ramps	12	121	0.4167	89	210	0	0	No	Copley Twp
121	US 224 and SR 14/SR 225	12	121	0.4167	89	210	0	0	No	Deerfield Twp
121	Smith Rd and Bath Hills Blvd/Corunna Ave	12	121	0.4167	89	210	0	0	No	Fairlawn/Bath Twp
121	SR 59 and Meadowview Square Entrance	12	121	0.4167	89	210	0	0	No	Franklin Twp
121	SR 21 and Eastern Rd	12	121	0.4167	89	210	0	0	No	Norton/Chippewa Twp
121	S Main St and Wilbeth Rd (SR 764)	43	3	0.3023	207	210	0	0	No	Akron
129	Copley Rd (SR 162) and Diagonal Rd/S Portage Path	25	25	0.3200	191	216	0	0	Yes	Akron
130	W Market St (SR 18) and Frank Blvd	18	59	0.3333	158	217	0	0	No	Akron
130	Medina Rd (SR 18) and Flight Memorial Dr	18	59	0.3333	158	217	0	0	No	Bath Twp/Copley Twp
130	SR 14 and SR 225	18	59	0.3333	158	217	0	0	No	Deerfield Twp
133	E Exchange St and Spicer St	13	106	0.3846	114	220	0	3	No	Akron
133	Tallmadge Rd and Walmart Dr	13	106	0.3846	114	220	0	1	Yes	Brimfield Twp
133	Olde Eight Rd and E Highland Rd	13	106	0.3846	114	220	1	0	No	Northfield Center Twp
133	Main St (SR 59) and Chestnut St	13	106	0.3846	114	220	0	2	No	Ravenna
133	E Main St (SR 59) and New Milford Rd	13	106	0.3846	114	220	0	0	No	Ravenna
138	S Arlington St and Derbydale Rd	9	200	0.5556	28	228	0	0	No	Akron
138	Diagonal Rd and East Ave	9	200	0.5556	28	228	0	0	Yes	Akron
138	Darrow Rd (SR 91) and Eastlawn St	9	200	0.5556	28	228	0	1	No	Akron
138	SR 585 and Moine Rd	9	200	0.5556	28	228	0	0	No	Chippewa Twp
138	S Arlington Rd and Krumroy Rd/Thierry Ave	9	200	0.5556	28	228	0	0	No	Coventry Twp/Springfield Twp
138	W Main St (SR 59) and Sycamore St	9	200	0.5556	28	228	1	1	No	Ravenna
144	SR 261 and Mogadore Rd	22	39	0.3182	192	231	0	0	No	Kent
144	SR 14 and Diagonal Rd	22	39	0.3182	192	231	0	0	No	Streetsboro
146	E Wilbeth Rd (SR 764) and Virgina Ave	14	91	0.3571	142	233	0	1	No	Akron
146	Archwood Ave and Sylvan Ave	14	91	0.3571	142	233	1	0	No	Akron
146	Darrow Rd (SR 91) and Newton St	14	91	0.3571	142	233	0	0	No	Akron
146	State Rd and Sackett Ave	14	91	0.3571	142	233	0	0	No	Cuyahoga Falls
146	US 224 and SR 44	14	91	0.3571	142	233	0	0	No	Randolph Twp
151	S Main St and Firestone Blvd	15	86	0.3333	158	244	0	0	No	Akron
151	E Exchange St (SR 261) and S High St (SR 261)	15	86	0.3333	158	244	0	0	No	Akron
151	E Turkeyfoot Lake Rd (SR 619) and Mayfair Rd	15	86	0.3333	158	244	0	0	No	Green
154	Eastland Ave and Chapman Dr	19	52	0.3158	194	246	0	0	No	Akron
154	W Market St (SR 18) and Elmdale Ave/Kenilworth Dr	19	52	0.3158	194	246	0	0	No	Akron
154	Canton Rd (SR 91) and Triplett Blvd (SR 764)	19	52	0.3158	194	246	0	2	No	Akron
154	SR 43 and E Howe Rd	19	52	0.3158	194	246	1	0	No	Brimfield Twp
158	Tallmadge Ave and N Howard St	20	44	0.3000	208	252	0	0	No	Akron
158	S Arlington St (SR 764) and Triplett Blvd (SR 764)	20	44	0.3000	208	252	0	0	No	Akron
160	N Arlington St and Kent St	10	157	0.4000	102	259	0	0	No	Akron
160	Smith Rd and Revere Rd	10	157	0.4000	102	259	0	0	No	Bath Twp
160	Hudson Dr and Hollywood Ave	10	157	0.4000	102	259	0	0	No	Cuyahoga Falls
160	Broad Blvd and 6th St	10	157	0.4000	102	259	0	0	No	Cuyahoga Falls
160	W Market St (SR 18) and Hampshire Rd	10	157	0.4000	102	259	0	0	No	Fairlawn
160	Center St and Maple St	10	157	0.4000	102	259	1	0	No	Garrettsville
160	Haymaker Pkwy (SR 59) and W Main St (SR 59)/Longmere Dr	10	157	0.4000	102	259	0	0	No	Kent
160	SR 5/44 and Sandy Lake Rd	10	157	0.4000	102	259	0	0	No	Rootstown Twp
160	Diagonal Rd and Frost Rd	10	157	0.4000	102	259	0	0	No	Shalersville Twp
169	W Market St (SR 18) and Valley St	11	140	0.3636	131	271	1	0	No	Akron
169	E Wilbeth Rd (SR 764) and S Firestone Blvd	11	140	0.3636	131	271	0	0	No	Akron
169	S Main St and E Long St	11	140	0.3636	131	271	0	0	No	Akron
169	Opportunity Pkwy (SR 261) and Dart Ave	11	140	0.3636	131	271	0	0	No	Akron
169	Portage Trail and 3rd St	11	140	0.3636	131	271	1	0	No	Cuyahoga Falls
169	Summit St and Loop Rd	11	140	0.3636	131	271	0	1	Yes	Kent
169	SR 585 and Benner Rd	11	140	0.3636	131	271	0	0	No	Milton Twp
176	E Exchange St and Beaver St	9	200	0.4444	72	272	0	0	No	Akron
176	E Thorton St and Sherman St	9	200	0.4444	72	272	0	0	No	Akron
176	E Waterloo Rd and Brown St	9	200	0.4444	72	272	0	0	Yes	Akron
176	White Pond Dr and Frank Blvd	9	200	0.4444	72	272	0	0	No	Akron
176	US 224 and SR 183 (N Jct)	9	200	0.4444	72	272	0	0	No	Atwater Twp
176	Mayfair Rd and Wise Rd	9	200	0.4444	72	272	0	0	No	Green
176	Summit St and E Campus Center Dr	9	200	0.4444	72	272	1	1	No	Kent

Overall Rank	*Street and Intersecting Street*	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
183	Brown St and Lamparter St	16	77	0.3125	198	275	0	0	No	Akron
183	S Main St and US 224 WB Ramps	16	77	0.3125	198	275	0	0	No	Akron
183	Brittain Rd and Evans Ave	16	77	0.3125	198	275	0	0	No	Akron
183	Medina Rd (SR 18) and S Hametown Rd	16	77	0.3125	198	275	0	0	No	Bath Twp/Copley Twp
187	S Hawkins Ave and Delia Ave	12	121	0.3333	158	279	0	0	No	Akron
187	Cuyahoga St and N Howard St/E Lods St	12	121	0.3333	158	279	0	0	No	Akron
187	SR 59 and Rhodes Rd/Ashton Ln	12	121	0.3333	158	279	1	0	No	Franklin Twp
187	W Summit St and Franklin Ave	12	121	0.3333	158	279	0	0	No	Kent
187	US 224 and E Waterloo Rd	12	121	0.3333	158	279	0	0	No	Springfield Twp
187	E Aurora Rd (SR 82) and I-480/SR 14 WB Ramps	12	121	0.3333	158	279	0	0	No	Twinsburg
193	N Main St and E Cuyahoga Falls Ave	13	106	0.3077	202	308	0	1	No	Akron
193	E Exchange St and Brown St	13	106	0.3077	202	308	0	1	No	Akron
193	Brookmont Dr and Brookwall Dr	13	106	0.3077	202	308	0	0	No	Fairlawn/Copley Twp
193	Mayfair Rd and Heckman Rd	13	106	0.3077	202	308	0	0	No	Green
193	Graham Rd and Baumberger Rd	13	106	0.3077	202	308	0	0	No	Stow/Silver Lake
198	S Arlington St and Rosemary St	9	200	0.3333	158	358	1	1	Yes	Akron
198	Canton Rd (SR 91) and Wedgewood Rd	9	200	0.3333	158	358	0	0	No	Akron
198	W Cedar St (SR 261) and Locust St (SR 261)	9	200	0.3333	158	358	0	0	No	Akron
198	S Hawkins Ave and Stoner St	9	200	0.3333	158	358	0	0	No	Akron
198	Wooster Rd W and 2nd St NW	9	200	0.3333	158	358	0	0	No	Barberton
198	Norton Ave and Barber Rd/4th St NW	9	200	0.3333	158	358	1	0	No	Barberton
198	Norton Ave and Clark Mill Rd/15th St	9	200	0.3333	158	358	0	0	No	Barberton
198	Graybill Rd and Mayfair Rd	9	200	0.3333	158	358	0	0	No	Green
198	Mantua St (SR 43) and W Main St	9	200	0.3333	158	358	0	0	No	Kent
198	Manchester Rd (SR 93) and Nimisila Rd	9	200	0.3333	158	358	0	0	No	New Franklin
198	SR 44 and Tallmadge Rd	9	200	0.3333	158	358	0	0	No	Rootstown Twp
198	Graham Rd and Elm Rd	9	200	0.3333	158	358	0	0	No	Stow
210	Lakeshore Blvd and W Miller Ave	10	157	0.3000	208	365	1	0	No	Akron
210	Brown St and Baird St (S Jct)	10	157	0.3000	208	365	0	0	No	Akron
210	Archwood Ave and Burkhardt Ave	10	157	0.3000	208	365	0	0	No	Akron
210	N Main St (SR 261) and Olive St	10	157	0.3000	208	365	0	1	No	Akron
210	Newton St and The Brooklands	10	157	0.3000	208	365	0	0	No	Akron
210	S Broadway St (SR 261) and E Mill St	10	157	0.3000	208	365	0	1	No	Akron
210	Dart Ave and Euclid Ave	10	157	0.3000	208	365	0	0	No	Akron
210	Copley Rd (SR 162) and I-77 SB Off-Ramp/St Michaels Ave	10	157	0.3000	208	365	0	0	No	Akron
210	5th St NE (SR 619) and Fairview Ave	10	157	0.3000	208	365	0	0	No	Barberton
210	State Rd and Schiller Ave	10	157	0.3000	208	365	0	2	No	Cuyahoga Falls
210	SR 303 and SR 700	10	157	0.3000	208	365	0	0	No	Freedom Twp
210	E Streetsboro Rd (SR 303) and Stow Rd	10	157	0.3000	208	365	0	0	No	Hudson
210	E Main St (SR 59) and University Dr	10	157	0.3000	208	365	0	0	No	Kent
210	Cherry St and Franklin Ave	10	157	0.3000	208	365	0	0	No	Kent
210	Wadsworth Rd (SR 261) and Cleveland Massillon Rd	10	157	0.3000	208	365	0	0	No	Norton
210	W Aurora Rd (SR 82) and Boyden Rd	10	157	0.3000	208	365	0	0	No	Sagamore Hills Twp/Northfield Center Twp
210	Massillon Rd (SR 241) and Krumroy Rd	10	157	0.3000	208	365	0	0	No	Springfield Twp
210	Waterloo Rd and Portage Line Rd	10	157	0.3000	208	365	0	0	No	Suffield Twp/Springfield Twp
210	Ravenna Rd and Shepard Rd	10	157	0.3000	208	365	1	0	No	Twinsburg/Macedonia

Attachment 5A

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: **Public Participation Plan - 3P**

DATE: **July 30, 2026**

Introduction

AMATS is in the process of updating the agency's *Public Participation Plan*. Also known as the "*3P*", this plan had some minor updates in 2024, but went through its last full update in 2022. The *3P* details the policies and strategies that the agency utilizes to encourage an open planning process that supports early and sustained public involvement, timely public notice, and full public access to information regarding key transportation decisions within the Greater Akron area.

The *3P* pursues a continuing, comprehensive, and coordinated process among all area stakeholders while providing opportunities for innovative broad-based participation in the development and review of regional transportation plans, programs and policies. The latest version of the *3P* continues many of the agency's past practices while incorporating several new charts and text revisions to make the document more readable and visual.

Summary of 2026 Update

The Draft *3P* will be available for public review and comment for a 45-day period that begins on August 6, 2026 and ends on September 20, 2026. This period is being promoted through a combination of social media postings and email campaigns. Newspaper advertisements were also purchased for the July 30, 2026 editions of the *Beacon Journal* and the *Record-Courier*.

During the period, the Draft *3P* will be available for viewing and downloading on the agency web site at https://www.amatsplanning.org/sites/default/files/docs/reports/Public%20Participation%20Plan-2026-Final.pdf. Beginning on August 6th, the website will also include an online comment form pertaining to this draft document at https://www.amatsplanning.org/form/3p-public-comment-form. This item will also be accessible through the agency's X and Facebook pages and is available for review at the AMATS offices located in Suite 1300 of 1 Cascade Plaza in downtown Akron.

AMATS will present the Draft *3P* during the August 6, 2026 meeting of the AMATS Citizens Involvement

Committee (CIC). This meeting is also being promoted through social media and advertisements in the *Beacon Journal* and the *Record-Courier*. As the public comment period nears its end, the agency will once again present the Draft *3P* and discuss any proposed revisions in a second CIC meeting on September 17, 2026.

Comments regarding this item and related practices are welcome and should be sent to AMATS Public Information Coordinator Kerry Prater at **kprater@akronohio.gov** or **330-375-2436**.

PUBLIC PARTICIPATION PLAN

August 2026

AMATS
Akron Metropolitan Area Transportation Study
1 Cascade Plaza | Room 1300
Akron, Ohio 44308
amatsplanning.org

AMATS
PUBLIC PARTICIPATION PLAN
(3P)

August 2026

Akron Metropolitan Area Transportation Study
1 Cascade Plaza / Suite 1300 / Akron, Ohio 44308-1136
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.

