



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

Thursday, May 14, 2026  
1:30 p.m.

**Agenda**

1. **Call to Order**
  - A. Determination of a Quorum Oral
  - B. Audience Participation
2. **Minutes**
  - A. March 26, 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**
5. **New Business**
  - A. AMATS Road Diet Report Update. – **Discussion Only** Attachment 5A
6. **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. – **Motion Required** Attachment 6A
  - 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. – **Motion Required** Attachment 6B
  - C. **Resolution 2026-11** – Certification of the Urban Transportation Planning Process. – **Motion Required** Attachment 6C
  - D. **Resolution 2026-12** – Connecting Communities Planning Grant Recommendations. – **Motion Required** Attachment 6D
  - E. **Resolution 2026-13** – Approving the FY 2027 Transportation Planning Work Program and Budget. – **Motion Required** Attachment 6E
  - F. **Resolution 2026-14** – To Add Newly Awarded Funds for METRO RTA and PARTA (FY 2026-2029 TIP Amendment #12). Attachment 6F

- MORE -

7. **Other Business**

8. **Adjournment**

**Next Regular Meeting:**

**Thursday, August 13, 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](http://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, May 7, 2026  
1:30 p.m.

Agenda

1. **Call to Order**
  - A. Determination of a Quorum Oral
  
2. **Minutes**
  - A. March 19, 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**
  
5. **New Business**
  - A. AMATS Road Diet Report Update. – **Discussion Only** Attachment 5A
  
6. **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. – **Motion Required** Attachment 6A
  
  - 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. – **Motion Required** Attachment 6B
  
  - C. **Resolution 2026-11** – Certification of the Urban Transportation Planning Process. – **Motion Required** Attachment 6C
  
  - D. **Resolution 2026-12** – Connecting Communities Planning Grant Recommendations. – **Motion Required** Attachment 6D
  
  - E. **Resolution 2026-13** – Approving the FY 2027 Transportation Planning Work Program and Budget. – **Motion Required** Attachment 6E
  
  - F. **Resolution 2026-14** – To Add Newly Awarded Funds for METRO RTA and PARTA (FY 2026-2029 TIP Amendment #12). Attachment 6F
  
7. **Other Business**

- MORE -

**8. Adjournment**

**Next Regular Meeting: Thursday, August 6, 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](http://www.amatsplanning.org).



**Akron Metropolitan Area Transportation Study  
Citizens Involvement Committee  
Virtual Meeting**

Thursday, May 7, 2026  
6:30 p.m.

**Agenda**

1. **Welcome**
2. **Introductions**
3. **Items**
  - A. Transit Program of Projects (POP) Presentation.
  - B. Discussion regarding Attachment 5A – AMATS Road Diet Report Update.
  - C. Presentation regarding Attachment 6D – *Resolution 2026-12* – Connecting Communities Planning Grant Recommendations.
  - D. Presentation 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).
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**

Next Regular Meeting:  
**Thursday, August 6, 2026 - 6:30 p.m.**

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

**Akron Metropolitan Area Transportation Study  
Policy Committee  
Thursday, March 26, 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. Vice Chairman Bowling** 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 February 12, 2026 meeting.

**Motion**

*Bobbie Beshara made a motion to approve the minutes and it was seconded by Larry D. Jenkins, Jr. The motion was approved by a voice vote.*

**III. Staff Reports**

**A. Financial Progress Report**

**Curtis Baker** presented Attachment 3A.

**Motion**

*Amy Mohr made a motion to approve the Financial Progress Report and it was seconded by Larry D. Jenkins, Jr. The motion was approved by a voice vote.*

**B. Technical Progress Report**

**Matt Stewart** said that AMATS received seven funding applications to the AMATS Connecting Communities Program, with five being from Summit County communities and two being from Wayne County communities. AMATS will begin scoring the applications in April. Recommended applications are expected to be presented to the TAC and Policy Committee in May.

**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 March 10, 2026.

**Vice Chairman Bowling** thanked Ms. Prater for her efforts to secure federal CMAQ and STBG loans on behalf of AMATS area project sponsors to hasten the selling of project contracts.

**IV. Old Business**

None.

**V. New Business**

**A. *Traffic Crashes and Safety Performance Measures (2022-2024).***

**Mr. Stewart** presented Attachment 5A.

**Mayor Yeargin** asked what is causing the downward trends in crashes, crash fatalities, and fatal crashes. **Mr. Stewart** explained that possible contributing factors are that overall traffic volumes have declined slightly in recent years and there has been a dedicated regional and statewide safety program to reduce fatal and serious injury (FSI) crashes. **Mr. Baker** noted that sets of proven safety countermeasures, which include roundabouts, have been promoted and pursued at the regional, state, and federal levels to reduce FSI crashes.

**Mayor Mavrides** asked whether AMATS considers advances in vehicle warning and safety technologies while compiling the agency's crash reports. **Mr. Stewart** said that the latest report addresses such technological advancements in the prevention of crashes.

**Vice Chairman Bowling** asked if the state's fatality trends mirrored the region's totals. **Mr. Stewart** said that, while state totals were not considered during the report's development, he learned during a recent meeting that Ohio's 2025 totals are trending positive.

**Motion**

**Rocco Yeargin** made a motion to approve the *Traffic Crashes and Safety Performance Measures (2022-2024)* and it was seconded by **Amy Mohr**. The motion was approved.

## VI. Resolutions

- A. **Resolution 2026-06 – Approving Amendment #9 to the FY 2026-2029 Transportation Improvement Program to revise funding for one project and adding four recently approved projects.**

Ms. Prater presented Attachment 6A.

**Motion**

*Larry D. Jenkins, Jr. made a motion to approve Resolution 2026-06 and it was seconded by **Steve Rector**. The motion was approved.*

- B. **Resolution 2026-07 – To Add a Bus Station Maintenance Project for PARTA (FY 2026-2029 TIP Amendment #10).**

Matt Mullen presented Attachment 6B.

**Motion**

*Tom Sheridan made a motion to approve Resolution 2026-07 and it was seconded by **Bobbie Beshara**. The motion was approved.*

- C. **Resolution 2026-08 – To Delegate to the AMATS Director the Authority of Air Quality Determinations for Projects Outside of the AMATS Service Area, but within the Cleveland-Akron Air Quality Non-attainment Area.**

Mr. Baker presented Attachment 6C.

The members discussed the resolution and the necessity of such a policy change under various circumstances, especially with regards to funding availability, state and federal funding policies, and the timeliness of projects. **Mr. Baker** noted that such a delegation of authority would not be limited to him, but would be applicable to future agency directors too.

The members agreed that because the AMATS Policy Committee relies on the agency director's expertise and, while the committee trusts the director's discretion, it would be prudent for the committee to be notified regarding such air quality determinations in the future if circumstance permit.

**Motion**

***Bobbie Beshara** made a motion to amend Resolution 2026-08 to include language stating that the agency director should notify the AMATS Policy Committee regarding instances of potential air quality determinations to be made by the director regarding projects outside the AMATS Service Area and it was seconded by **John H. Cieszkowski, Jr.** The motion was approved.*

**Motion**

***Rocco Yeargin** made a motion to approve Resolution 2026-08 as amended and it was seconded by **Steve Rector**. The motion was approved.*

**Mr. Baker** said that he would prepare Resolution 2026-08A for Chairman Judge's signature soon.

**VII. Other Business**

None.

**VIII. Adjournment**

- A. The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m. on Thursday, May 14, 2026.**

**Motion**

***Caitlin Smith*** made a motion to adjourn the meeting and it was seconded by ***Steve Rector***. *The motion was approved.*

There being no other business, the meeting was adjourned.

**AMATS POLICY COMMITTEE  
2026 ATTENDANCE**

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

**AMATS POLICY COMMITTEE  
2026 ATTENDANCE**

**OBSERVERS AND STAFF MEMBERS PRESENT**

<b><u>NAME</u></b>	<b><u>REPRESENTING</u></b>
Mr. Curtis Baker	AMATS
Mr. Seth Bush	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
Mr. Chuck Hauber	Summit County Engineer's office
Mr. Shane Locke	Patrick Engineering (RINA)
Mr. Brian Olson	Summit County Engineer's office
Ms. Megan Pitman	Village of Lakemore

**Akron Metropolitan Area Transportation Study  
Technical Advisory Committee  
Thursday, March 19, 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 February 5, 2026 meeting.