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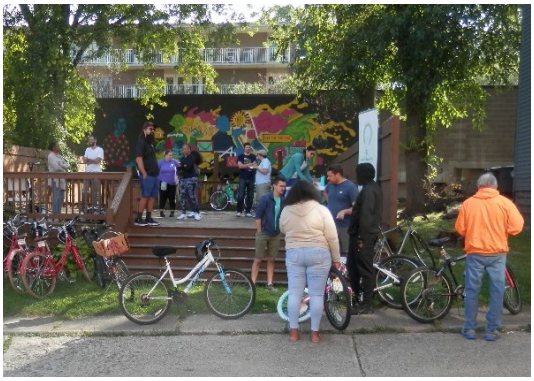
Introduction

Effective public engagement in transportation planning utilizes early, inclusive, and multi-channel strategies to ensure meaningful, transparent civic participation. This *Public Participation Plan* or "3P" encourages an open planning process that supports early and sustained public involvement, timely public notice, and full transparent public access to information regarding key transportation decisions within the Greater Akron area.

The 3P ensures a continuing, comprehensive, and coordinated process among all area stakeholders while encouraging and providing opportunities for broad-based participation in the development and review of regional transportation plans, programs and policies. Through the 3P, AMATS strives to engage the public at the earliest stages of transportation planning, especially those populations who are traditionally underserved or economically depressed such as the elderly, individuals with disabilities, minority, low-income populations and carless households.



AMATS seeks to foster an environment where the public feels that its insights not only matter but are encouraged and welcomed. The 3P is updated periodically to reflect changes in local, state or federal legislation; adjust the plan to include new technologies; and to meet the needs of the community. The agency relies on the following guiding principles when updating the 3P:

- AMATS recognizes that every major public policy decision or implemented transportation project significantly affects someone.
- If the agency's decision-making process is open, objective and considers all viewpoints, then policies, programs and projects are usually much more willingly accepted and embraced by affected communities.
- By utilizing a variety of public outreach techniques in multiple formats to provide planning information, the agency will gain a wide audience and solicit input from a greater number of people.
- Coordination and collaboration among as many transportation stakeholders as possible during the planning process produces the most effective and balanced transportation solutions.

Because the agency relies on these principles, the 3P allows the Greater Akron area to meet unforeseen

changes creatively and forcefully.

Throughout the change occurring around us, there is an old transportation adage that still holds true: *The journey of a thousand miles begins with a single step*. Our agency actively pursues strategies to encourage the public to take their first steps in getting involved in their region's transportation planning process. AMATS provides many opportunities throughout this process for the public to participate and influence transportation policies.

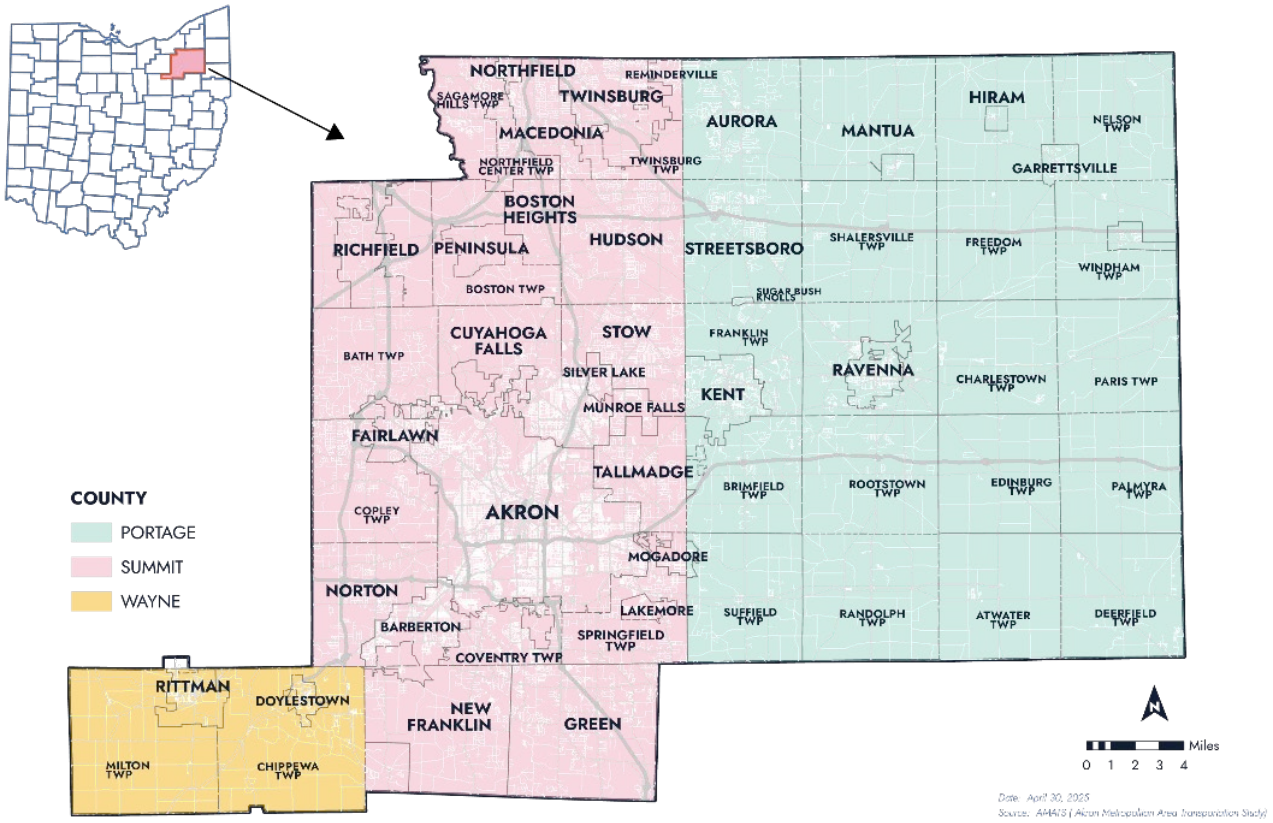
There are several different ways to get involved with AMATS which are presented in the 3P, most notably our Citizens Involvement Committee. Please note that the public is by no means limited to the strategies detailed in these pages. The agency actively seeks new opportunities to exchange ideas with the public and welcomes ideas and suggestions on how to do so.

About AMATS

"AMATS" stands for the **A**kron **M**etropolitan **A**rea **T**ransportation **S**tudy. AMATS is a Metropolitan Planning Organization (MPO), which are federally authorized agencies responsible for the transportation planning and funding decisions within an urbanized area. The 1962 Federal Aid Highway Act created metropolitan planning organizations (MPOs) in keeping with the requirement that urban areas have a defined planning process to receive federal aid for transportation programs and projects.

AMATS is the designated MPO responsible for transportation planning within the Greater Akron area comprised of Portage and Summit counties and the northeastern portion of Wayne County. The agency conducts various studies pertaining to the transportation network and plays a key role in the planning and funding of the major transportation projects within the area.

AMATS Service Area



AMATS Committees and Staff

AMATS strives to make the Greater Akron area's transportation planning process as transparent and accessible as possible. Good transportation planning is dependent upon many stakeholders working together to plan an efficient transportation system for the future. Members of the public provide valuable and essential feedback to agency staff and AMATS' three formal committees.

AMATS Committees

The public is welcome to attend any AMATS committee meeting. The following table and descriptions outline the role of AMATS' committees.

AMATS Committees

Committee	Purpose	Composition	Meeting Frequency	Forum
Policy Committee	Decision-making body	Elected government officials, regional transit authorities, ODOT	Generally, six times per year or as needed for special business	In-person (currently ODOT D-4* offices)
Technical Advisory Committee	Advisory/technical review	Planners and engineers representing member communities and agencies	Generally, six times per year or as needed for special business	In-person (currently ODOT D-4* offices)
Citizens Involvement Committee	Advisory/relay public comments to Policy Committee	All members of the public	Six times per year	Online (currently via Teams)
Informal Committees (ad-hoc, steering committees, etc.)	For special initiatives or planning studies	Variable; typically includes citizens, elected officials, and other transportation stakeholders	Dependent upon committee	Dependent upon committee
* Ohio Department of Transportation District 4				

Policy Committee

The Policy Committee is AMATS' decision-making body, responsible for deciding how the area's federal transportation dollars should be spent. Currently, there are 46 voting members of the Policy Committee representing every community in the Greater Akron area (see *Appendix G – Policy Committee Member Communities and Organizations*, p. 34). The committee is composed of elected officials, county engineers, transit agencies and representatives from the Ohio Department of Transportation. Its members meet regularly six times a year to make funding decisions, discuss priorities and policies, and collaborate on regional issues.

The Policy Committee provides opportunities for the public to address the committee with the following guidelines:

- Anyone interested in making comments before the Policy Committee may do so during the public comment period at the beginning of the agenda.
- Public comments are limited to three minutes per person, but may be allowed more time by the Policy Committee chairperson.
- Organizations wishing to address the Policy Committee should select one representative to speak during the public comment period.
- Speakers will be asked to fill out an *Audience Participation Form* before addressing the Policy Committee.

- Citizens may contact the AMATS staff at **330-375-2436** or by email at **amats@akronohio.gov** in advance to request time to speak, or may do so in person before the meeting with any AMATS staff member.

Technical Advisory Committee (TAC)

The TAC provides technical assistance to the Policy Committee throughout the planning process. The TAC is made up of planners and engineers representing communities, counties and transit providers across the Greater Akron area. The expertise of these members provides the Policy Committee with needed "nuts-and-bolts" insights regarding the area's projects. The TAC meets one week prior to the Policy Committee.

Citizens Involvement Committee (CIC)

The CIC is the forum through which the public may weigh in directly on transportation-related matters. Through its open-meeting format, CIC members may freely discuss issues with AMATS staff members and other players in the region's planning process.

The committee meets at a minimum of six times a year and its membership is open to all who wish to participate. Regular meetings are held on the same day TAC meets, beginning at **6:30 p.m.** in an online virtual format. Additional committee meetings may be scheduled by the CIC members.

AMATS promotes CIC meetings through regularly scheduled advertisements with the *Beacon Journal*. Additional newspaper advertisements are occasionally purchased if deemed necessary by the staff given the regional significance of and public interest in particular agenda items and topics. The agency also promotes CIC meetings through email and social media campaigns to committee members, interested agencies and groups, and area media.

AMATS Staff

The AMATS staff assists all three committees and carries out the daily administrative and technical work of the agency. The staff develops the area's long-range *Regional Transportation Plan* (RTP) (**p. 24-25**) and the four-year *Transportation Improvement Program* (TIP) (**p. 26-27**). More information on AMATS' current staff can be found at https://www.amatsplanning.org/staff.

While serving as a liaison between the public and the committees of AMATS, the staff ensures that public comment is considered throughout the region's planning process. The staff welcomes verbal and written comments and strives to respond to concerns in a timely manner. Members of the public may contact the staff through various methods:

Ways to Contact AMATS Staff

Method	Contact Information	Notes
Phone	330-375-2436	Individual staff members' extensions can be available by calling the general phone line
E-mail	amats@akronohio.gov, or direct email address of staff members	Individual staff emails can be located by visiting the AMATS website staff page (https://www.amatsplanning.org/staff) and clicking on the photo of a staff member
Mail	1 Cascade Plaza / Suite 1300 Akron, Ohio 44308-1136	

It is the policy of AMATS that staff members will acknowledge receiving all electronic and written correspondence from members of the public regarding transportation issues of public interest and respond within a timely manner of receiving such correspondence. These initial staff responses should be deemed by the public as acknowledgments by AMATS that their concerns have been received by the agency. Initial responses should not automatically be misconstrued by the public as commitments by the agency or its personnel to address and respond to public concerns. Appropriate agency responses to public concerns may require more time—sometimes in excess of seven days—as circumstances may warrant. AMATS personnel will maintain files documenting all such correspondence throughout the public engagement process as part of its maintenance of transparent permanent records.

The staff is granted the discretion by the AMATS Policy Committee to make minor changes to the *Regional Transportation Plan* and the TIP, and various plan and TIP amendments, reports and studies as may be necessary, such as grammatical and typographical corrections. The staff will present all changes to the *Regional Transportation Plan* and TIP to the AMATS Policy Committee for transparency. (The criteria used by the staff in making such determinations are presented in *Appendix A - Regional Transportation Plan* (RTP) (p.24-25) and *Appendix B - Transportation Improvement Program* (TIP) (p. 26-27) of the 3P.)

If the staff determines that formal amendments to the *Regional Transportation Plan* or TIP are warranted, then the agency will pursue the appropriate public participation procedures specified in Appendices A and B of the 3P.

Online Engagement

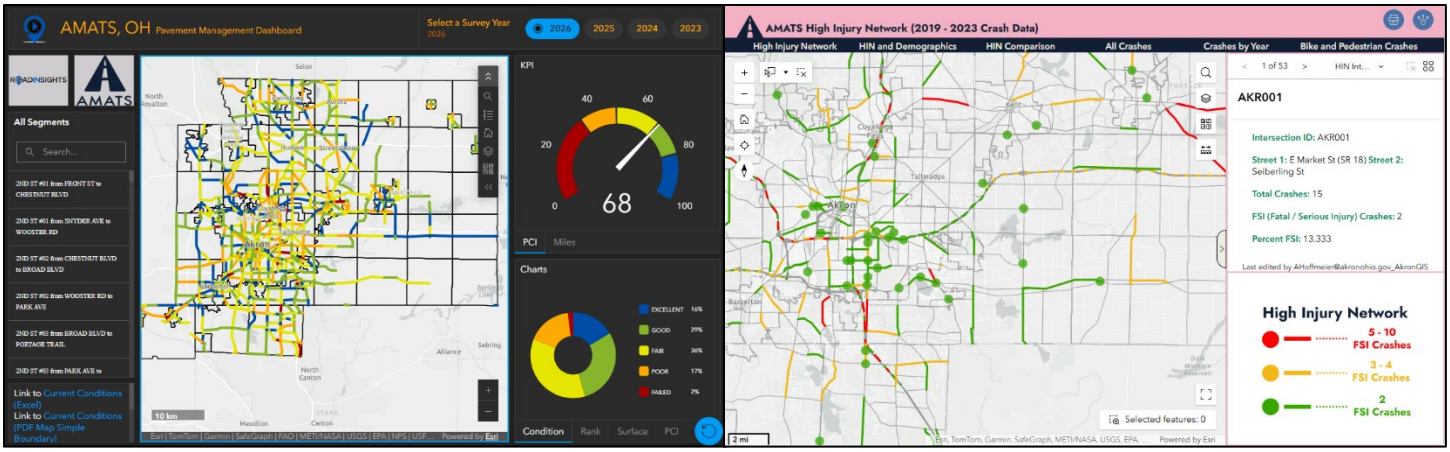
Online engagement is essential in the dissemination of information to AMATS members and the public. The United States Department of Transportation (USDOT) encourages MPOs to utilize a variety of web-based tools and social media to further public involvement and solicit public feedback throughout the planning process. AMATS has had a strong and diverse online presence for many years, allowing the agency to reach a broad audience.

AMATS Website

The AMATS website, amatsplanning.org, is a vital source of information for members and the public alike. The AMATS website was completely updated in 2024 with a key goal being to improve site navigation for visitors. The AMATS website includes several features to present pertinent information. Some highlights of the website include:

Website Feature	Where to Find It
A searchable database to find all AMATS key planning resources	Hover to *Reports & Data* tab in upper right corner of the screen, then select *Reports, Maps & Data* (first option). Enter keywords (such as "safety") or title, or search by category in the dropdown box below the search bar. amatsplanning.org/reports-maps-data
Interactive webmaps that display key data in an easily understandable, visual format.	Hover on *Reports & Data* tab in upper right corner of the screen. All webmaps are listed below the first option (*Reports Maps & Data*). *Examples of webmaps include congested locations, pavement condition, traffic volumes, safety, programmed/TIP projects, and the regional bicycle network.*
Meeting information and recordings	Click on *Meetings* on the left side of the home page (or by scrolling to the bottom of the home page) to see a list of upcoming meetings and other key events. To review past meeting packets or to listen to meeting recordings, click Past Meeting Materials on the right side of the screen. amatsplanning.org/meetings

AMATS Website Home Page



Examples of AMATS Webmaps: Pavement Condition (left) and Safe Streets for All High Injury Network (right)

Social Media

AMATS utilizes various social media platforms to increase public awareness of the agency's role. AMATS is currently active on Facebook, X, and YouTube but may utilize additional or alternative social media platforms in the future. The table below provides details about AMATS' current social media pages. AMATS staff is open to exploring news ways to reach the public, making participation in the planning process available to everyone.

AMATS Social Media

Platform	Link	Function
	facebook.com/AMATSPlanning	To share news stories, events and photos
	x.com/AMATSPlanning	To share news stories, events and photos
	youtube.com/@AMATSPlanning	To showcase original videos on various topics, such as planning efforts and the AMATS Annual Meeting

It is the policy of AMATS and its personnel to refrain from allowing personal or political biases to influence the agency's use of social media. Information and materials posted through various social media platforms are presented in an apolitical and objective manner with the sole goal of promoting a continuing, comprehensive, and cooperative regional transportation planning process for all.

Participation Strategies

AMATS seeks and pursues a variety of innovative strategies to engage citizens and other stakeholders. Much of AMATS' engagement with the public revolves around AMATS work products and key processes. Other engagement centers on agency outreach at various events, allowing AMATS to interface with the public in a more communal and less formal manner.

Engagement Strategies Relating to AMATS Work Products

Like many agencies, AMATS has numerous cyclical planning products. A typical planning cycle is centered around the Long Range Transportation Plan, which is updated every four years. Within that four-year life cycle, various needs or input reports are developed, the TIP is updated twice, and other key documents, such as this 3P, are prepared. The table below lists and describes AMATS' primary work products and processes and the frequency and timing of each.

Primary AMATS Work Products and Update Cycles

Title	What is it?	When is it updated?
Public Participation Plan (3P)	Plan that defines a process for the public and other transportation stakeholders to be involved in the metropolitan transportation planning process.	Every 4 years
3P Amendments	Minor changes to 3P process	As needed (not common)
Transportation Outlook (TO)	Regional long-range (20+ year) metropolitan transportation plan	Every 4 years (final approval typically in May)
TO Amendments	Changes to TO (new projects, revised goals or other policy shifts)	As needed (not common)
Transportation Outlook Input Documents	Needs documents that inform regional planning, *e.g., Planning Data Forecast; Highway Preservation Needs Report; Plans for Active Transportation, Micromobility, Transit, and Freight; Congestion Management Process, Annual Report on Congestion, Annual Crash Report, SS4A Action Plan)*	Most reports are every 4 years, ahead of TO update; some (crash report, report on congestion) occur annually
Other Special Planning Documents	Reports on specific transportation issues, *e.g., Roundabout Report, Road Diet Report,* and agency newsletters	Variable
Transportation Improvement Program (TIP)	Regional (four-year) program of funded projects	Every 2 years (final approval typically in Spring)
TIP Amendments	Major changes to TIP (new projects or phases, larger monetary changes, etc.)	Several times per year, before many committee meetings
TIP Administrative Modifications	Minor changes to TIP (smaller monetary or schedule shifts)	Regularly throughout each year
Annual List of Federally Obligated Projects	Status report of all federal transportation projects in the Greater Akron area that had funds obligated within the previous year	Annually (typically in September)
Unified Planning Work Program (UPWP)	Outlines AMATS' planning priorities and activities to be carried out; detailing core functions, work products, and associated financial resources	Annually
Coordinated Public Transit Human Services Transportation Plan	Collaboratively developed, comprehensive strategy that integrates transportation and human services planning to improve mobility for seniors, people with disabilities, and individuals with low incomes	Every 4 years
Title VI Implementation Plan	Document that demonstrates how AMATS complies with Title VI of the Civil Rights Act of 1964 and related federal and state nondiscrimination requirements	Every 4 years
Connecting Communities Planning Grants	Regional plans that seek to create more vibrant livable communities though the integration of transportation and land use planning	Typically, 2 grants every 18-24 months

Each work product dictates unique levels of involvement and tailored engagement strategies. The matrix below explains the outreach techniques typically utilized for each work product.

Outreach Techniques Matrix for Primary AMATS Work Products

Participation Method	Document or Process													
Key Always Occurs— ✓ Sometimes Occurs— ✓	Public Participation Plan (3P)	3P Amendments	Transportation Outlook (TO)	TO Amendments	TO Input Documents	Other Special Planning Documents	Transportation Improvement Program (TIP)	TIP Amendments	TIP Administrative Modifications	Annual List of Federally Obligated Projects	Unified Planning Work Program	Coordinated Public Transit Human Services Transp. Plan	Title VI Implementation Plan	Connecting Communities Planning Grant Plans
Document/Process Review														
Draft Item posted on AMATS website	✓		✓		✓	✓	✓				✓	✓		
Final item posted on AMATS website	✓		✓		✓	✓	✓			✓	✓	✓	✓	✓
Item posted on AMATS website as part of committee meeting packet	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		
Electronic copy emailed to MPO committees (including CIC)	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		
Electronic copy emailed to other identified stakeholders			✓		✓	✓	✓					✓		✓
Paper copy viewable at AMATS office upon request	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Opportunities to Comment														
Online Comment Form at amatsplanning.org	✓		✓					✓						
Presented and discussed at CIC Meetings	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓		✓
Presented and discussed at TAC and Policy Committee Meetings	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		
Public Survey			✓		✓							✓		✓
Public events (open houses, public meetings, community events, etc.)			✓				✓					✓		✓
Notification														
News Release Created	✓		✓		✓	✓	✓					✓		✓
Social Media Postings—X and Facebook	✓		✓		✓	✓	✓					✓		✓
Published Advertisement	✓	✓	✓	✓	✓	✓	✓							
Formal Public Comment Period (30 day for TIP and TO, 45 day for 3P)	✓	✓	✓	✓			✓							
Email to interested parties and transportation stakeholders (work product sent as link or attachment)			✓		✓	✓	✓					✓		✓
Promotional videos posted to YouTube	✓		✓		✓	✓	✓							

Visualization

AMATS incorporates visualization techniques into its work products whenever possible. Visualization aids the presentation of complex data, proposed plans, and various projects. The effective presentation of a plan's impact to the public has become an increasingly essential part of the planning and design of transportation systems as the advance of technology creates new and improved opportunities for improved visualization.

The agency recognizes that planning concepts are clearly conveyed when visual elements are used. Examples of visualization techniques used by AMATS include:

- Maps, photos, and aerial photos
- Sketches, drawings, and artist renderings
- PowerPoint presentations, slide shows, and videos
- Newsletters
- Interactive mapping systems and GIS-based scenario planning tools
- Graphs, flowcharts, and tables
- Dashboard data summaries versus spreadsheets
- Familiar icons and logos
- Concise, comprehensible text
- Bullet lists

The US Federal Highway Administration (FHWA) provides helpful information on using visualization for transportation planning at this accompanying link: Visualization for Transportation Planning - Visualization In Planning - Scenario And Visualization - Planning - FHWA.

Scenario Planning

Scenarios are neither forecasts nor predictions for a given point in time; instead, they represent alternative possible futures. Scenario planning allows AMATS and its planning partners to consider the "what-ifs" of tomorrow and whether those are desirable or undesirable states.

The agency regularly utilizes scenario planning as it permits AMATS and its community members to consider how different policies, plans, and programs will affect a community or region. Such considerations may include corridor planning, financial budgets, long-term risks, population shifts, and system management and operations.

Traditional scenario planning efforts assess possible outcomes by using measures such as traffic congestion, shifts in modal split (the percent use of cars, bicycles, public transit, walking), impacts on open spaces, or contributions to air pollution.

Among the advantages of scenario planning to AMATS are that it:

- Accommodates degrees of uncertainty and ambiguity.
- Allows communities to prepare for a range of plausible futures rather than a single forecast.
- Provides forums for engaging a diverse set of stakeholders to identify critical factors.
- Tests possible decisions and their impacts on multiple future scenarios.
- Encourages system-level thinking.
- Fosters a more adaptive, resilient organization.

Community Outreach

The work of AMATS cannot be done solely from within its offices. Outreach into the greater community is an important role of any MPO because regional transportation organizations depend upon meaningful input from a variety of stakeholders including citizens and various agencies. The following paragraphs explain the ways in which AMATS works alongside other agencies, speaks at various functions, and participates in community events. Those interested in seeking the agency's involvement in an event can contact AMATS at **amats@akronohio.gov** or at **330-375-2436**. Requests can be made via the agency's Public Information Coordinator.

AMATS Bike-N-Brainstorm event

Agency-to-Agency Outreach

As part of its efforts to fashion a vibrant, livable Greater Akron area, AMATS frequently partners with various civic groups on a host of projects. Among the agency's past partners have been ASIA, Inc., the Barberton Community Foundation, Direction Home Akron Canton, Global Ties Akron, The Kent Environmental Council, The Knight Foundation, Leadership Akron, Neighborhood Development Services, Torchbearers and other non-profits and neighborhood groups.

AMATS also engages representatives of various communities in scheduled online dialogues to discuss the circumstances and needs of the region's unique populations. Agency personnel have also hosted orientation meetings with representatives of new media outlets within the region to promote understanding regarding the regional transportation process.

The agency welcomes opportunities to work with new partners in appropriate community-oriented endeavors.

Speaking Requests

AMATS staff members are available by appointment to discuss technical and policy information with citizens and other interested parties during and outside of the agency's normal business hours. Staffers are also available by appointment to present technical and policy information to the public and to participate in a variety of forums such as panel discussions and presentations to civic groups and associations.

Community Events

Much of AMATS' engagement with the community is focused on its participation in unique events. This engagement presents opportunities to engage with the public beyond mere dialogue. Generally, these events entail a topic-specific activity geared to spur dialogue between participants and area policy makers.

Much of AMATS' community outreach has historically centered around the advocacy of active transportation—human-powered mobility like walking and bicycling—events such as Bike Rodeos, Bicycle Fun Days, Better Block, Jane's Walk, and Bike-to-Work or School events. These events encourage the public, sometimes with a specific focus on youth, to safely utilize active forms of transportation.

One recurring event AMATS helps lead and organize is its longstanding **Bike-N-Brainstorm** program. These events are centered around a group bike ride along key corridors as an alternative way to get feedback about on-road biking. At the end of their ride, group members participate in a brainstorming session with agency personnel and local officials to share their ideas as to what can be done to improve bike travel within the area.

While many of the events AMATS attends are focused on encouraging active transportation, AMATS staff also participate in general community events and festivals upon request. These informal settings can be an ideal way to interact with communities and share what AMATS does for the region.

AMATS welcomes invitations and suggestions from the public to participate in and support community-oriented events benefiting the area's transportation systems.


AMATS staff participating in various community events

Public Information

As part of the agency's efforts to provide the region with a transparent planning process, AMATS disseminates all meeting materials one week prior to scheduled committee meeting dates via email and through postings on its web site - **amatsplanning.org**. The public is encouraged to subscribe to these e-mailings. All that's needed for a subscription to AMATS is a subscriber's name and their email address.

Agency reports, plans and studies are available for review and download on the AMATS web site. Selected draft and interim materials may be available for viewing and downloading only for specified times, such as public comment periods.

Records of committee meetings are available in the form of minutes and MP3 recordings on the agency web site. AMATS will gladly forward pdf or printed versions of committee minutes to the public via email or postal delivery upon request. MP3 recordings may be downloaded from the site.

The agency regularly distributes press releases and other information to Greater Akron area media regarding transportation-related events and developments. The agency publishes an online annual report and a semi-annual newsletter to committee members, the media, and subscribers. Other information and services such as traffic data, project status information, accident data and more are readily available on the agency web site. The staff is available to answer questions regarding information that is not readily available on the site.

AMATS and Civil Rights

Title VI of the Civil Rights Act of 1964 requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. If a member of the public believes that they are the victim of an alleged discriminatory practice by AMATS during the Greater Akron area's transportation planning process, the agency provides a ***Nondiscrimination Complaint Form*** on our agency web site - **amatsplanning.org**. Using this form, citizens may describe in detail why they believe that their concerns or needs are not being addressed by the agency.

The agency web site - **amatsplanning.org** - includes a link to language interpretation software to assist those for whom English is not the first language. Using this link, visitors to our web site can translate pages into other languages including Chinese, French and Spanish. The ***AMATS Title VI - Program Procedures and Documentation Plan*** provides additional information.

Unique Communities and Populations

Long an adherent to the spirit and wording of Title VI of the landmark Civil Rights Act of 1964, and the Americans with Disabilities Act of 1990 (ADA), the agency will broaden and continue its outreach to the region's many varied communities and populations. The passages below demonstrate that the agency recognizes the importance of these federal requirements throughout the regional planning process.