**Motion**

*John H. Cieszkowski, Jr. made a motion to approve the minutes and it was seconded by Todd Shreve. The motion was approved by a voice vote.*

**III. Staff Reports**

A. **Financial Progress Report**

**Curtis Baker** presented Attachment 3A.

**Motion**

*Tony Demasi made a motion to approve the Financial Progress Report and it was seconded by John Kovacich. The motion was approved by a voice vote.*

B. **Technical Progress Report**

**Matt Stewart** said that funding applications to the AMATS Connecting Communities Program are due March 20. AMATS will begin scoring the applications in mid-April. Recommended applications are expected to be presented to the TAC and Policy Committee in May.

AMATS has started planning a schedule of bicycle advocacy planning activities for the coming months. Communities are invited to share event ideas with AMATS.

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 March 10, 2026.

**IV. Old Business**

None.

**V. New Business**

**A. *Traffic Crashes and Safety Performance Measures (2022-2024).***

**Mr. Stewart** presented Attachment 5A.

**Motion**

**Rob Kurtz** made a motion to approve the *Traffic Crashes and Safety Performance Measures (2022-2024)* and it was seconded by **Mike Collins**. The motion was approved.

**VI. Resolutions**

**A. **Resolution 2026-06 – Approving Amendment #9 to the FY 2026-2029 Transportation Improvement Program to revise funding for one project and adding four recently approved projects.****

**Ms. Prater** presented Attachment 6A.

**Robert Finney** asked how the TAC members may learn about the details pertaining to projects. **Ms. Prater** explained that the projects were selected according to the *AMATS Funding Policy Guidelines – September 2025* and were approved by the TAC TIP Subcommittee, the TAC, and the Policy Committee.

**Mr. Baker** asked Mr. Finney what sort of project information he was inquiring about as the projects listed were approved during the February committee meetings. **Mr. Finney** expressed concerns that adding the Summit/Stow Street Pedestrian Improvement project (PID #121755) to the FY 2026-2029 TIP exceeded AMATS' STBG funding cap.

**Ms. Prater** explained that the project has not used STBG funds yet; TIP Amendment #9 adds \$2.3 million in STBG funds for construction. The project utilized TASA funds for Preliminary Engineering (PE). **Ms. Prater** added that a TIP funding revision is necessary because the project was already assigned a Project Identification Number (PID) by ODOT for PE funding.

**Mr. Stewart** noted that most of the TIP projects that AMATS approved in February will likely be included in the next TIP update in 2027, but some of the projects can be included in the current TIP. **Ms. Prater** noted that, once projects are assigned PID numbers, and – if they fall within the years of the current TIP – then AMATS must amend the program to include them for fiscal constraint

purposes. PID-assigned projects that are scheduled outside of the current TIP must be programmed in future TIPs as they are developed.

**Motion**

*Todd Shreve made a motion to approve Resolution 2026-06 and it was seconded by Mike Collins. The motion was approved.*

**B. Resolution 2026-07 – To Add a Bus Station Maintenance Project for PARTA (FY 2026-2029 TIP Amendment #10).**

Matt Mullen presented Attachment 6B.

**Motion**

*John Kovacich made a motion to approve Resolution 2026-07 and it was seconded by Christine Jonke. The motion was approved.*

**C. Resolution 2026-08 – To Delegate to the AMATS Director the Authority of Air Quality Determinations for Projects Outside of the AMATS Service Area, but within the Cleveland-Akron Air Quality Non-attainment Area.**

Mr. Baker presented Attachment 6C.

**John H. Cieszkowski, Jr.** asked if the delegation of such authority to the AMATS Director meant that Mr. Baker could still present such determinations to the full AMATS Policy Committee for consideration if the director chose to do so. **Mr. Baker** said yes and added that instances of such air quality determinations by an MPO are infrequent. **Mr. Cieszkowski** asked if any of Ohio's MPOs have rejected similar resolutions. **Mr. Baker** said that similar resolutions haven't been rejected yet.

The attendees discussed how similar resolutions were addressed by other metropolitan planning organizations (MPOs) and councils of governments (COGs) across Ohio.

**Christine Jonke** expressed support for delegating such authority to the agency director. **Ms. Jonke** asked whether air quality determination reports would be available for review by the committees of AMATS if the members had any concerns regarding such determinations. **Mr. Baker** said yes and noted that proposed determinations could be presented as technical memorandums to the committee members. **Amy Mohr** said that issues would most likely arise in instances in which the director denied an air quality determination. **Mr. Baker** agreed.

**Motion**

*Bobbie Beshara made a motion to approve Resolution 2026-08 and it was seconded by Mike Collins. The motion was approved.*

**VII. Other Business**

- A. **Mr. Baker** reminded the members that a TAC TIP Subcommittee was scheduled to follow the TAC meeting.

**VIII. Adjournment**

The next regularly scheduled TAC meeting will be at **1:30 p.m.** on **Thursday, May 7, 2026.**

**Motion**

***John Kovacich*** 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**

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

**AMATS TECHNICAL ADVISORY COMMITTEE  
2026 ATTENDANCE**

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

<b>Feb</b>	<b>Mar</b>	<b>May</b>	<b>Aug</b>	<b>Sept</b>	<b>Dec</b>
<b>5</b>	<b>19</b>	<b>7</b>	<b>6</b>	<b>17</b>	<b>3</b>

**NON-VOTING MEMBERS**

**AKRON CANTON AIRPORT - Renato Camacho**

**AKRON REG. AIR QUALITY MGT. DIST. – Sam Rubens (Brown) (Vadas)**    M    A

**AMATS - Curtis Baker**    M    M

**CUYAHOGA VALLEY NATIONAL PARK – Ivan Kassovic (McMahon)**

**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)**    A    A  
(Saunier)

**TRUCKING INDUSTRY – Vacant**

**OBSERVERS AND STAFF MEMBERS PRESENT**

<b><u>NAME</u></b>	<b><u>REPRESENTING</u></b>
Mr. Jim Bruner	ODOT District 4
Mr. Michael Burgess	Osborn
Mr. Tom Flask	LJB
Mr. Chuck Hauber	Summit County Engineer’s office
Ms. Tatia Harris	METRO
Mr. Patrick Jeffers	Twinsburg
Ms. Kelly Jurisch	PARTA
Mr. Mike Konrad	American Structurepoint
Ms. Liana Lake	DLZ
Ms. Lauren Phillis	ODOT District 4
Ms. Amy Proseus	PARTA
Mr. Rob Solomon	City of Akron
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, March 19, 2026 – 6:30 p.m.**

**Meeting Summary**

**Members:**

Ron Brubaker  
Bill Crowley  
Dave Mangold  
Pete Mohan

**Staff:**

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. Mr. Stewart** presented Attachment 5A – *Traffic Crashes and Safety Performance Measures (2022-2024)*.

**Ron Brubaker** asked if there was a commonality in the report’s three bicycle-related fatalities during the three-year period. **Mr. Stewart** said that such a detailed analysis was not available.

**B. Jeff Gardner** presented Attachment 6A – *Resolution 2026-06 – Approving Amendment #9 to the FY 2026-2029 Transportation Improvement Program to revise funding for one project and adding four recently approved projects*.

**Mr. Brubaker** asked in which trail segment that the Veterans Rails to Trails 2 project listed in Resolution 2026-06 is located. **Mr. Gardner** stated that the segment is located between Barlow Road and Veterans Way Park in Hudson. **Mr. Brubaker** asked for a clarification regarding the project’s schedule. **Mr. Gardner** said that the project’s design phase is scheduled for Fiscal Year 2027 while the project’s environmental and detailed design phases are scheduled for fiscal years 2027 and 2028.

**Mr. Brubaker** asked if the Veterans Rails to Trails 2 project segment recently received a federal Transportation Alternatives Set-Aside (TASA) grant. **Mr. Stewart** said yes. **Mr. Stewart** noted that funding for the project’s design phase is scheduled for fiscal years 2027 and 2028.

- C. **Matt Mullen** presented Attachment 6B – *Resolution 2026-07* – To Add a Bus Station Maintenance Project for PARTA (FY 2026-2029 TIP Amendment #10).

**Mr. Brubaker** asked for a definition of the term, “TIP.” **Mr. Mullen** explained that “TIP” was an acronym for “Transportation Improvement Program.” **Messrs. Mullen** and **Stewart** described the TIP as the Greater Akron area’s four-year program of highway, public transportation, bike and pedestrian project scheduled to receive federal funding. AMATS is responsible for preparing this item on behalf of area communities and projects must appear in the TIP to receive federal funding.