Title VI of the Civil Rights Act of 1964

Title 49 of the Code of Federal Regulations (49 CFR), Part 21 states that "no person in the United States shall on the grounds of race, color, or national origin be excluded from the participation in, or be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal Financial assistance." In June 2019, AMATS adopted a comprehensive ***AMATS Title VI - Program Procedures and Documentation Plan***, which defines the agency's program, procedures and means of documentation. AMATS employees are responsible for ensuring that the agency's programs, policies, and services are developed, conducted and implemented without regard to a person's race, color, national origin, sex, disability, ancestry, religion, military status or age. Employees must ensure that ethnic minorities and low-income populations are not adversely impacted and aim to achieve full participation by these groups in the agency's programs, policies and activities. AMATS' Public Information Coordinator and Title VI Coordinator are responsible for initiating and monitoring Title VI activities, preparing required reports, and other responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

Americans with Disabilities Act of 1990

The agency prides itself on its ongoing efforts to meet and exceed the standards outlined in the Americans with Disabilities Act of 1990. AMATS will make every effort to arrange for translation, sign language and other special assistance at meetings for individuals with special needs who request them in a timely manner of at least three business days beforehand.

Demographics

AMATS strives to involve various communities in the Greater Akron area that include; *elderly, low-income, minority, individuals with disabilities and carless household* populations during the public participation process. AMATS relies on the definitions of these populations provided by the United States Department of Transportation (USDOT) and utilizes Census and American Community Survey (ACS) information to determine where in the Greater Akron area these populations reside.

Low-Income is defined as a person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines. AMATS has previously included organizations that either provide resources or knowledge on how to best reach this population during our public participation process which include:

- Metropolitan Housing Authorities
- Veterans Services
- County Health Departments

A ***Minority*** is defined as a person who is:

1) Black (a person having origins in any of the black racial groups of Africa);
2) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
3) Asian (a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent);
4) Native Hawaiian or other Pacific Islander (a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands; or
5) American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintain cultural identification through tribal affiliation or community recognition)

The region is also witnessing growth in its Asian, African and Hispanic populations. These populations have unique interests and needs which will contribute to and influence the area's transportation policies and systems. AMATS recognizes this and strives to foster a dialogue with these and other communities within the area. The agency has initiated dialogues with members of these populations through various organizations including:

- the Akron National Association for the Advancement of Colored People (NAACP)
- the Akron Urban League
- Asian Services in Action, Inc.
- Jin Ho Community Center
- Direction Home Akron Canton
- the International Institute of Akron
- the Ohio Latino Affairs Commission
- Torchbearers

The agency also recognizes that the ***elderly*** (populations are defined as being aged 65 and older) represent another growing segment of the region's population. This population is expected to increase in the following years as the Baby Boomer generation reaches retirement age, many of which will need some sort of transportation assistance as driving personal vehicles becomes more difficult or impossible for many. Some of the organizations involved in the public participation process include:

- VANTAGE Aging (Senior Community Service Employment Program (SCSEP)
- Summit and Portage County Department of Jobs and Family Services
- Direction Home: Akron Canton Area Agency on Aging & Disabilities
- and other community and neighborhood groups.

AMATS incorporates ***Individuals with Disabilities***, which includes people who have hearing, vision, cognitive, physical, ambulatory, self-care, or independent living difficulties. The disabled population is more geographically scattered than the other groups analyzed. AMATS involves the disabled community throughout multiple planning processes and includes organizations and groups such as:

- UDS
- Hattie Larlham
- Summit and Portage County Board of Developmental Disabilities

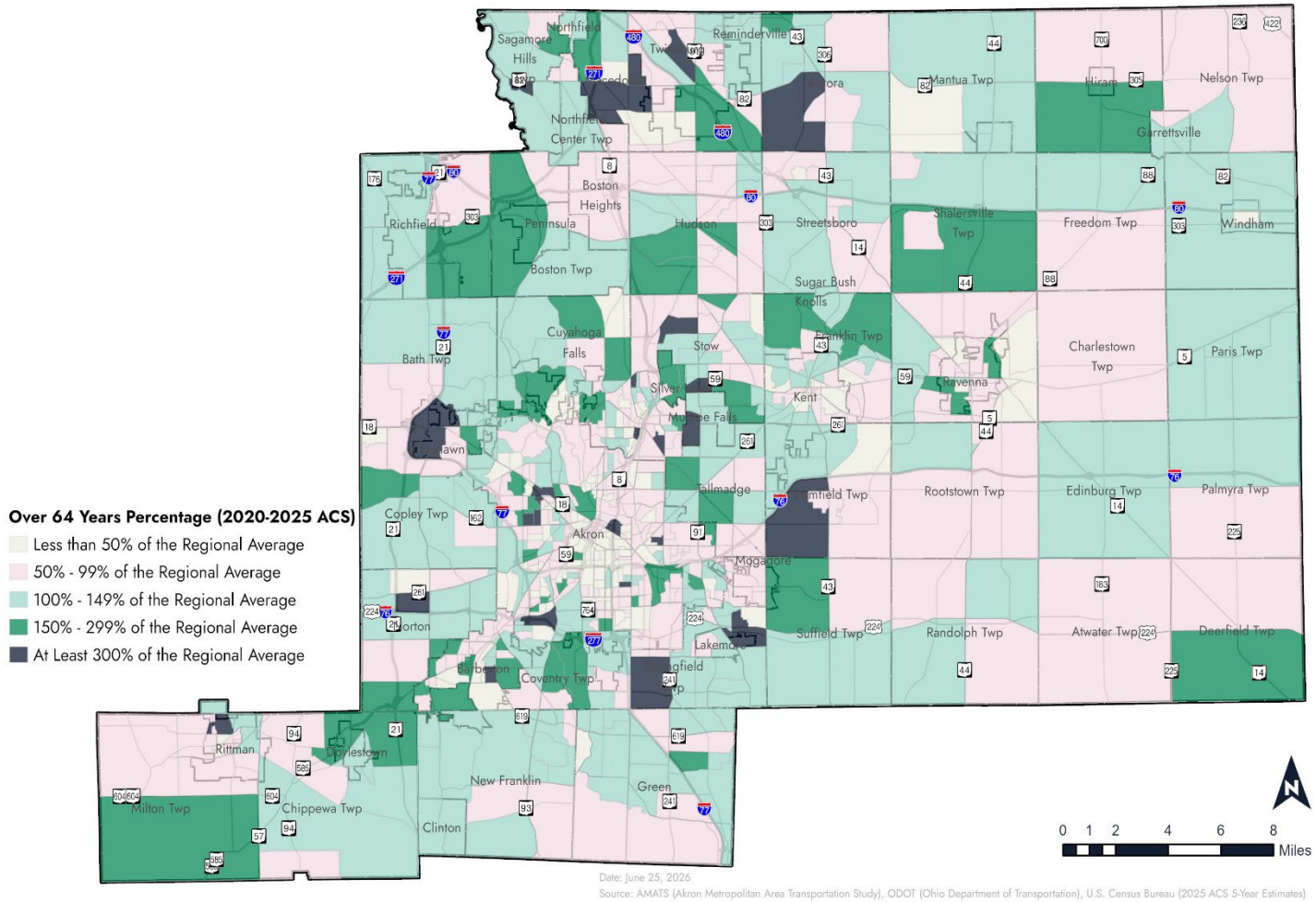
Carless Households are a vulnerable population and an important demographic for the local transit authorities to identify. Carless households in the corresponding map below shows data collected at the household level rather than the individual level and represents the percentage of households within each block group without a car. AMATS relies on the local transit authorities, METRO RTA and PARTA along with American Community Survey Census data to identify this population and include them in the public participation process.

The agency actively pursues opportunities to collaborate on the development of transportation-related programs and projects with representatives of these populations. Each public process confronts the challenge of getting traditionally underrepresented populations involved in the planning process.

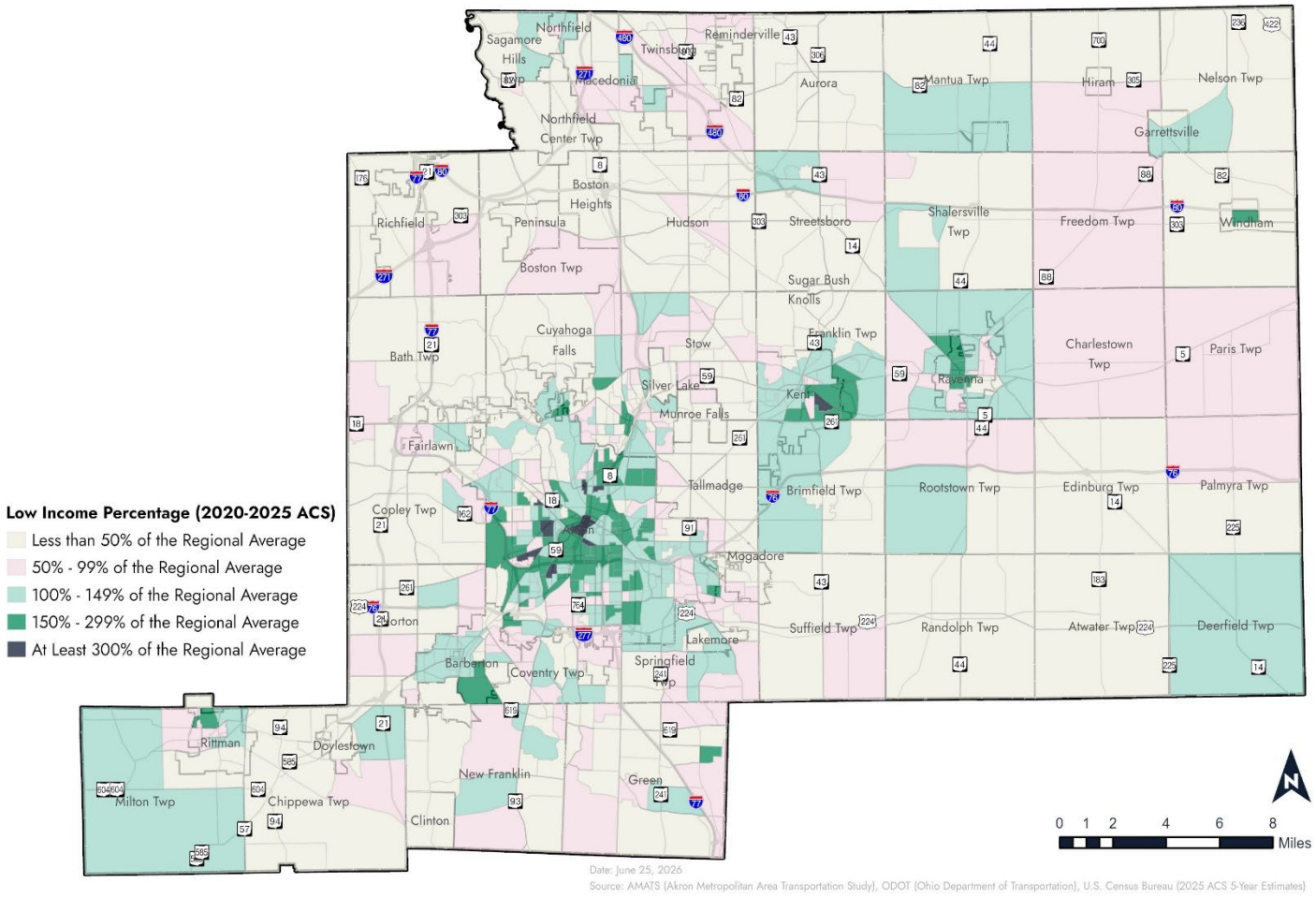
AMATS shall make every effort to accommodate the disparate and varied needs of these populations. The agency shall arrange for language translation assistance in circumstances where such assistance is warranted, e.g., during public meeting in communities where languages in addition to English are primarily spoken. Agency personnel will arrange for American Sign Language (ASL) and spoken language translation assistance to be available if deemed appropriate, feasible and necessary.

The accompanying maps on the following pages illustrate how the present-day regional population based on demographic information gathered (*elderly, low-income, minority, carless-households and individuals with disabilities*) through the United States Census 2020-2025 American Community Survey (ACS) at a Block Group (BG) level data distributed throughout the entire AMATS planning area. For more information on the region's demographics, visit the AMATS website, reports, maps and data page to explore different GIS experience maps. Some of these webmaps feature demographic information that can be compared to other data. For example, the region's High Injury Network (HIN) webmap allows users to compare demographic data to the locations of recent crashes.

ELDERLY


Over 64 Years Percentage (2020-2025 ACS)
Less than 50% of the Regional Average
50% - 99% of the Regional Average
100% - 149% of the Regional Average
150% - 299% of the Regional Average
At Least 300% of the Regional Average
Northfield
Sagamore Hills
Reminderville
Mantua Twp
Hiram
Nelson Twp
Garrettsville
Northfield Center Twp
Boston Heights
Richfield
Peninsula
Hudson
Streetsboro
Shalersville Twp
Freedom Twp
Windham
Boston Twp
Sugar Bush Knolls
Cuyahoga Falls
Bath Twp
Stow
Franklin Twp
Charlestown Twp
Paris Twp
Silver
Kent
Ravenna
Fairlawn
Tallmadge
Rootstown Twp
Edinburg Twp
Palmyra Twp
Copley Twp
Akron
Mogadore
Norton
Suffield Twp
Randolph Twp
Atwater Twp
Deerfield Twp
Barberton
Coventry Twp
Lakemore
Rittman
Doylestown
New Franklin
Green
Milton Twp
Chippewa Twp
Clinton
0 1 2 4 6 8
Miles
N
Date: June 25, 2026
Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation), U.S. Census Bureau (2025 ACS 5-Year Estimates)

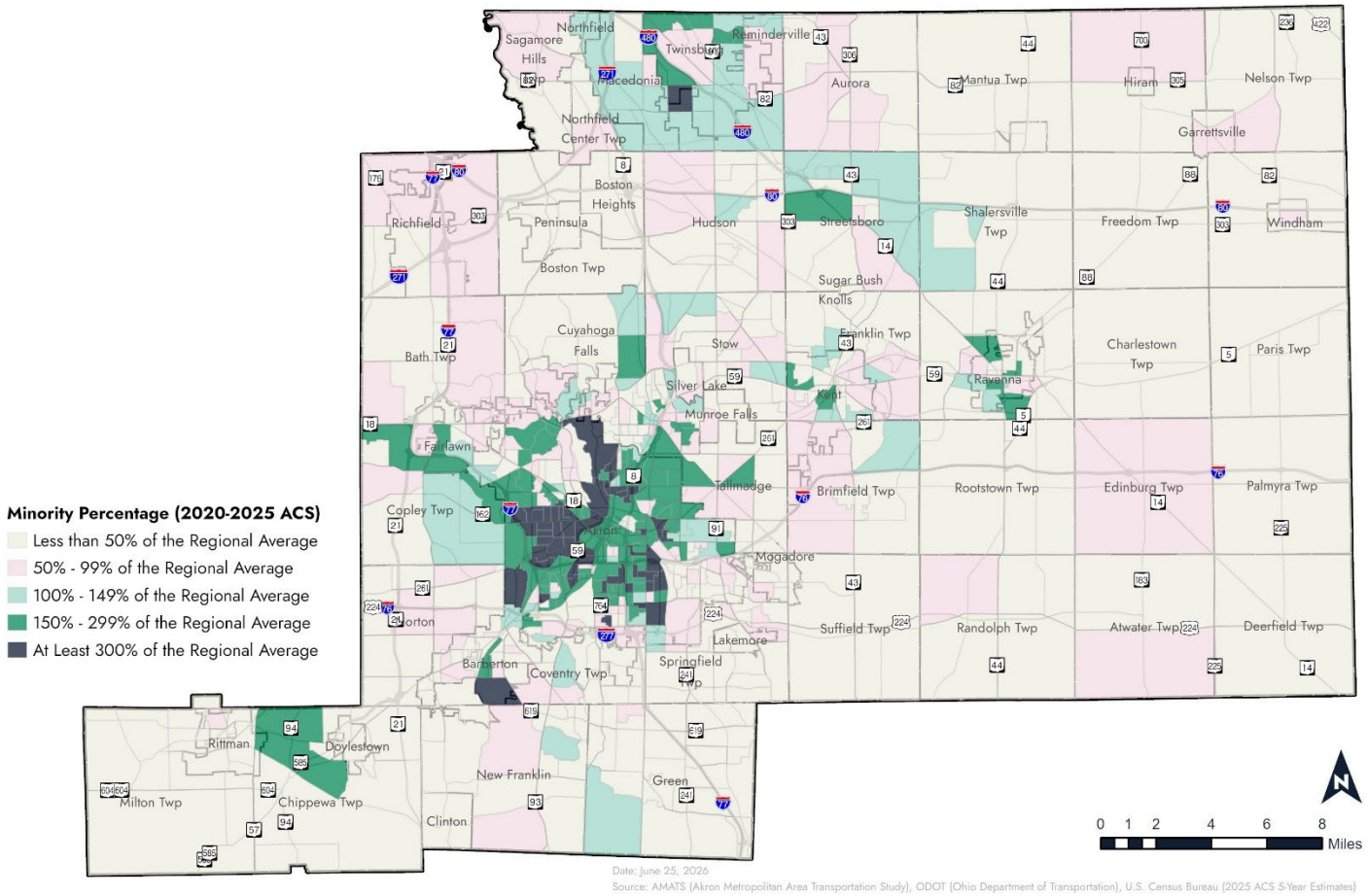
LOW INCOME



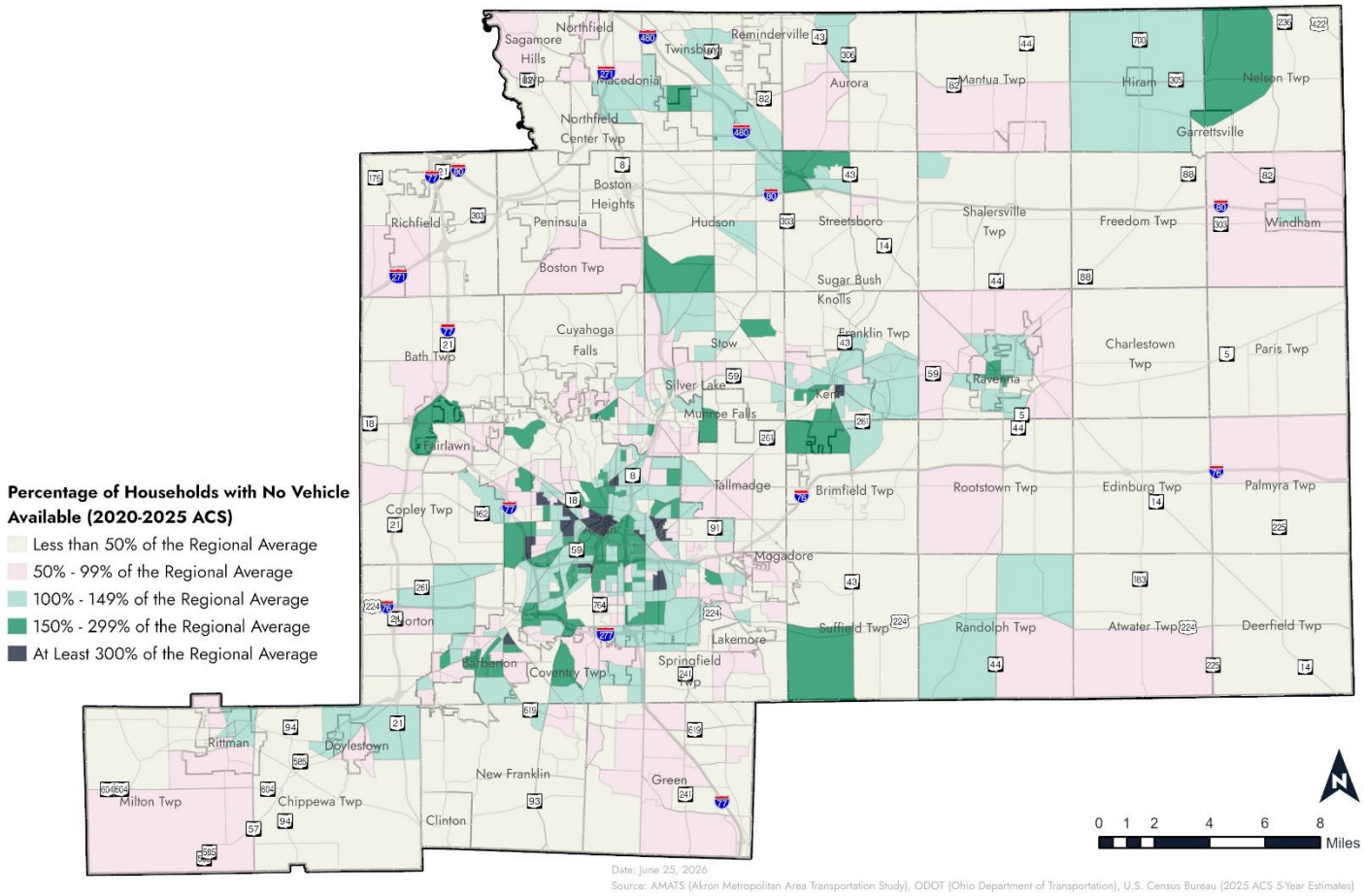
Date: June 25, 2026

Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation), U.S. Census Bureau (2025 ACS 5-Year Estimates)

MINORITY PERCENTAGE



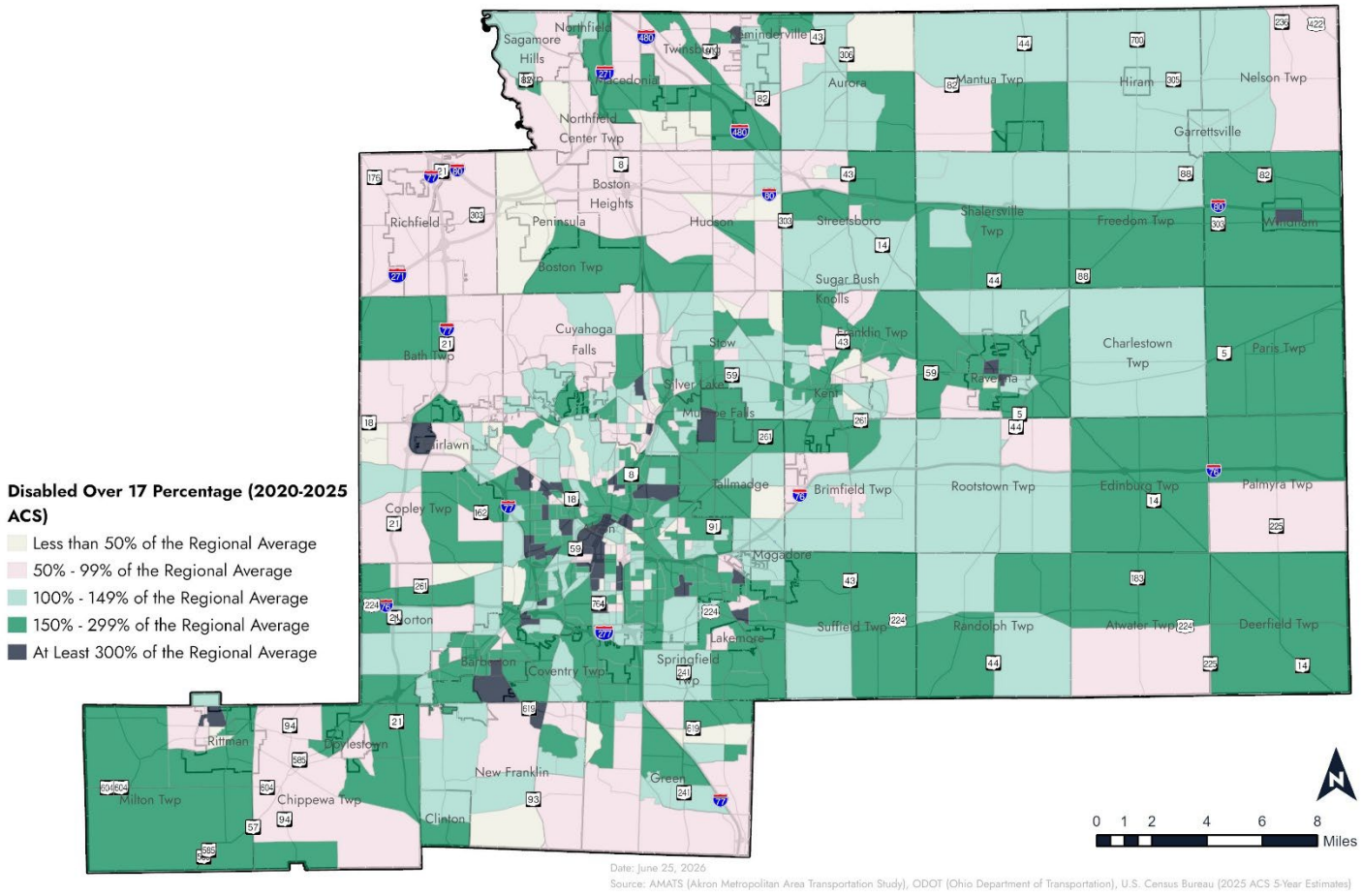
Carless Households



Date: June 25, 2026

Source: AMATS (Akron Metropolitan Area Transportation Study), ODOT (Ohio Department of Transportation), U.S. Census Bureau (2025 ACS 5-Year Estimates)

Individuals with Disabilities



Procedure for Addressing and Processing Public Comments

AMATS is committed to fostering a dialogue with our members, stakeholders and the public. Public involvement should inform transportation planners early in the long-range planning process, through the project programming and project development phases of the transportation decision-making process. Effective public involvement allows transportation practitioners to access the public's rich source of ideas and information, which allows for the early identification of opportunities and issues that may affect efficient project implementation. AMATS strives to employ an array of traditional and virtual public involvement techniques and strategies to broaden its engagement to all communities within the planning area. To ensure maximum effectiveness, AMATS routinely monitors the performance of their engagement techniques and strategies.

As a metropolitan planning organization (MPO), AMATS is responsible for:

- actively involving its members, stakeholders and the public in an open, cooperative, and collaborative participation process
- providing meaningful opportunities to influence transportation decisions at any stage
- considering social, economic, and environmental consequences
- demonstrating to the public that transportation projects support land use plans and community values
- consulting with interested parties to develop the Public Participation Plan (3P)
- evaluating the effectiveness of the 3P

To that end, AMATS incorporates a system for handling comments when they are received from the public.

Procedure for Addressing and Processing Public Comments -

1. Receive and acknowledge public comments promptly
2. Direct comments to the agency study director or planning administrator
3. Respond to public comments, answer questions, provide additional information
4. Incorporate survey responses or interactive web applications into planning documents or recommendations. Interactive webmaps allow people to drop pins on locations and leave their ideas or describe their concerns.
5. Incorporate public input into the production of major planning documents and the planning process
6. Demonstrate explicit consideration of and response to public input received during the development of the regional transportation plan (*Transportation Outlook*), the Transportation Improvement Program (TIP), the unified planning work program, or any special studies
7. Incorporate all applicable public comments into the appendices of *Transportation Outlook* or the TIP, along with agency staff responses
8. Incorporate all applicable public comments and survey summaries into the appendices of plans and major studies, such as the Active Transportation Plan and the Safe Streets for All Action Plan.

Conclusion

AMATS aims to be as open as possible when it comes to sharing information and explaining why and how transportation decisions are made in the Greater Akron area.

The agency's *Public Participation Plan* or *"3P"* is intended to appeal to as many different interested people through a mix of opportunities and strategies both digital and personal.

AMATS will continue to explore new opportunities for public outreach as they become available. Outreach can be challenging and our agency is committed to receiving as much feedback as possible.

Appendix A -
Regional Transportation Plan (RTP)

A primary responsibility of AMATS is to prepare and maintain a long-term *Regional Transportation Plan* (RTP) that meets the travel needs of the region. The RTP creates a framework for the region's transportation system through the identification of needs and project recommendations. It also sets the direction for transportation decisions, policy and planning throughout the region.

Public participation is an integral part of preparing the RTP. This is your chance for your voice to be heard! Comments received during the review of the Draft RTP will be presented to the Policy Committee and other stakeholder planning agencies for consideration before final adoption of the RTP by the Policy Committee.

Once a Draft RTP has been created, AMATS will:

- Make copies of the draft available to the public at:
    - AMATS website – **amatsplanning.org**
    - AMATS office
- Postings on X through **@amatsplanning**
- Post on **facebook.com/amatsplanning**
- Schedule at least one public meeting for review and comment
- Place advertisements in regionally significant newspapers, primarily the *Akron Beacon Journal* and the *Record-Courier*, and other publications deemed as appropriate by the AMATS staff.
- Send news releases
- Regularly maintain and update its lists of those interested parties and transportation stakeholders that receive information pertaining to the area's transportation planning process.