### **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, May 7, 2026.**

**FINANCIAL PROGRESS REPORT  
AKRON METROPOLITAN AREA TRANSPORTATION STUDY  
March 31, 2026**

Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	March Expenses
<b>I. Short Range Planning</b>	<b>\$552,600</b>	<b>\$508,158</b>	<b>92%</b>	<b>\$67,351</b>
FY2025 Carryover	152,600	152,578		0
FY2026	400,000	355,580		67,351
<b>II. Transportation Improvement Program</b>	<b>\$324,500</b>	<b>\$194,847</b>	<b>60%</b>	<b>\$17,497</b>
FY2025 Carryover	74,500	74,430		0
FY2026	250,000	120,417		17,497
<b>III. Continuing Planning &amp; Data Collection Transportation System Update</b>	<b>\$338,000</b>	<b>\$167,670</b>	<b>50%</b>	<b>\$19,850</b>
FY2025 Carryover	38,000	37,945		0
FY2026	300,000	129,725		19,850
<b>IV. Long Range Plan Activity</b>	<b>\$415,300</b>	<b>\$99,883</b>	<b>24%</b>	<b>\$15,451</b>
FY2025 Carryover	15,300	15,277		0
FY2026	400,000	84,606		15,451
<b>V. Service</b>	<b>\$642,115</b>	<b>\$325,134</b>	<b>51%</b>	<b>\$19,921</b>
FY2025 Carryover	150,400	149,369		0
FY2026	491,715	175,765		19,921
<b>VI. OhioRideshare and AQ Advocacy</b>	<b>\$180,000</b>	<b>\$28,974</b>	<b>16%</b>	<b>\$714</b>
FY2025 OhioRideshare	80,000	28,596		714
FY2025 Air Quality	100,000	378		0
<b>VII. Local</b>	<b>\$25,000</b>	<b>\$20,485</b>	<b>82%</b>	<b>\$0</b>
AMATS local Costs	25,000	20,485		0
<b>VIII. AMATS Transportation Quarterly</b>	<b>\$50,922</b>	<b>\$47,990</b>	<b>94%</b>	<b>\$6,019</b>
FY2025 Carryover	11,200	11,107		0
FY2026	39,722	36,883		6,019
<b>IX. GRAND TOTAL AMATS BUDGET</b>	<b>\$2,528,437</b>	<b>\$1,393,140</b>	<b>55%</b>	<b>\$146,803</b>

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

**MEMORANDUM**

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

**FROM:** AMATS Staff

**RE:** AMATS Federal Funds Report

**DATE:** April 28, 2026

The fourth quarter of FY 2026 has begun, and many projects have already sold. The remaining projects have at least bid and should sell within this fiscal year. AMATS is continuing to use the E-STIP, ELLIS, and ODOT's MPO Dashboard to keep up to date on project details. All remaining projects listed in FY 2026 are expected to encumber by the end of June.

A \$2.8 million dollar loan was received from NOACA so that all remaining STBG projects will be able to encumber in this fiscal year. Only a few have not sold yet but have received decent bids.

Carbon Reduction Program (CRP) funding only has one project in FY 2026 and it should be awarded soon. No loan is needed for this funding program.

Two projects are still unencumbered in the CMAQ program. A loan was secured for \$5 million from MORPC to allow these projects to encumber by the end of June. Any portion that is not used to encumber FY 2026 projects will carryover into FY 2027.

All projects funded through the TASA program have sold. No loan is needed for this funding program.

There is an additional attachment to the Federal Funds report this month. The FTA requires transit authorities to produce a yearly program of projects which details how federal formula funds will be spent. This attachment will be presented at our CIC meeting for public comment and feedback as well.

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM  
STBG Funding Program and Balances**  
April 22, 2026

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2026	Quarter	FY 2027	Quarter	FY 2028	Quarter	FY 2029	FY 2030	FY 2031	FY 2032	Orig. Amt
	<i>Sold</i>													
108370	Wooster Rd/State St reconstruction*	Barberton	C	\$7,661	1									
116703	Valley View Rd Resurfacing	Summit Co	C	\$787,500	1									\$787,500
116925	E Barlow Rd Resurfacing	Hudson	C	\$439,744	3									\$439,744
116917	Arlington Rd Widening	Green	R(C)	\$0										\$0
105213	SR 14/SR 43 Intersection Reconstruction	Streetsboro	C	\$1,089,752	3									\$1,089,752
116855	Doylestown Rd/Portage St Resurfacing	Wayne Co	C	\$508,829	3									\$508,829
117138	Cleveland Massillon Rd PH 3 Resurfacing	New Franklin	C	\$700,000	3									\$700,000
116742	Wyoga Lake Rd	Cuyahoga Falls	(R)C	\$5,639,000	4									\$5,639,000
116929	SR 91/Terex Rd Turn lane Improvements	Hudson	C	\$400,142	4									\$400,142
	<i>Pending</i>													
113037	SR 261-0.00/6.25 curb ramps	Akron	C	\$150,000	4									\$150,000
116917	Arlington Rd Widening	Green	(R)C	\$1,946,165	4									\$2,373,642
116620	Greenwich Rd Resurfacing	Norton	C	\$787,500	4									\$787,500
116505	Glenwood Dr Resurfacing	Twinsburg	C			\$787,500	1							\$787,500
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	3							\$787,500
121687	Eastwood/Munroe Resurfacing	Tallmadge	C			\$1,471,971	3							\$1,471,970
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
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
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	2					\$6,030,480
121591	Eastern Rd & Portage St Resurfacing	Norton	C					\$564,627	3					\$791,264
121204	CR 70 (Doylestown Rd) Resurfacing	Wayne Co	C							\$900,000				\$900,000
121745	White Pond Dr Resurfacing	Akron	C							\$400,000				\$400,000
121824	S Main St Resurfacing	Akron	C							\$800,000				\$800,000
121639	Fishcreek Rd Ph 1 Resurfacing	Stow	C							\$900,000				\$900,000
121069	Mogadore Rd Resurfacing	Mogadore	C							\$632,727				\$632,727
121889	Brecksville Rd Resurfacing	Richfield	C							\$900,000				\$900,000
121904	South Turkeyfoot Rd Resurfacing	New Franklin	C							\$633,390				\$633,391
121813	Chamberlain Rd & Mennonite Rd Resurfacing	Portage County	C							\$900,000				\$900,000
121290	Krumroy Rd Part 1 Resurfacing	Summit Co	C							\$640,000				\$640,000
121291	Krumroy Rd Part 2 Resurfacing	Summit Co	C							\$640,000				\$640,000
121292	Krumroy Rd Part 3 Resurfacing	Summit Co	C							\$760,000				\$760,000
121715	S Main St Reconstruction	Summit Co	R(C)							\$200,000				\$200,000
121715	S Main St Reconstruction	Summit Co	(R)C								\$5,700,000			\$5,700,000
121755	Stow St Bridge & Trail Improvements	Portage County	C							\$2,300,011				\$2,300,011
126177	SR 619 Corridor Improvements	New Franklin	R(C)					\$520,000						\$520,000
126177	SR 619 Corridor Improvements	New Franklin	(R)C								\$4,419,454			\$4,419,454
126340	Waterloo Rd Full Improvements	Akron	C									\$4,100,000		\$4,100,000
126372	College St Resurfacing	Rittman	C							\$464,576				\$464,576
126441	Lake, Park, Main, Springfield Resurfacing	Lakemore	C								\$932,000			\$932,000
126182	Graham Rd Resurfacing	Cuyahoga Falls	C									\$864,844		\$864,844
126379	Prospect St/Summit St Resurfacing	Portage County	C									\$1,100,000		\$1,100,000
126448	Clinton Rd Resurfacing	Clinton	C									\$784,382		\$784,382
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 County	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 County	C										\$1,100,000	\$1,100,000
126393	E Exchange St Resurfacing	Akron	C										\$1,100,000	\$1,100,000
				2026		2027		2028		2029	2030	2031	2032	
				Annual STBG Expenditures	\$12,456,293	\$11,587,919	\$11,380,963	\$11,070,704	\$11,051,454	\$11,049,226	\$4,307,246			
				Annual STBG Allocations	\$12,511,858	\$8,801,559	\$11,601,559	\$11,601,559	\$11,601,559	\$11,448,765	\$11,601,559			
				Balance	\$55,565	-\$2,786,360	\$220,596	\$530,855	\$550,105	\$399,539	\$7,294,313			