Please note that AMATS will not limit itself to the activities identified above to promote awareness of the Draft RTP and will actively pursue additional opportunities to do so.

Amending the Plan

Periodically, local or state officials request that the approved RTP be modified, or that a project recommendation be added or dropped. Such requests will be identified as either a major or minor amendment. The individual amendment determines which public involvement procedures are appropriate. The procedures for Major and Minor amendments and Administrative Modifications are described below.

Major Amendments

If the amendment involves a project recommendation that includes a new interchange; a new roadway or lane addition greater than one mile in length; a new major public transit project; commuter rail; or has a significant impact on air quality, then it will be considered a major amendment and public involvement for the amendment will follow the same procedures as the Draft RTP.

Minor Amendments

If the amendment does not include a project such as one previously mentioned, it will be considered a minor amendment. Such amendments will be available for public consideration and comment through the appropriate

Meeting Packet link and the *Get Involved* page of the agency website - **amatsplanning.org** - prior to Policy Committee action.

Administrative Modifications

The staff is granted the discretion by the AMATS Policy Committee to implement minor revisions or administrative modifications to the *Regional Transportation Plan*, and various plan-related amendments, reports, and studies as may be warranted. Such administrative modifications are largely grammatical and typographical corrections or revisions that do not require demonstration of fiscal constraint or an air quality conformity determination.

For the sake of transparency, the staff will present all changes to the *Regional Transportation Plan* to the AMATS Policy Committee regardless as to whether they are amendments or minor administrative modifications.

If adopted by the Policy Committee, amendments and administrative modifications will be included in the RTP and will be posted on the website.

Appendix B -
Transportation Improvement Program (TIP)

The *Transportation Improvement Program* (TIP) is the Greater Akron area's four-year program of highway, public transit, and bicycle and pedestrian projects. It must be consistent with the *Regional Transportation Plan* (RTP). Through the TIP process, projects are scored and selected, providing funding for area transportation projects.

Public participation is necessary in the development of a sound TIP for the area. Comments generated during the review of the Draft TIP will be presented to the Policy Committee and other stakeholder planning agencies for consideration before adoption of the Final TIP document by the Policy Committee.

Once a Draft TIP has been created, AMATS will:

- Make copies of the draft available to the public at:
    - AMATS website – **amatsplanning.org**
    - AMATS office
- Postings on **X** through **@amatsplanning**
- Post on **facebook.com/amatsplanning**
- Schedule at least one public meeting for review and comment
- Place advertisements in regionally significant newspapers, primarily the *Akron Beacon Journal* and the *Record-Courier*, and other publications deemed as appropriate by the AMATS staff.
- Send news releases
- Regularly maintain and update its lists of those interested parties and transportation stakeholders that receive information pertaining to the area's transportation planning process.

Please note that AMATS will not limit itself to the activities identified above to promote awareness of the Draft TIP and will actively pursue additional opportunities to do so.

Amending the TIP

Periodically, state or local officials request that a project in the approved TIP be modified or cancelled or that a new project be added. Such requests will be identified as either a major or minor amendment. The individual amendment determines which public involvement procedures are appropriate. The procedures for Major and Minor amendments and Administrative Modifications are described below.

Major Amendments

If the amendment involves a project that includes a new interchange; a new roadway or lane addition greater than one mile in length; a new major public transit project; commuter rail; or has a significant impact on air quality, then it will be considered a major amendment and public involvement for the amendment will follow the same procedures as the Draft TIP.

Minor Amendments

If the amendment does not include a project such as one previously mentioned, it will be considered a minor amendment. Such amendments will be available for public consideration and comment through the appropriate

Meeting Packet link and the *Get Involved* page of the agency website - **amatsplanning.org** - prior to Policy Committee action.

Administrative Modifications

The staff is granted the discretion by the AMATS Policy Committee to implement minor revisions or administrative modifications to the *Transportation Improvement Program (TIP)*, and various TIP-related amendments, reports, and studies as may be warranted. Such administrative modifications are largely grammatical and typographical corrections or revisions that do not require demonstration of fiscal constraint or an air quality conformity determination.

For the sake of transparency, the staff will present all changes to the TIP to the AMATS Policy Committee regardless as to whether they are amendments or minor administrative modifications.

If adopted by the Policy Committee, amendments and administrative modifications will be included in the TIP and will be posted on the website.

Appendix C -
Involvement of Interested Parties and Public Comment

The *2026 Public Participation Plan* or "3P" describes AMATS' ongoing efforts to engage and involve the public in the metropolitan transportation planning process for the Greater Akron area. 3P is an update to the *2024 Public Participation Plan* and will be an input into the upcoming *Regional Transportation Plan* (RTP) and *Transportation Improvement Program* (TIP).

In developing the 3P, AMATS is actively seeking consultation with interested parties and communities. Our agency seeks to develop a policy document that engages the public and other private and public organizations by providing ample opportunities for input and involvement in the area's planning process. It is our goal to base 3P on the insights of the area's citizens, community groups, affected public agencies and representatives of public transportation, freight shipping and pedestrian and bicycle transportation.

The Draft 3P details how the agency will provide opportunities for public comment and involvement throughout the planning process and for its most significant products, the RTP and TIP. These opportunities include posting committee meeting packets and MP3 recordings on the AMATS website and using social media tools and virtual meetings to reach out to new audiences and communities.

AMATS will continue to give special consideration to making all its committee meetings convenient and accessible. Meetings of the AMATS Citizens Involvement Committee are in a virtual format. All materials, plans and information can be accessed 24 hours a day on the AMATS website - **amatsplanning.org**. Additional review and involvement opportunities are provided during the development of the RTP and the TIP.

AMATS provides a 45-day comment period for the Draft *3P*. During the 45-day period, the public may review and present comments for consideration by the AMATS Policy Committee for possible incorporation into the final version of the draft. The Draft 3P was available for public comment for 45 days beginning on **August 6, 2026 through September 20, 2026**. A Public Comment Form for the Draft *3P* was available as a pdf for downloading through the agency web site - **amatsplanning** - and is presented as part of *Appendix D* with this draft document. The Draft *3P* will be presented to the public for review and comment during the **6:30 p.m.** virtual online meetings of the AMATS Citizens Involvement Committee (CIC) scheduled for **August 6, 2026** and **September 17, 2026**. These meetings were promoted through advertisements in the *Beacon Journal* and *Record-Courier* newspapers, press releases and various social media. These ads will be included in *Appendix D* when available.

AMATS is continually seeking new ways to engage and involve the public and other agencies. As new opportunities arise, they will be incorporated into the transportation planning process. The *3P* will be updated accordingly. The public is encouraged to forward their opinions and suggestions regarding this document to **AMATS Public Information Coordinator Kerry Prater** via email at kprater@akronohio.gov or postal mail at the following address:

Mr. Kerry Prater
AMATS
1 Cascade Plaza / Suite 1300
Akron, Ohio 44308-1136

Appendix D -
Comment Forms and Links

AMATS

Comment Form - 2026

Draft Public Participation Plan - "3P"

Name: _____

Email Address: _____

Comments:_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

You may deliver or mail completed forms to:

AMATS
1 Cascade Plaza, Suite 1300,
Akron, OH 44308

To learn more about transportation planning in the Greater Akron area,
please visit us at **amatsplanning.org**.

Appendix E -
Title VI Complaint Procedures

Any person who believes that he or she has been excluded from participation in or has been denied the benefits or services of any program actively administered by ODOT or its sub-recipients, MPOs and RTPOs, on the basis of race, color, national origin, gender, age, disability, or income status may file a complaint of discrimination under Title VI, other non-discrimination statutes, and executive orders. The person filing the complaint may submit the written complaint to any agency (local government, MPO, ODOT or directly to FHWA/FTA). Once received, the most relevant federal funding source is used to determine which agency will lead the investigation. For FTA-funded programs, most investigative work would be completed at the local level. For FHWA-funded programs, agencies should route the complaint up the government agency hierarchy to the FHWA District Office, who will initiate the investigation. Please see Appendix E for additional information on the Title VI complaint process.

At a minimum, an agency must:

1. Inform the public of the local Title VI policy and outline the steps an individual must complete to successfully file a complaint. This information should be readily available and easy to access. Examples of where Title VI information (and access to complaint forms) might be effectively disseminated include:

   - Prominent placement on the agency's website (home page link and/or a dedicated Title VI page)
   - Posters prominently placed in common areas of agency's facilities
   - Brochures at public events

2. Provide the mailing address where complaints can be filed

3. Provide the contact information of the office that can answer questions regarding the complaint filing process (Title VI Coordinator, etc.)

The AMATS Title VI Complaint Form is included on the following page. The form can be provided in other languages upon request. The full AMATS Title VI Civil Rights Program Procedures and Documentation can be found at: ***AMATS Title VI Civil Rights Program Final-May 2024***. The complaint procedure is explained more fully in this document.

AKRON METROPOLITAN AREA TRANSPORTATION STUDY (AMATS)
TITLE VI / CIVIL RIGHTS COMPLAINT FORM

Section I				
Name:				
Address:				
Telephone (Home):		*Telephone (Work):*		
Electronic Mail (E-Mail) Address:				
Accessible Format Requirements?	*Large Print*		*Audio Tape*	
	TDD		*Other*	

Section II		
Are you filing this complaint on your own behalf?	*Yes**	*No*
If you answered "yes" to this question, go to Section III.		
If not, please supply the name and relationship of the person for whom you are filing this complaint:		
Please explain why you have filed for a third party: _____		
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.	*Yes*	*No*

Section III

I believe the discrimination I experienced was based on (check all that apply):

*[ ] Race [ ] Color [ ] National Origin [ ] Other*_____

Date of Alleged Discrimination (Month, Day, Year): _____

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.

_____

_____

_____

_____

_____

Section IV		
Have you previously filed a Title VI complaint with this agency?	*Yes*	*No*

AKRON METROPOLITAN AREA TRANSPORTATION STUDY (AMATS)
TITLE VI / CIVIL RIGHTS COMPLAINT FORM

Section V
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court? *[ ] Yes* *[ ] No* *If yes, check all that apply:* *[ ] Federal Agency:* _____ *[ ] Federal Court* _____ *[ ] State Agency* _____ *[ ] State Court* _____ *[ ] Local Agency* _____
Please provide information about a contact person at the agency/court where the complaint was filed:
Name:
Title:
Agency:
Address:
Telephone:
Section VI
Name of agency complaint is against:
Contact person:
Title:
Telephone number:

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required:

_____ _____
Signature *Date*

Please submit this form in person at the address below, or mail this form to:

Jeff Gardner
Title VI Coordinator
Akron Metropolitan Area Transportation Study (AMATS)
Suite 1300 PNC Building
1 Cascade Plaza / Akron, Ohio 44308-1136
Phone: 330.375.2436 x.4431
E-Mail: amats@akronohio.gov

Appendix F -
Program of Projects Requirement for Transit Projects Akron, OH Urbanized Area

The FTA requires recipients of Section 5307 and 5339(a) funding to develop, publish and submit a detailed Annual Program of Projects (yearly capital program). AMATS assists both local public transit authorities (METRO RTA and PARTA), with public involvement, regarding their annual capital projects development. AMATS publishes a program of projects (POP) each year, for both METRO and PARTA, that lists all the current and upcoming projects for the calendar year and presents the project information to the AMATS Technical Advisory Committee (TAC), Policy Committee and Citizens Involvement Committee's (CIC). The public notice of public involvement activities and time established for public review and comment on the TIP satisfies the Program of Projects (POP) public review requirements of the Federal Transit Administration's (FTA) Section 5307 and 5339 (a) Programs for METRO RTA and PARTA. Any amendments to the program of projects or capital transit plan are reflected through TIP amendments and all amendments follow the same public comment period as the yearly transit POP. Below is an example of language in our resolutions that satisfies the public involvement requirement when making transit amendments to the TIP.

"WHEREAS, public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects (POP) public review requirements of the Federal Transit Administration (FTA) Section 5307 Program and 5339 (a) Programs;"

For more information on how AMATS interacts with our transit authorities see the Memorandum of Understanding among the Akron Metropolitan Area Transportation Study, the METRO Regional Transit Authority, the Portage Area Regional Transportation Authority, and the Ohio Department of Transportation Concerning the Metropolitan Transportation Planning Process. This can be found on AMATS website at: https://www.amatsplanning.org/transit

Appendix G –Policy Committee and Technical Advisory Committee Composition

Policy Committee Members

Akron	Mantua	Rittman
Aurora	METRO RTA	Silver Lake
Barberton	Mogadore	Stow
Boston Heights	Munroe Falls	Streetsboro
Clinton	New Franklin	Sugar Bush Knolls
Cuyahoga Falls	Northfield	Summit County Engineer
Doylestown	Norton	Summit County Executive
Fairlawn	Ohio Department of Transportation—D4	Summit County Comm. & Econ. Dev.
Garrettsville	PARTA	Summit County Comm. & Econ. Dev.
Green	Peninsula	Tallmadge
Hiram	Portage County Commissioners	Twinsburg
Hudson	Portage County Engineer	Wayne County Commissioners
Kent	Ravenna	Wayne County Engineer
Lakemore	Reminderville	Windham
Macedonia	Richfield	

Technical Advisory Committee Members

Akron Engineering Bureau	Lakemore	Ravenna
Akron Planning Department	Macedonia	Richfield
Akron Traffic Engineering	METRO RTA	Rittman
Aurora	Mogadore	Silver Lake
Barberton	Munroe Falls	Stow (1)
Cuyahoga Falls (1)	NEFCO	Stow (2)
Cuyahoga Falls (2)	New Franklin	Streetsboro
Doylestown	Northfield	Summit County Comm. & Econ. Dev.
Fairlawn	Norton	Summit County Engineer
Green (1)	Ohio Department of Transportation—D4	Summit County Small Villages
Green (2)	PARTA	Summit County Township Association
Hudson (1)	Portage County Engineer	Tallmadge
Hudson (2)	Portage County Regional Planning Comm.	Twinsburg
Kent (1)	Portage County Small Villages	Wayne County Engineer
Kent (2)	Portage County Township Association	Windham

Attachment 6A

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

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

FROM: **AMATS Staff**

RE: **Resolution 2026-15 - Approving Amendment #13 to the FY 2026-2029 Transportation Improvement Program to revise funding for three projects and add two projects.**

DATE: **July 30, 2026**

The following changes have been requested to the Transportation Improvement Program (TIP) FY 2026-2029:

Revise funding:

1. **SUM IR 0076 6.70 (PID 100713)** – This project includes increasing capacity and safety on the "Kenmore Leg" in Akron. This amendment moves the construction phase from FY 2027 to FY 2029 and adds additional funding for construction.