R = Right-of-Way  
C = Construction

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM  
CRP Funding Program and Balances**  
April 22, 2026

ODOT PID	CRP PROJECT NAME	SPONSOR	PHASE	FY 2026	Quarter	FY 2027	Quarter	FY 2028	Quarter	FY 2029	FY 2030	FY 2031	FY 2032	Orig. Amt
	<i>Sold</i>													
	<i>Pending</i>													
116917	Arlington Rd Corridor Improvements	Green	C	\$2,000,000	4									\$2,000,000
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
				2026		2027		2028		2029	2030	2031	2032	
				Annual CRP Expenditures	\$2,000,000	\$2,000,000	\$0	\$240,000	\$2,024,400	\$1,713,452	\$0			
				Annual CRP Allocations	\$2,197,217	\$1,151,080	\$1,151,080	\$1,151,080	\$1,151,080	\$1,151,080	\$1,151,080	\$1,151,080	\$1,151,080	
				Balance	\$197,217	-\$848,920	\$1,151,080	\$911,080	-\$873,320	-\$562,372	\$1,151,080			

R = Right-of-Way  
C = Construction

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM  
CMAQ Funding Program and Balances**

April 22, 2026

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2026	Quarter	FY 2027	Quarter	FY 2028	Quarter	FY 2029	FY 2030	FY 2031	FY 2032	Orig. Amt
	<i>Sold</i>													
118655	Air Quality Advocacy Program	AMATS		\$100,000	1									\$100,000
118658	Rideshare Program	AMATS		\$80,000	1									\$80,000
117253	METRO 2 electric buses	METRO	C	\$1,464,750	1									\$1,464,750
116416	PARTA 3 clean diesel buses	PARTA	C	\$1,600,000	1									\$1,600,000
105213	SR 303/SR 14/Ranch Improvements	Streetsboro	C	\$459,517	3									\$459,517
116924	Downtown Hudson Signal Improvements*	Hudson	C	\$0										\$0
121457	Graham Rd Signal Improvement	Stow	C	\$1,654,524	4									\$2,860,000
	<i>Pending</i>													
116917	Arlington Rd Roundabouts	Green	(R)C	\$2,876,033	4									\$3,305,666
118656	Air Quality Advocacy Program	AMATS				\$100,000	1							\$100,000
118659	Rideshare Program	AMATS				\$80,000	1							\$80,000
120949	SR 532 & Albrecht Ave Signal	Mogadore	C			\$260,890	1			\$100,000				\$260,890
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
123137	Air Quality Advocacy Program	AMATS								\$100,000				\$100,000
123139	Rideshare Program	AMATS								\$80,000				\$80,000
121067	Highland Rd Improvements	Macedonia	(R)C							\$2,006,400				\$2,006,400
124198	Air Quality Advocacy Program	AMATS									\$80,000			\$100,000
124202	Rideshare Program	AMATS									\$80,000			\$80,000
124200	Air Quality Advocacy Program	AMATS										\$80,000		\$100,000
124204	Rideshare Program	AMATS										\$80,000		\$80,000
125794	Barney's Busy Corners Signal	Cuy Falls	C			\$325,465	3							\$325,465
125877	Fischreek/Stow Roundabout	Stow	R(C)					\$320,000						\$320,000
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
125788	Twinsburg Citywide Signals	Twinsburg	C									\$5,880,753		\$5,880,753

P = PE Environmental  
D = Detailed Design  
R = Right-of-Way  
C = Construction

	2026	2027	2028	2029	2030	2031	2032
Annual CMAQ Expenditures	\$8,234,824	\$9,489,950	\$500,000	\$2,186,400	\$7,838,326	\$6,040,753	\$0
Annual CMAQ Allocations	\$9,893,387	\$1,403,613	\$6,403,613	\$6,403,613	\$6,403,613	\$6,315,121	\$6,403,613
Balance	\$1,658,563	-\$8,086,337	\$5,903,613	\$4,217,213	-\$1,434,713	\$274,368	\$6,403,613

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM  
TASA Funding Program and Balances**

April 22, 2026

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2026	Quarter	FY 2027	Quarter	FY 2028	Quarter	FY 2029	FY 2030	FY 2031	FY 2032	Orig. Amt
	<i>Sold</i>													
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)	\$3,760										
116841	Heartland Trail, Phase 4A*	Wayne Co	P(C)	\$6,562	2									\$71,741
116841	Heartland Trail, Phase 4A	Wayne Co	(P)C	\$427,152	2									\$586,986
116841	Heartland Trail, Phase 4A*	Wayne Co	(P)C	\$43,950	4									\$586,986
	<i>Pending</i>													
105556	The Portage Trail - Ravenna Rd Bridge	Portage Co	(P)C	\$356,855	3									\$360,640
116457	Springside Dr Sidewalks	Summit Co	(P)C			\$594,711	1							\$608,582
121747	Rubber City Heritage Trail Ph 3	Akron	(P)R(C)					\$45,200	1					\$45,200
121754	Headwaters Trail Phase IX	Portage Parks	C							\$1,000,000				\$1,000,000
121747	Rubber City Heritage Trail Ph 3	Akron	(P)R(C)							\$821,200				\$821,200
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			\$167,620								\$167,620
126343	Rubber City Heritage Trail PH 4	Akron	(P)D(C)					\$29,580						\$29,580
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			\$60,000								\$60,000
125911	Veterans Rails to Trails 2	Hudson	(P)D(C)					\$84,000						\$84,000
125911	Veterans Rails to Trails 2	Hudson	(P)D(C)									\$956,000		\$956,000
126174	Schocalog to Sand Run Greenway Ph 1	Fairlawn	C					\$627,604						\$627,604
125921	Graham Rd Connectivity	Stow	R(C)					\$360,000						\$360,000
125921	Graham Rd Connectivity	Stow	(R)C								\$720,000			\$720,000
126170	Steese Rd Sidewalk Extension	Green	C										\$1,000,000	\$1,000,000

P = PE Environmental  
D = Detailed Design  
R = Right-of-Way  
C = Construction

	2026	2027	2028	2029	2030	2031	2032
Annual TASA Expenditures	\$838,279	\$822,331	\$1,146,384	\$1,821,200	\$2,120,000	\$1,858,800	\$0
Annual TASA Allocations	\$1,068,998	\$1,156,505	\$1,156,505	\$1,156,505	\$1,156,505	\$1,138,532	\$1,156,505
Balance	\$230,719	\$334,174	\$10,121	-\$664,695	-\$963,495	-\$720,268	\$1,156,505

## 2026 METRO CAPITAL BUDGET

PROJECT DESCRIPTION	PID	REQUESTING DEPARTMENT	PROJECT COST	Projected GRANT SHARE	Projected LOCAL SHARE
<b>2026 Projected Capital Projects</b>					
20 Large Buses		Maintenance	\$ 14,857,143	\$ 11,885,714	\$ 2,971,429
2 Electric Buses	117253	Maintenance	\$ 1,830,000	\$ 1,464,000	\$ 366,000
Safety Equipment		Safety and Security	\$ 92,000	\$ 73,600	\$ 18,400
Bus Stop Amenities (Shelters and Construction)	104365	Planning	\$ 350,000	\$ 280,000	\$ 70,000
Bus Stop Amenities (Super Stops)	125296	Planning	\$ 5,471,850	\$ 4,377,480	\$ 1,094,370
TSP		Planning	\$ 1,000,000	\$ 800,000	\$ 200,000
Final Year Construction of MOAF/Facility Improvements		Maintenance	\$ 17,000,000	\$ 13,600,000	\$ 3,400,000
Archeticture and Engineering Projects		Maintenance	\$ 1,200,000	\$ 960,000	\$ 240,000
IT Hardware Software/Systems		Finance/IT	\$ 1,570,000	\$ 1,256,000	\$ 314,000
CAD/AVL System Upgrade or Replacement		Maintenance	\$ 3,500,000	\$ 2,800,000	\$ 700,000
CNG Station Dispenser Replacement		Maintenance	\$ 550,000	\$ 440,000	\$ 110,000
Licenses, Subscriptions, Service Agreements		Finance/IT	\$ 343,000	\$ 274,400	\$ 68,600
Laptops, Desktops, Monitors Peripherals		Finance/IT	\$ 65,000	\$ 52,000	\$ 13,000
Avigilon Server and camera Replacement		Finance/IT	\$ 100,000	\$ 80,000	\$ 20,000
416 Kenmore Solar Invertor Replacement		Maintenance	\$ 550,000	\$ 440,000	\$ 110,000
				\$ -	\$ -
				\$ -	\$ -
<b>2026</b>			<b>\$ 48,478,993</b>	<b>\$ 38,783,194</b>	<b>\$ 9,695,799</b>

**FY 2024**  
**AMATS Area**  
**TRANSIT PROJECTS ACTIVITY**

PROJECT DESCRIPTION	PID NUMBER	TOTAL PROJECT COST	FEDERAL FUNDING AMOUNT	FEDERAL FUNDING SOURCE	STATE FUNDING	GRANT/PROJECT STATUS
<b>PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY</b>						
<b>FY 2026 Projects</b>						
<b>Capital</b>						
3 Large Diesel Transit Buses - 35'	116416	\$2,000,000	\$1,600,000	CMAQ	\$0	Awarded
2 Low-floor LTV Buses - < 30'	118331	\$348,920	\$279,136	Sec. 5307	\$0	Awarded
4 Expansion LTVs - <30'	124574	\$860,000	\$688,000	CarbRP-S OTP2	\$0	Awarded
Bus Terminal Equipment	125853	\$300,000	\$240,000	Sec. 5307	\$0	Awarded
Bus Terminal Rehabilitation	124574	\$35,000	\$28,000	STBG OTP2	\$0	Awarded
		<b>\$3,543,920</b>	<b>\$2,835,136</b>		<b>\$0</b>	
<b>Operating-Related</b>						
Operating	118306			-		
Preventive Maintenance	118320	<u>\$1,565,000</u>	<u>\$1,252,000</u>	Sec. 5307	<u>\$313,000</u>	Awarded
		<b>\$1,565,000</b>	<b>\$1,252,000</b>		<b>\$313,000</b>	
<b>Planning</b>						
Operational Planning	118315	<u>\$65,000</u>	<u>\$52,000</u>	Sec. 5307	<u>\$0</u>	N/A
		<b>\$65,000</b>	<b>\$52,000</b>		<b>\$0</b>	
<b>2026 PARTA TOTALS</b>		<b>\$5,173,920</b>	<b>\$4,139,136</b>		<b>\$313,000</b>	
<b>Coordinated Human Services Transportation Program</b>						
<b>FY 2026 Projects</b>						
Specialized Transportation Program (Section 5310)						
3 Low-floor LTV Buses - < 30'	N/A	\$774,504	\$619,604	Sec. 5310	\$0	Awarded
Bus Cameras	N/A	\$123,278	\$98,622	Sec. 5310	\$0	Awarded
<hr/> Performance Measures - METRO RTA and PARTA have certified that they have developed and adopted the required performance targets for all rolling stock, equipment, facilities, and infrastructure, through a Transit Asset Management (TAM) Plan, as required by federal guidance.						

**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:** April 30, 2026

AMATS is in the process of producing an areawide road diet report. A road diet, sometimes referred to as a 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.

The forthcoming report will build upon the [\*Road Diet Analysis\*](#) AMATS completed in May 2015. The 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. In total, 60 candidate segments were listed in that report.

In 2023, AMATS reviewed the 60 candidate segments from the 2015 report to ascertain whether and when a road diet had occurred. Staff also reached out to communities where any other known road diets had occurred to update the road diet database.

Similar to the objective of the *Areawide Roundabout Report* AMATS completed in 2024, one of the primary objectives of the forthcoming *Road Diet Report* is to analyze how successful the roadway reconfigurations have been from a safety standpoint. To that end, AMATS has begun a pre-and-post crash comparison 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). AMATS has identified and analyzed **16** such segments and has included (a.) summary sheets for each of these and (b.) a map of the the analyzed segments.

Also included along with this memo is a map of all known implemented road diet segments and a table showing these segments. A total of **28** road diets are included on this table.

The report will be produced over the next couple of months with the expectation that a draft will be shared with all AMATS committees prior to the August meetings. While the final layout and components are subject to change to some degree, AMATS anticipates that the report will include the following:

- Introduction
- Road Diet Characteristics
  - Definition
  - General history
  - Siting and design considerations
  - Benefits/advantages
  - Concerns/disadvantages
- AMATS Area Road Diets
  - Re-cap of 2015 *Road Diet Analysis*
  - Regional Inventory of Road Diets
    - 60 Tier 1, 2, and 3 candidates from 2015 analysis and their status
    - Other implemented road diets
  - Road diet pre-and-post crash analysis
- Local Planning Considerations (lessons shared from community focus groups/calls)
- Conclusion

**AMATS staff is asking committees to review and comment as appropriate on the following:**

- 1. Review the table of road diet segments to ensure accuracy and completeness.**
- 2. Review the summary sheets for the 16 road diet segments undergoing a crash comparison analysis. Let staff know if (a.) you believe any additional segments meet the criteria for this comparative analysis or (b.) you see any information that looks incorrect.**
- 3. Review the report outline listed above and let staff know if you have any comments or ideas regarding the structure of the report.**

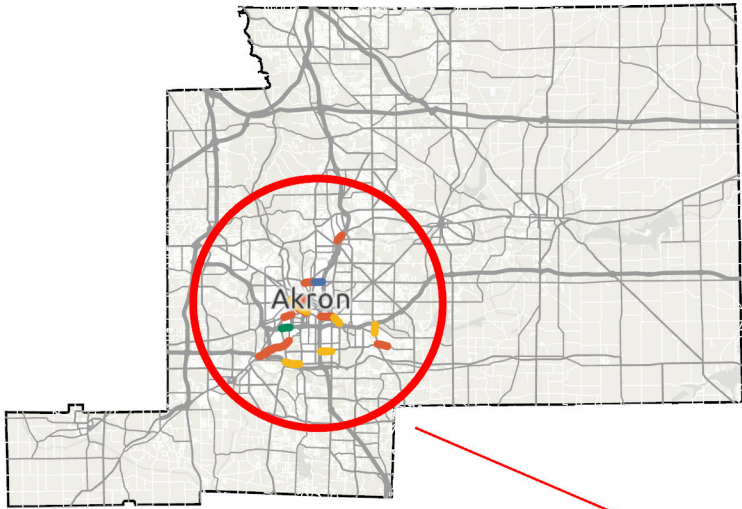
Please provide any comments as soon as possible (recommended by mid-June) to any of the following AMATS staff:

<i>Staff Member</i>	<i>Phone Extension (330-375-2436)</i>	<i>Email Address</i>
Amelia Hoffmeier (crash analysis, mapping)	x 4435	<a href="mailto:ahoffmeier@akronohio.gov">ahoffmeier@akronohio.gov</a>
Matt Mullen (general report production)	x 4894	<a href="mailto:mmullen@akronohio.gov">mmullen@akronohio.gov</a>
Matt Stewart (general report production)	x 3567	<a href="mailto:mstewart@akronohio.gov">mstewart@akronohio.gov</a>