2. **SUM Highland Rd (Macedonia) (PID 121067) -** This project includes intersection improvements at Highland Rd, adding turn lanes at SR 8 & South Bedford Rd intersections, and adding new sidewalks on the west side of South Bedford Rd. This amendment increases construction funding which increases total project cost from $2,950,600 to $5,156,500.

3. **SUM State Rd Ph 2 (PID 121863)** – This project includes total pavement replacement, adding a two-way-left-turn lane, adding sidewalks to the northwest side of State Rd, and adding a signal at Quick Rd. This amendment reduces funding for the construction phase. Right-of-way acquisition is expected in FY 2027 and construction is in FY 2028.

Add projects:

4. **SUM SR 0303 06.95 (Peninsula) (PID 125698)** – This project includes roadway and pedestrian safety improvements along SR 303. Environmental and Detailed Design were in FY 2026 and construction is expected in FY 2028.

5. **SUM Clinton Rd (Clinton) (PID 126448)** – This project includes resurfacing of Clinton

Rd from Wayne County line to Cleveland Massillon Rd. Construction phase was moved from FY 2031 to FY 2029.

STAFF COMMENTS

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

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2026-15. This Resolution approves the amendment to the FY 2026-2029 TIP. The Staff recommends approval.

RESOLUTION NUMBER 2026-15

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

Approving Amendment #13 to the AMATS Transportation Improvement Program FY 2026-2029 to revise funding for three projects and add two projects.

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

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

WHEREAS, this Committee has been requested to amend the AMATS Transportation Improvement Program FY 2026-2029 to revise funding for three projects and add two projects:

1. **SUM IR 0076 6.70 (PID 100713)** – This project includes increasing capacity and safety on the "Kenmore Leg" in Akron. This amendment moves the construction phase from FY 2027 to FY 2029 and adds additional funding for construction.

2. **SUM Highland Rd (Macedonia) (PID 121067) -** This project includes intersection improvements at Highland Rd, adding turn lanes at SR 8 & South Bedford Rd intersections, and adding new sidewalks on the west side of South Bedford Rd. This amendment increases construction funding which increases total project cost from $2,950,600 to $5,156,500.

3. **SUM State Rd Ph 2 (PID 121863)** – This project includes total pavement replacement, adding a two-way-left-turn lane, adding sidewalks to the northwest side of State Rd, and adding a signal at Quick Rd. This amendment reduces funding for the construction phase. Right-of-way acquisition is expected in FY 2027 and construction is in FY 2028.

4. **SUM SR 0303 06.95 (Peninsula) (PID 125698)** – This project includes roadway and pedestrian safety improvements along SR 303. Environmental and Detailed Design were in FY 2026 and construction is expected in FY 2028.

5. **SUM Clinton Rd (Clinton) (PID 126448)** – This project includes resurfacing of Clinton Rd from Wayne County line to Cleveland Massillon Rd. Construction phase was moved from FY 2031 to FY 2029.

WHEREAS, the necessary public involvement has been fulfilled as described in the AMATS Public Participation Plan; and

RESOLUTION NUMBER 2026-15 (Continued)

WHEREAS, it has been determined that the IR 76 project is not exempt from regional air quality conformity analysis and has been analyzed for air quality conformity. An air quality conformity determination that addresses both ozone and $PM_{2.5}$ pollutants has been conducted and has shown that the projects will conform to air quality requirements; and

WHEREAS, interagency consultation occurred on July 27, 2026 and all planning partners concur to use current conformity determination due to no scope changes for this project; and

WHEREAS, this Committee has determined that the effects of this amendment are consistent with Title VI of the Civil Rights Act of 1964, which requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance; and

WHEREAS, this Committee has analyzed this request and found this amendment to be consistent with Transportation Outlook 2050, the current regional transportation plan, and with the availability of federal funds forecasted for the AMATS area.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the AMATS Transportation Improvement Program FY 2026-2029 as previously specified.

2. That this Committee considers the Citizens Involvement Committee meeting held on August 6, 2026 as adequately providing for public involvement.

3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.

4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook 2050, the regional transportation plan.

5. That this Committee affirms consistency with Civil Rights requirements.

6. That this Committee affirms consistency with Transportation Outlook 2050, the regional transportation plan.

7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee of the Akron Metropolitan Area Transportation Study.

RESOLUTION NUMBER 2026-15 (Continued)

_____
Jim Bowling, 2026 Vice Chairman
Metropolitan Transportation Policy Committee

_____
Date

2026 - 2029 AMATS Highway TIP - AMENDMENT 13 (Resolution 2026-15)

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (SFY)	Fund Type	Fund estimate	Total Project Estimate	Air Quality Status	Performance Measures
1	100713	SUM IR 0076 06.70	DISTRICT 4-PLANNING	Roadway Major Rehab	West Side of SUM Akron Beltway including NW Interchange	**Improvements to the Akron Kenmore Leg to increase capacity and improve safety including structure rehabilitation and noisewalls within the City of Akron, Summit County, Ohio. SUM I-76 from I-277 to East Ave (Part 1) and SUM I-76 from East Ave to I-77 and SUM I-77 from East Ave to Slosson St (Part 2).**	RW	2026	State	$28,140.00	$168,763,893.00	Non-Exempt (Analyzed)	Bridge (NHS), Pavement (Interstate), PHED, TTRI (Interstate)
								2029	State	$300,000.00			
							CO	~~2027~~ **2029**	Garvee/SIB	$11,381,600.00			
									Major Programs	**$68,475,000.00**			
									National Highway Freight	$41,700,000.00			
									State	~~13270400~~ **$23,045,400**			
									Labor	~~1918400~~ **$7,407,800**			
									Local	**$170,000.00**			
26	121067	SUM Highland Rd (Macedonia)	Macedonia	Intersection Improvement (Safety)	Highland Rd between I-271 and S Bedford Rd, and S Bedford Rd between Highland Rd and Blue Jay Trl	Intersection improvement at Highland Rd and SR 8 by installing a new signal and constructing new westbound and eastbound turn lanes along Highland Rd and constructing a new dedicated right turn lane on S Bedford Rd at Highland Rd. Includes new sidewalks on the west side of S Bedford Rd and a new signal at the Highland/S Bedford Rd intersection.	RW	2027	MPO CMAQ	$213,600.00	~~2950600~~ **$5,156,500**	Exempt	CMAQ
									Local	$53,400.00			
							CO	2029	MPO CMAQ	$2,006,400.00			
									Labor	~~175600~~ **$319,900**			
									Local	~~501600~~ **$2,563,200**			
52	121863	SUM State Rd Ph 2 (Cuy. Falls)	Cuyahoga Falls	Roadway Major Rehab	Quick Rd to Wyoga Lake Rd	State Rd improvements between Quick Rd and Wyoga Lake Rd. Includes total pavement replacement, adding a center two way left turn lane, installing a Signal at the State Rd/Quick Rd intersection and adding sidewalk on the north/west side of State Rd.	RW	2027	MPO STBG	$69,520.00	$8,713,231.87	Exempt	
									Local	$17,380.00			
							CO	2028	MPO STBG	$6,030,480.00			
									Local	~~8882620~~ **$2,595,851.87**			
	125698	**SUM SR 0303 06.95 (Peninsula)**	**DISTRICT 4-ENGINEERING**	**Roadway Improvement (Safety)**	**SR 303 through the downtown area in the Village of Peninsula**	**Roadway and pedestrian safety improvements along SR 303 through the downtown area in the Village of Peninsula, Summit County, Ohio.**	**ENV**	**2026**	**Local**	**$200,000.00**	**$2,568,222.23**	**Exempt**	**Safety**
							DD	**2026**	**Local**	**$146,000.00**			
							CO	**2028**	**Safety**	**$1,860,000.00**			
									Labor	**$155,555.56**			
									Local	**$206,666.67**			
	126448	**SUM Clinton Rd (Clinton)**	**ODOT Sponsoring Agency**	**Roadway Minor Rehab**	**Clinton Rd from Wayne County Line to Cleveland-Massillon Rd**	**Resurfacing of Clinton Rd from Wayne County Line to Cleveland-Massillon Rd in the Village of Clinton.**	**CO**	**2029**	**Discretionary / Earmark**	**$250,000.00**	**$1,184,037.56**	**Exempt**	
									MPO STBG	**$721,631.44**			
									Labor	**$69,723.85**			
									Local	**$142,682.27**			

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

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

FROM: **AMATS Staff**

RE: **Resolution 2026-16 – PARTA Service Vehicle Purchase (FY 2026-2029 TIP Amendment #14)**

DATE: **July 29, 2026**

Executive Summary

This memorandum discusses a TIP amendment to add funds for the purchase of a service vehicle for the Portage Area Regional Transportation Authority (PARTA) in FY 2027.

PARTA seeks to replace an outdated operations support vehicle that has reached the end of its useful life. This vehicle replacement project will enhance operational efficiency and support the delivery of reliable transit service. This resolution ensures the continued maintenance of PARTA's vehicle fleet.

PARTA is requesting the following addition to the TIP:

- **Add a Project for the Purchase of a Service Vehicle (PID 126859)**

  PARTA requests the addition of $32,000 in federal funds to replace one non-revenue support vehicle. The federal funds are sourced from PARTA's share of the Federal Transit Administration (FTA) Section 5307 urbanized area allocation. The local share contribution is $8,000, to match the federal amount. The total project cost for this new PID is $40,000. The project is scheduled in fiscal year 2027.

PARTA works to ensure that all assets are operating as intended, and maintained in a state of good repair. A state of good repair policy has been created for all capital asset groups. PARTA monitors performance indicators for all capital resources as part of their Transit Asset Management (TAM) Plan.

STAFF COMMENTS

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

Regional Transportation Plan

The projects proposed in this amendment are consistent with *Transportation Outlook 2050*, the area's Regional Transportation Plan.

Financial Capability

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

Air Quality

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

Public Involvement

The Staff is recommending that the Policy Committee consider this action as not regionally significant. As a result, the modified procedures in the AMATS *Public Participation Plan (3P)* are appropriate.

Civil Rights

Title VI of the Civil Rights Act of 1964 requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. This requirement also applies to recipients of federal funds, such as PARTA.

STAFF RECOMMENDATION

Attached to this memo is Resolution 2026-16. This resolution approves the requested changes to FY 2027 of the AMATS Transportation Improvement Program as described above. The Staff recommends approval.

RESOLUTION NUMBER 2026-16

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

PARTA SERVICE VEHICLE PURCHASE (FY 2026-2029 TIP AMENDMENT #14)

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

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

WHEREAS, the Portage Area Regional Transportation Authority (PARTA) provides public transportation services in the AMATS area; and

WHEREAS, PARTA intends to maintain their capital assets in a state of good repair as described more fully in their Transit Asset Management (TAM) Plan; and

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

WHEREAS, PARTA is an eligible recipient of state of Ohio General Revenue Funds (GRF); and

WHEREAS, this Committee has analyzed this request and found it to be consistent with *Transportation Outlook 2050*, the area's current Regional Transportation Plan; and

WHEREAS, these projects have been determined to be in conformity with the State Implementation Plan for air quality; and

WHEREAS, public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects (POP) public review requirements of the FTA Section 5307 Program; and

WHEREAS, this Committee has determined that the effects of this amendment are consistent with Title VI of the Civil Rights Act of 1964, which requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

RESOLUTION NUMBER 2026-16 Continued

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the FY 2026-2029 Transportation Improvement Program as previously specified in the attached memorandum.

2. That this Committee affirms that the FY 2026-2029 Transportation Improvement Program is in reasonable fiscal constraint.

3. That this Committee affirms consistency with *Transportation Outlook*, the Regional Transportation Plan.

4. That this Committee reaffirms the air quality conformity determination of *Transportation Outlook*.

5. That this Committee considers the necessary public involvement has been carried out as described in the AMATS *Public Participation Plan (3P)*.

6. That this Committee affirms consistency with civil rights requirements.

7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee of the Akron Metropolitan Area Transportation Study.

_____

James Bowling, 2026 Vice-Chairman
Metropolitan Transportation Policy Committee

_____

Date

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

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

FROM: **AMATS Staff**

RE: **Resolution 2026-17 – Adopting Infrastructure and Congestion-Related Performance Measures Targets**

DATE: **July 29, 2026**

Executive Summary

The purpose of this resolution is to approve support for infrastructure condition (PM2) and congestion related (PM3) performance targets.

Background

Federal guidance features an emphasis on performance measurement. This focus is consistent with AMATS' goals and objectives, which promote the transparency of public data and decision-making and seeks to improve the accountability of public spending by better linking investments to outcomes.

Performance measures are central to implementing a Performance-Based Planning Process (PBPP) that guides decision making. How performance is defined and measured can significantly affect the types of projects and strategies that are advanced by decision makers. Moreover, performance results inform agencies whether the types of projects and strategies they are implementing are in fact helping them achieve their goals. Performance measures aim to answer questions about whether the performance of the transportation system is getting better or worse over time. Performance measures also aim to demonstrate whether transportation investments are correlated or linked to stated goals and whether they produce desired outcomes.

Including a performance management approach to planning is intended to improve project and program delivery, inform investment decision making, focus staff efforts on priorities, and provide greater transparency and accountability to the public. Federal guidance applies performance measurement at the programmatic, rather than project level and links performance measures and targets to funding decisions by way of performance-based funding. The purpose of this approach is to institute performance-based decision-making as part of the project selection process.

The US DOT has established performance measures. And ODOT has developed performance targets in consultation with Metropolitan Planning Organizations (MPO) like AMATS, and others. State investments must make progress toward these performance targets, and MPOs must incorporate these performance measures and targets into their Transportation Improvement Programs (TIPs) and long-range Regional Transportation Plans.

Like all planning, the performance-based planning process is cyclical. As planning cycles evolve, goals and objectives may be adjusted, and performance measures and targets may be refined. Making adjustments ensures that agencies focus on the most important priorities and that those priorities remain achievable.