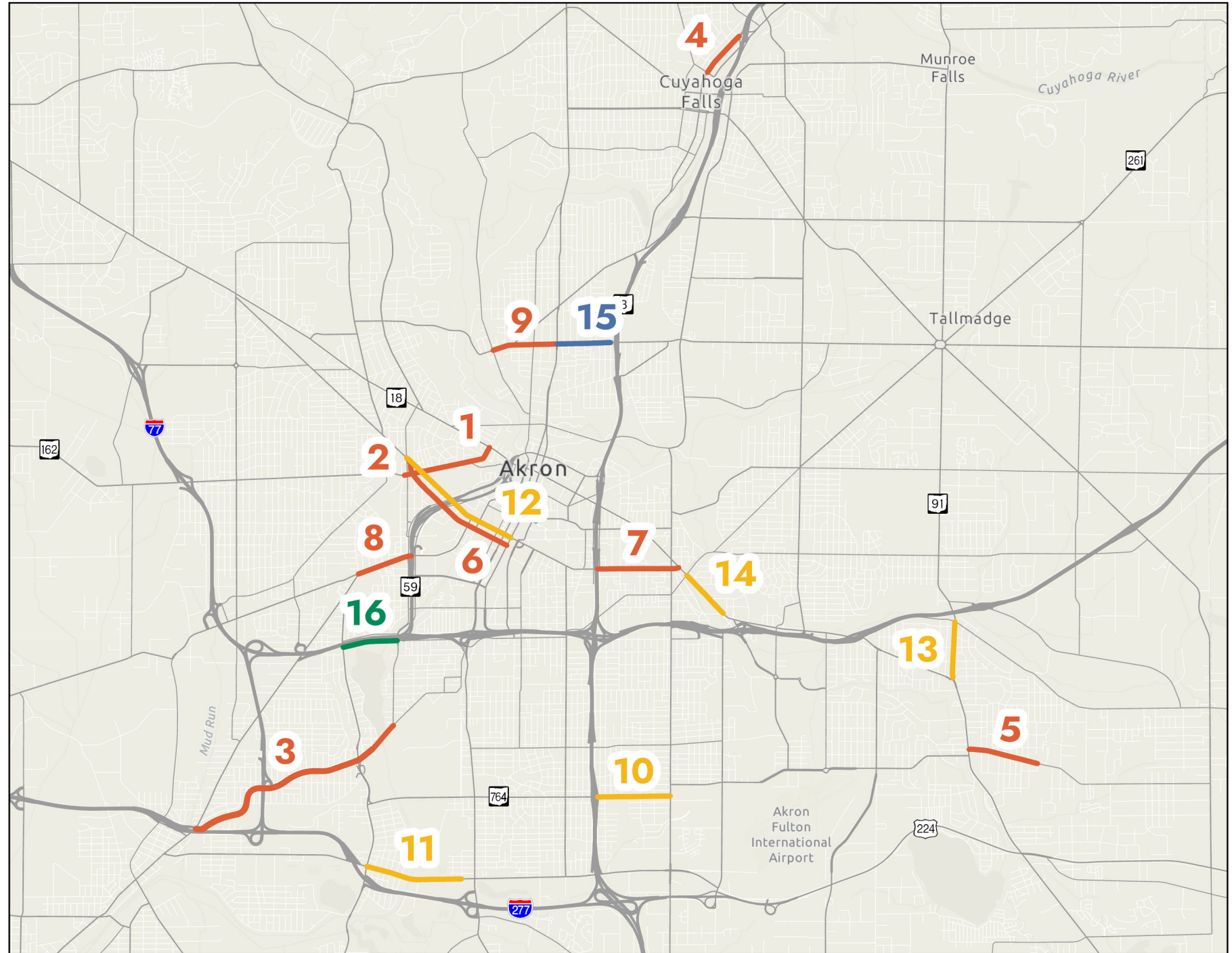
## Implemented AMATS Area Road Diets

State Route	Street	From	To	Location	Year(s) Completed	Overall Crash % Change	Notes
<b>Tier 1 Segments From 2015 Road Diet Analysis</b>							
	2nd St SW	Snyder Ave	Wooster Rd West	Barberton	2022		
SR 261	Opportunity Pkwy	SR 59 MLK Jr Freeway	W. Cedar St	Akron	2022		
	Maple St	SR 162 Glendale Ave	SR 18 W. Market St	Akron	2020	56.86%	
SR 162	Maple St	Edgewood Ave	Glendale Ave	Akron	2019	-23.59%	
	Kenmore Blvd	East Ave	Lakeshore Blvd	Akron	2018	14.22%	
	Second St	Oakwood Dr	Tiff 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
	Albrecht Ave	Canton Rd	Stull Ave	Akron	pre-2016	-33.55%	
	S Hawkins Ave	Morse St	SR 162 Copley Rd	Akron	2021, 2022		
	Cedar St	Rhodes Ave	Broadway St	Akron	2018	-26.84%	
	E Exchange St	SR 8	SR 18 E. Market St	Akron	2020	3.23%	
	Hawkins Ave	SR 162 Copley Rd	Idlewood Ave	Akron	2022		Diet goes further north than this, to Marion...and then continues on N. Hawkins
SR 764	Triplett Blvd	Arlington St	ABC Rail Bridge*	Akron	2023		*Partial: 2015 Analysis listed as ending at Hilbish Ave
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
	Tallmadge Ave	Cuyahoga St	SR 261 N. Main St	Akron	2017	-38.15%	
<b>Tier 2 Segments From 2015 Road Diet Analysis</b>							
SR 764	Wilbeth St	I-77	Arlington St	Akron	2020	-44.67%	*Partial: 2015 Analysis listed as starting at Brown St
	Waterloo Rd	SR 93 Manchester Rd	Sycamore St	Akron	2020	10.05%	*Partial: 2015 Analysis listed as ending at Glenmount Ave
	Memorial Parkway	Merriman Rd	Cuyahoga St	Akron	2022		
	Exchange St	Rhodes Ave*	Broadway St	Akron	2018	-50.71%	*Partial: 2015 Analysis listed as beginning at Dodge Ave
SR 91	Canton Rd	E. Market St	Mogadore Rd	Akron	2018	-23.40%	Roundabout at E. Market St.; RD N to Mogadore Rd
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
	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
<b>Tier 3 Segments From 2015 Road Diet Analysis</b>							
	Hawkins Ave	Idlewood Ave	Westgate Circle	Akron	2022		
SR 261	Tallmadge Ave	SR 261 N. Main St	Oxford Ave	Akron	2017	-19.54%	
<b>Other Road Diet Segments (Pre-existing to Road Diet Analysis or not listed)</b>							
	Copley Rd			Akron	Pre-2015		Unsure what year the RD was completed
	S Main St			Coventry Twp.	Pre-2015		Unsure what year the RD was completed
	South St	Manchester Rd	Lakeshore Blvd	Akron	Pre-2015	18.75%	Unsure what year the RD was completed
	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
	W Wooster Road	31st St.	2nd St. NW	Barberton	2025		

# Road Diets with Crash Analysis by Tier



- Other
- Tier 1 - Lower ADT
- Tier 2 - Mid-range ADT
- Tier 3 - Higher ADT



# 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
<b>Total</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>34</b>	<b>48</b>

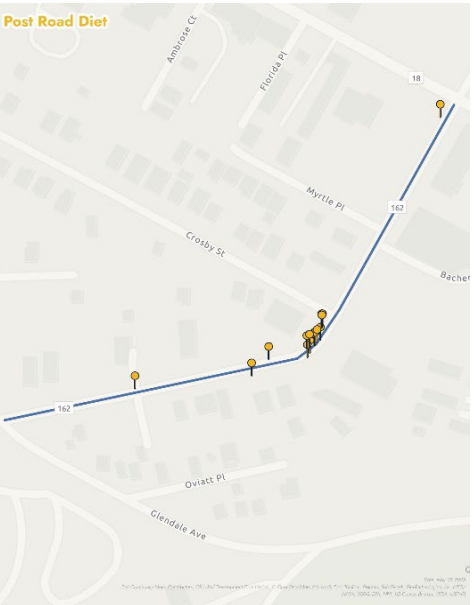
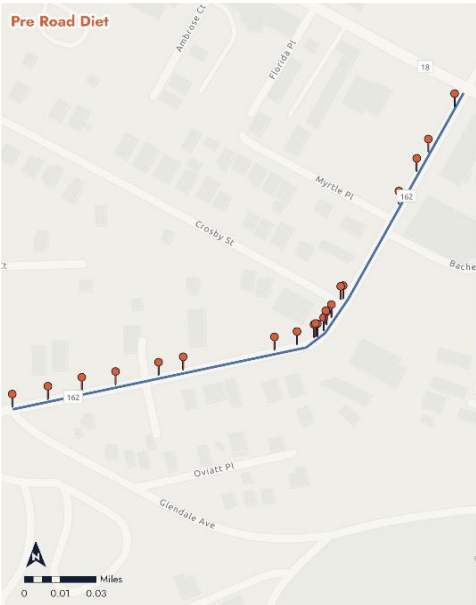
Welch Two Sample t-test  
 data: before and after  
 $t = -1.465$ ,  $df = 5.8029$ ,  $p\text{-value} = 0.1949$   
 alternative hypothesis: true difference in means is not equal to 0  
 95 percent confidence interval:  
 -6.486590 1.653257  
 sample estimates:  
 mean of x mean of y  
 4.250000 6.666667



Crash 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%

Crash Type																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overtuning	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	0	1	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
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>54</b>

Crash Type Comparison																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overtuning	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
<b>Total</b>	<b>1</b>	<b>7</b>	<b>141</b>	<b>259</b>	<b>374</b>

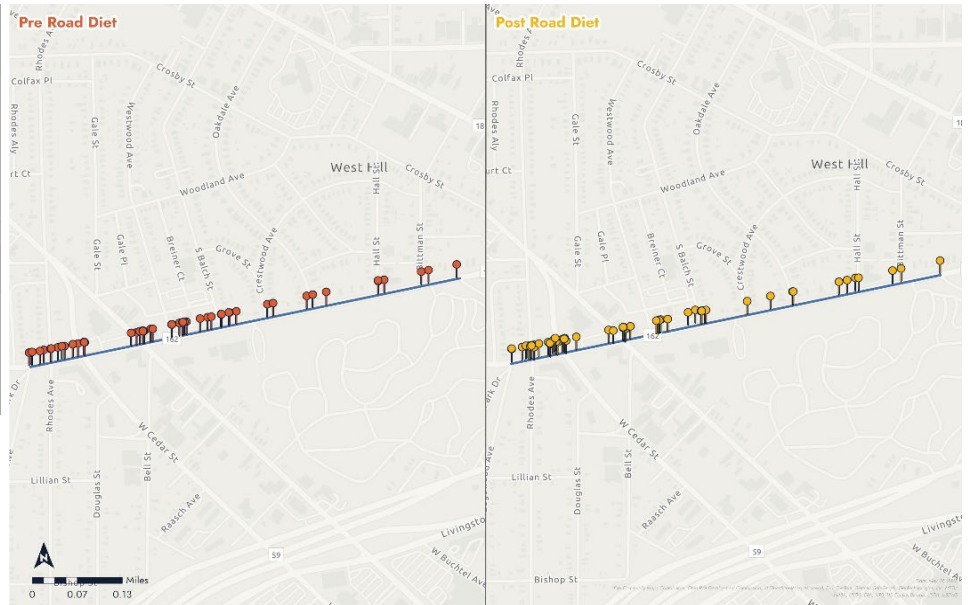
welch Two sample t-test  
 data: before and after  
 $t = 2.0691$ ,  $df = 3.5954$ ,  $p\text{-value} = 0.1152$   
 alternative hypothesis: true difference in means is not equal to 0  
 95 percent confidence interval:  
 -3.862443 23.005300  
 sample estimates:  
 mean of x mean of y  
 40.57143 31.00000

Crash 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%



Crash Type																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overtuning	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
<b>Total</b>	<b>172</b>	<b>1</b>	<b>8</b>	<b>22</b>	<b>7</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>66</b>	<b>5</b>	<b>6</b>	<b>74</b>	<b>1</b>	<b>408</b>

Crash Type Comparison																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overtuning	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

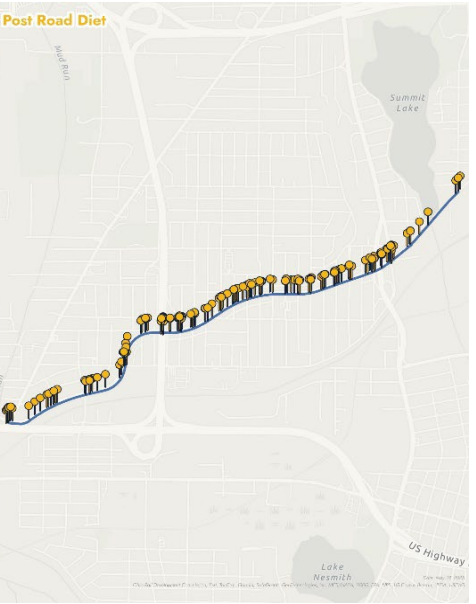
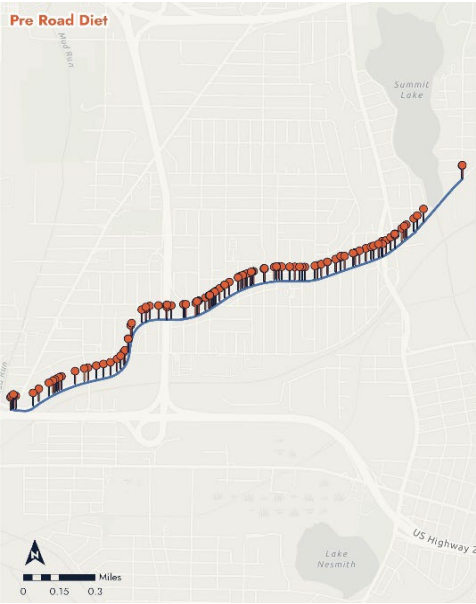
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	8	27	35
2013	0	0	13	27	40
2014	0	0	13	31	44
2015	0	0	22	57	79
2016	0	0	8	28	36
2017	0	0	8	28	36
2018 CONSTRUCTION					
2019 ADJUSTMENT					
2020	0	1	12	38	51
2021	0	4	13	36	53
2022	0	2	9	54	65
2023	0	1	12	25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

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%

Crash Type																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overtuning	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	1	2	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
<b>Total</b>	<b>108</b>	<b>1</b>	<b>17</b>	<b>89</b>	<b>3</b>	<b>36</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>12</b>	<b>11</b>	<b>67</b>	<b>16</b>	<b>3</b>	<b>106</b>	<b>4</b>	<b>527</b>

Crash Type Comparison																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overtuning	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%

welch Two Sample t-test  
 data: before and after  
 $t = -0.78427$ ,  $df = 8.0843$ ,  $p\text{-value} = 0.4552$   
 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



## 2<sup>nd</sup> St from Oakwood Dr to Tiftt 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	<b>CONSTRUCTION</b>				
2018	<b>ADJUSTMENT</b>				
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>72</b>

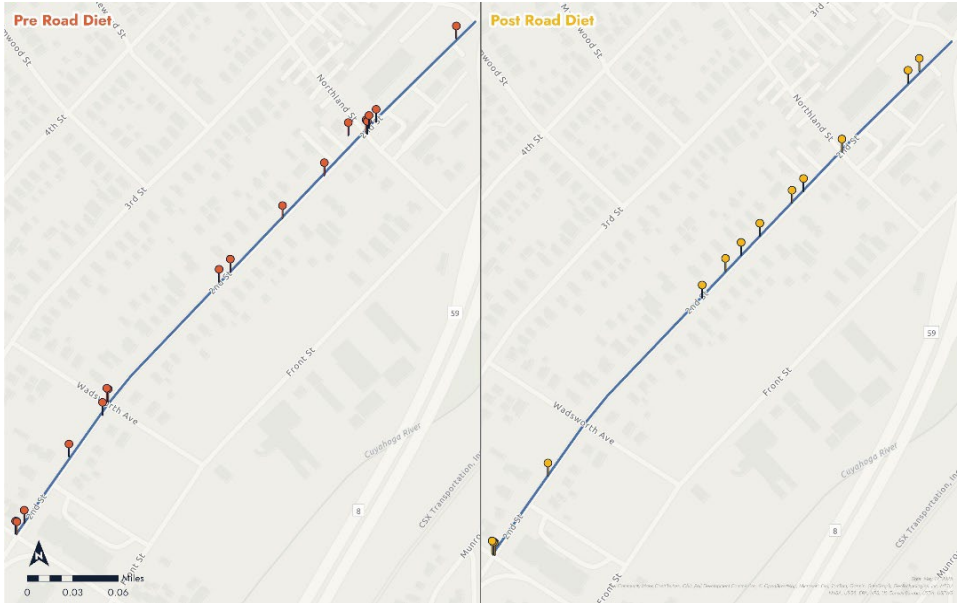
Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	1.80	7.60	9.40
Post-Con. Avg	0.00	0.00	0.83	3.33	4.17
% Change	n/a	n/a	-53.70%	-56.14%	-55.67%

Crash Type																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overtuning	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	0	1	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	<b>CONSTRUCTION</b>																	
2020	<b>ADJUSTMENT</b>																	
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
<b>Total</b>	<b>27</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>72</b>

Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overtuning	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%

Welch Two Sample t-test

data: before and after  
 $t = 2.2903$ ,  $df = 8.6269$ ,  $p\text{-value} = 0.04895$   
 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