TARGET SETTING AND COORDINATION

Safety (PM1)

Federal legislation requires MPOs like AMATS to establish performance targets and set targets that demonstrate fatal and serious injury reductions on all public roads. The required performance measures for safety (PM1 – Performance Measures Group 1) are:

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries

The AMATS Policy Committee voted in support of ODOT's statewide 2 percent annual reduction target for all five safety performance measures in CY 2026 (previously approved with AMATS Resolution 2025-14, in September 2025). A further review of safety data can be found in the March 2026, AMATS *Traffic Crashes and Safety Performance Measures (2022-2024) Report*.

Infrastructure Condition (PM2)

Pavement and Bridge Performance Measures

Federal rules 23 CFR 490.307 and 23 CFR 490.407 establish measures to evaluate the condition of Ohio's National Highway System (NHS) pavements and bridges. ODOT must establish 2-year and 4-year statewide targets for both metrics within a 4-year performance period. Additionally, ODOT must establish 2-year and 4-year targets for interstate pavements. There are four targets for highways and two for bridges. These measures (PM2 – Performance Measures Group 2) are shown below.

Performance Measure	2-Year Target 2026-2027	4-Year Target 2026-2029
Pavement Condition: Interstates		
% Good	> 55.0 %	> 55.0 %
% Poor	< 1.0 %	< 1.0 %
Pavement Condition: Non-Interstates NHS		
% Good	> 40.0 %	> 40.0 %
% Poor	< 3.0 %	< 3.0 %
Bridge Condition: NHS		
% Good	> 55.0 %	> 55.0 %
% Poor	< 3.0 %	< 3.0 %

The targets reflect ODOT's review of HPMS submitted NHS pavement data and bridge condition data. Highways and bridges are both rated as good, fair, or poor. Statewide targets are only required for the good and poor conditions. ODOT's review confirms that a high percentage of Ohio's NHS and Interstate pavements and bridges are in good condition with low percentages of poor conditions. ODOT's Pavement and Bridge Management Systems predict these patterns to continue. The AMATS Transportation Improvement Program FY 2026-2029, Chapter 2 – Performance Measures, contains a full discussion of local infrastructure conditions.

The staff is recommending support for ODOT's proposed statewide infrastructure targets.

Congestion Reduction (PM3)

CMAQ Traffic Congestion Performance Measures

Federal rule 23 CFR 490.707 establishes Congestion Mitigation and Air Quality (CMAQ) Traffic Congestion performance measures for large urbanized areas in Ohio (PM3 – Performance Measures Group 3). MPOs of over 200,000 in population and located in CMAQ air quality non-attainment/maintenance areas are required to set air quality related targets for two performance measures. One measure focuses on monitoring the Peak Hour Excessive Delay (PHED), which is the effort to monitor the time people spend in traffic delays. Another measure focuses on decreasing single occupant vehicle trips (Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel). See the current AMATS CMAQ Performance Plan for further discussion.

<u>Peak Hour Excessive Delay (PHED)</u>

Traffic congestion will be measured by the annual hours of peak hour excessive delay (PHED) per capita on the National Highway System (NHS). The threshold for excessive delay will be based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and will be measured in 15-minute intervals. Peak travel hours are defined

as 6-10 am local time on weekday mornings; the weekday afternoon period is 3-7 pm, providing flexibility to state DOTs and MPOs. The total excessive delay metric will be weighted by vehicle volumes and occupancy.

Past PHED Data by MPO Annual Peak Hour Exessive Delay (PHED)								
Urbanized Area	2019	2020	2021	2022	2023	2024	2025	5-yr Avg.
Akron (AMATS)	N/A	N/A	5.6	4.5	4.8	3.4	5.0	4.7
Canton (SCATS)	N/A	N/A	1.6	1.4	1.9	1.3	1.5	
Cincinnati (OKI)	8.6	5.5	7.1	4.8	6.1	6.8	9.4	
Cleveland (NOACA)	7.4	4.5	6.8	6.1	6.5	5.6	8.4	
Columbus (MORPC)	8.0	3.9	5.1	5.1	5.9	6.3	9.5	
Dayton (MVRPC)	N/A	N/A	6.3	5.0	6.9	5.6	7.7	
Toledo (TMACOG)	N/A	N/A	6.1	9.8	7.1	5.1	5.7	

Mode Share (Non-Single Occupancy Vehicle Travel)

Mode Share is a calculation of the percent of Non-SOV travel within the urbanized area. Non-SOV travel, defined by the FHWA, applies to travel occurring on modes other than driving alone in a motorized vehicle (Single Occupancy Vehicle) and includes travel that is avoided by telecommuting. It is a measure of the percentage of all surface transportation occurring in the urbanized area.

Past Non-SOV Data by MPO Non-Single Occupancy Vehicle Travel (Non-SOV) / Mode Share								
Urbanized Area	2019	2020	2021	2022	2023	2024	2025	5-yr Avg.
Akron (AMATS)	15.4%	15.6%	17.3%	19.4%	21.5%	23.4%	25.5%	21.4%
Canton (SCATS)	15.7%	15.2%	16.3%	17.7%	19.9%	21.0%	22.9%	
Cincinnati (OKI)	18.0%	18.1%	20.0%	22.2%	24.3%	26.0%	27.3%	
Cleveland (NOACA)	18.2%	18.6%	20.6%	22.7%	24.9%	26.9%	28.8%	
Columbus (MORPC)	18.2%	19.2%	20.8%	24.0%	27.2%	29.5%	31.9%	
Dayton (MVRPC)	16.5%	17.0%	18.1%	19.6%	21.7%	23.3%	24.4%	
Toledo (TMACOG)	15.1%	15.3%	16.1%	17.6%	18.7%	20.0%	21.1%	

For the establishment of the PHED measure, ODOT and its partner agencies reviewed data from the RITIS Analytics Tool, which draws data from the NPMRDS. For the establishment of the Percent of Non-SOV Travel Measure, ODOT and its partner agencies used the American Community Survey data's estimates of the percentage of people that travel to work by means

other than driving alone (i.e. carpooling, telework, biking, walking, or taking the bus). ODOT was able to review five years of data, noting shifting travel patterns for this measure. Upon analysis, in consultation with ODOT, the staff recommends targets based on recent travel trends and future expected performance.

The latest estimate (2025) of peak hour excessive delay (PHED) is 5.0 annual hours of delay per person for the Akron urbanized area (UZA). The five-year average (2021-2025) was 4.7 annual hours. With fluctuations from year to year, a target of 5.0 annual hours is considered reasonable.

The latest estimate (2025) of non-SOV travel is 25.5% for the Akron urbanized area (UZA). The five-year average (2021-2025) was 21.4%. With fluctuations from year to year, a target of 20.0% is considered reasonable.

The PHED and Non-SOV measures and targets are shown below:

Proposed Targets: PHED and Non-SOV Travel (PM3) Peak Hour Excessive Delay / Non-Single Occupancy Vehicle Travel			
Urbanized Area / MPO	**Measure**	**2-Year Target**	**4-Year Target**
Akron (AMATS)	PHED	< 5.0	< 5.0
	Non-SOV Travel	> 20.0%	> 20.0%

System Reliability (PM3)

Travel Time Reliability and Freight Movement Performance Measures

Federal rules 23 CFR 490.507 and 23 CFR 490.607 establish National Highway System travel time reliability and Interstate System freight reliability measures. For both personal travel time reliability and freight travel time reliability measures, ODOT is required to establish 2-year and 4-year targets within a four-year performance period. The two measures are listed below:

Performance Measure	2-Year Target 2026-2027	4-Year Target 2026-2029
Travel Time Reliability		
Interstate % Reliable	>85.0%	>85.0%
Non-Interstate NHS % Reliable	>80.0%	>80.0%
Truck Travel Time Reliability (TTTR) Index	<1.5%	<1.5%

Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile). The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable.

Truck Travel Time Reliability (TTTR) is the ratio generated by dividing the 95th percentile travel time by the normal time (50th percentile) for each Interstate segment. The TTTR Index is established by multiplying each segment's largest ratio of five reporting periods by its length then dividing the sum of all length-weighted segments by the total length of Interstate.

The data to assess travel time reliability and establish targets is sourced from FHWA's National Performance Management Research Data Set (NPMRDS). ODOT is participating in FHWA's Performance Management Analytical Tool pooled fund where a contractor assists states in calculating NPMRDS travel time reliability metrics. ODOT's Travel Time Reliability and Freight Travel Time Reliability targets are reflective of the calendar year 2025 data available.

Total CMAQ Emission Reduction Performance Measures

Federal rule 23 CFR 490.807 establishes Total CMAQ Emission Reduction performance measures for Ohio's US EPA designated air quality nonattainment and maintenance areas. There are three mobile source pollutants Ohio is required to set performance targets for: Volatile Organic Compounds (VOCs), Nitrous Oxide (NO_x), and Particulate Matter at 2.5 micrometers in diameter ($PM_{2.5}$). For all three measures, ODOT is required to set both 2-year and 4-year targets within a four-year performance period. Calculations are based on the projected emissions reductions for CMAQ projects programmed through the Transportation Improvement Program (TIP) process. See the current AMATS CMAQ Performance Plan for further discussion.

Emissions Reduction

ODOT, in coordination with the Ohio MPOs, must establish statewide two and four-year targets for total emissions reduction of on-road mobile source emissions for each performance period for all non-attainment and maintenance areas within the state boundary, for each applicable criteria pollutants and precursors. State DOTs must set targets and report to FHWA by October 1, 2026. MPOs, in coordination with State DOTs, must establish two and four-year targets for all nonattainment and maintenance areas within the metropolitan planning area. Targets are to be set within 180 days after state DOTs have set their targets. In both cases, the targets shall reflect the anticipated cumulative emissions reductions to be reported in the CMAQ Public Access System.

Emissions reduction is defined as the total on-road mobile source total emission reductions for each applicable criteria pollutant and precursor for a nonattainment area. For nonattainment and maintenance areas, the applicable criteria pollutants are Volatile Organic Compounds (VOCs), Nitrogen Oxides (NO_x) and Particulate Matter having a diameter of less than 2.5 micrometers ($PM_{2.5}$). This performance measure applies to projects that receive or are programmed for CMAQ funding. Data was collected from the CMAQ Public Access System, as specified in the federal rulemaking.

The measures and targets are presented below:

Performance Measure	2-Year Target 2026-2027	4-Year Target 2026-2029
Total Emissions Reductions		
PM2.5 (kg/day)	7.435	14.870
NOx (kg/day)	68.000	136.000
VOC (kg/day)	63.000	126.000

The targets reflect ODOT's estimate of the emission reductions anticipated from future CMAQ projects in the 21 affected Ohio counties. The targets are based on review of the project emissions data recorded in the Federal Highway Administration's CMAQ Public Access Database and were averaged to form a trend analysis. AMATS is acting in support of ODOT's targets. AMATS targets are developed as part of the CMAQ Performance Plan update.

Staff Recommendation

Attached is Resolution 2026-17 for your review and consideration. This resolution approves AMATS support for congestion-related performance measures targets. The staff recommends approval of this resolution.

RESOLUTION NUMBER 2026-17

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

ADOPTING CONGESTION-RELATED PERFORMANCE MEASURES TARGETS

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

WHEREAS, federal authorization directs state DOTs and MPOs to collectively implement performance based transportation planning processes; and

WHEREAS, the development of performance measures is being required in order to foster transparency and accountability, and help track safety progress at regional, state, and national levels; and

WHEREAS, the Ohio Department of Transportation (ODOT) has established performance targets for infrastructure condition, congestion reduction and system reliability according to federal guidance and timetables; and

WHEREAS, AMATS must establish its own performance targets for the area or support the targets set by ODOT within 180 days of ODOT's establishment of targets; and

WHEREAS, the AMATS Policy Committee has determined that it will support the established Ohio Department of Transportation's statewide performance targets; and

WHEREAS, Summit County and Portage County are part of the U.S. Census-designated eight-county Cleveland-Akron-Lorain Combined Statistical Area (CSA), and this area includes: Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit counties; based on air quality readings, the United States Environmental Protection Agency (USEPA) has designated this area as a serious maintenance area for the 2015 8-hour ozone standard, except for Ashtabula County which is an attainment area; and

WHEREAS, the Cleveland-Akron-Lorain CSA is designated as a marginal maintenance area for the 2008 8-hour ozone standard; and

WHEREAS, USEPA has designated several of the counties in this area (including Summit and Portage) as maintenance for $PM_{2.5}$ (particulate matter) under the 2006 standard; and

WHEREAS, the necessary coordination between the Cleveland-Akron-Lorain air quality area partners (Erie Regional Planning Commission for the Lorain County portion of the City of Vermilion; AMATS for Portage and Summit Counties; NOACA for Cuyahoga, Geauga, Lake,

Lorain, and Medina Counties; and ODOT for Ashtabula County) has occurred in order to develop CMAQ program performance targets; and

WHEREAS, AMATS has developed performance targets for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program in coordination with ODOT and NOACA; and

WHEREAS, it is the responsibility of the AMATS Policy Committee to develop and maintain the Transportation Improvement Program (TIP) in accordance with current state and federal guidelines; and

WHEREAS, it is the responsibility of the AMATS Policy Committee to develop and maintain the area's Regional Transportation Plan, *Transportation Outlook,* in accordance with current state and federal guidelines; and

WHEREAS, the AMATS Policy Committee agrees to plan and program projects so that they contribute toward the achievement of ODOT's targets for each performance measure as described in the attached memorandum.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves Akron urbanized area 2-year and 4-year targets of less than 5.0 hours of peak hour per person excessive delay annually (PHED).

2. That this Committee approves an Akron urbanized area non-single occupancy vehicle (Non-SOV) travel 2-year target of greater than 20 percent and a 4-year target of greater than 20 percent.

3. That this Committee supports ODOT infrastructure and emissions reductions targets as part of the Cleveland-Akron-Lorain Air quality area as described in the attached memorandum.

4. That this Committee agrees to plan and program projects so that they contribute toward the accomplishment of the targets for each performance measure as discussed in the attached memorandum.

5. That this Committee supports ODOT's performance goals and targets to include performance-based decision-making as part of the project selection and funding process in order to contribute towards the accomplishment of those ODOT performance goals and targets.

6. That this Committee approves that AMATS, as part of the Cleveland-Akron-Lorain air quality area, supports the intent of ODOT's statewide targets for air quality improvements.

RESOLUTION NUMBER 2026-17 (continued)

7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

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James Bowling, 2026 Vice-Chairman
Metropolitan Transportation Policy Committee

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Date