# 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
<b>Total</b>	<b>2</b>	<b>4</b>	<b>20</b>	<b>67</b>	<b>93</b>

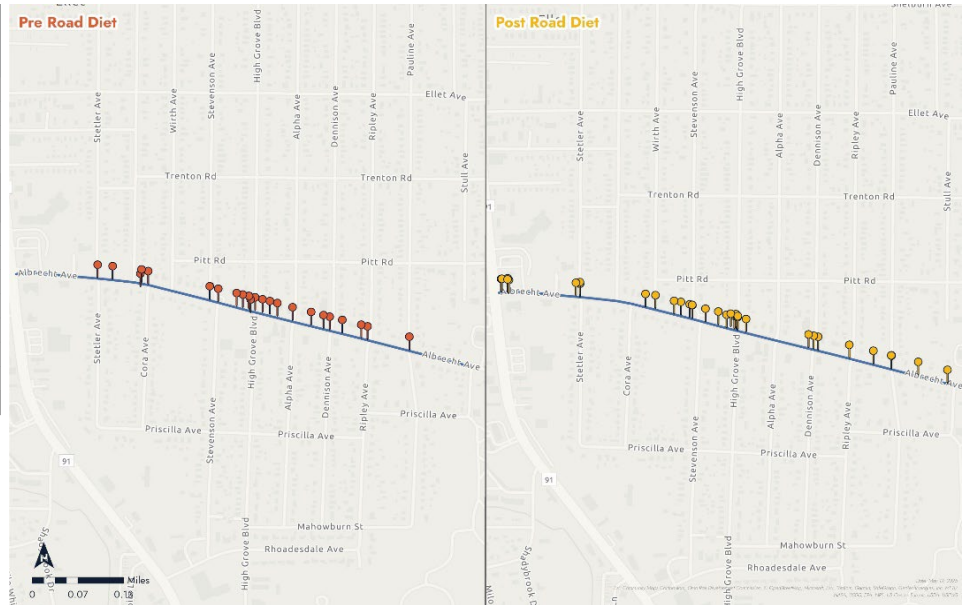
Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	2.75	8.00	10.75
Post-Con. Avg	0.29	0.57	1.29	5.00	7.14
% Change	29.00%	57.00%	-53.25%	-37.50%	-33.55%

welch Two Sample t-test  
 data: before and after  
 $t = 2.2549, df = 5.8922, p\text{-value} = 0.06581$   
 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 Type																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overtuning	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	0	1	0	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
<b>Total</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>93</b>

Crash Type Comparison																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overtuning	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

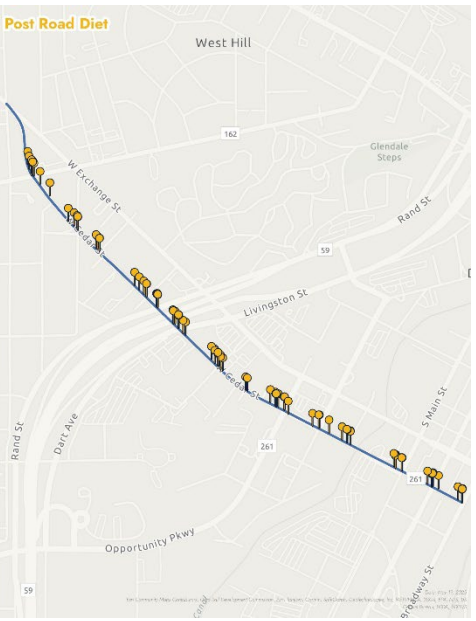
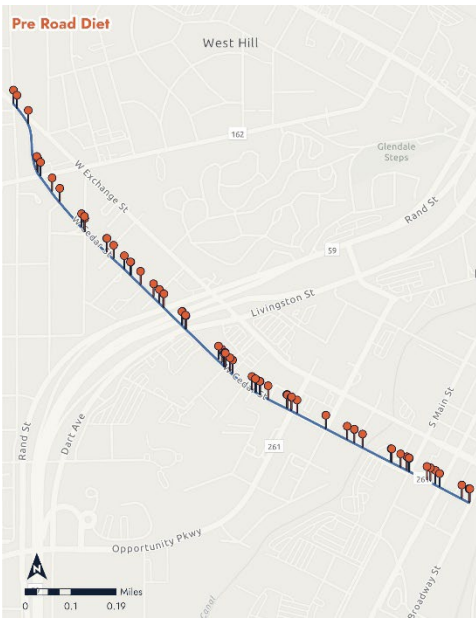
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	1	0	19	40	60
2013	0	0	14	41	55
2014	0	0	12	39	51
2015	0	0	18	56	74
2016	0	0	18	43	61
2017	0	0	15	58	73
2018	<b>CONSTRUCTION</b>				
2019	<b>ADJUSTMENT</b>				
2020	0	0	7	30	37
2021	1	1	11	39	52
2022	1	0	11	38	50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

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%

Crash Type																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overtaking	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	<b>CONSTRUCTION</b>																	
2019	<b>ADJUSTMENT</b>																	
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
<b>Total</b>	<b>213</b>	<b>0</b>	<b>10</b>	<b>22</b>	<b>4</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>13</b>	<b>95</b>	<b>8</b>	<b>3</b>	<b>192</b>	<b>0</b>	<b>602</b>

Crash Type Comparison																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other - Non-collision	Other Object	Overtaking	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%

Welch Two Sample t-test  
 data: before and after  
 $t = 3.5591$ ,  $df = 8.6015$ ,  $p\text{-value} = 0.006589$   
 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



# 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
<b>Total</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>213</b>	<b>301</b>

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%

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
<b>Total</b>	<b>86</b>	<b>0</b>	<b>6</b>	<b>23</b>	<b>3</b>	<b>29</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>9</b>	<b>77</b>	<b>16</b>	<b>2</b>	<b>24</b>	<b>0</b>	<b>301</b>

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%

Welch Two Sample t-test  
 data: before and after  
 $t = -0.21688$ ,  $df = 4.5341$ ,  $p\text{-value} = 0.8377$   
 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



# Vernon Odom Blvd from East Ave to SR 59

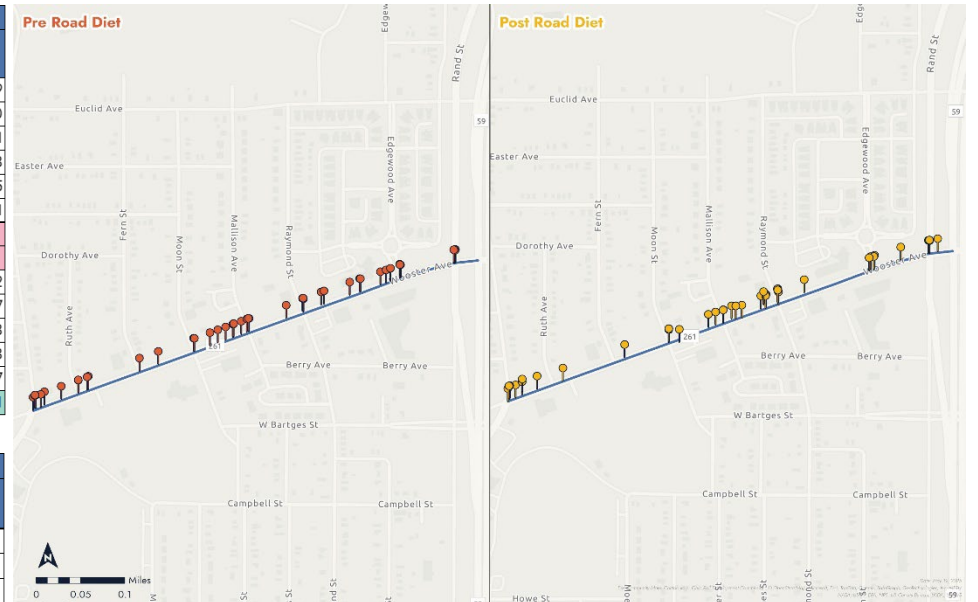
Crash History					
Crash Year	Fatal	Serious	Injury/ Possible Injury	PDO	Total
2012	0	0	11	18	29
2013	0	0	5	25	30
2014	0	0	7	14	21
2015	0	0	4	19	23
2016	0	0	2	23	25
2017	0	0	8	13	21
2018	CONSTRUCTION				
2019	ADJUSTMENT				
2020	0	0	2	20	22
2021	0	0	6	11	17
2022	0	1	4	8	13
2023	0	1	7	15	23
2024	0	0	4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

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	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	0	2	0	1	4	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
<b>Total</b>	<b>59</b>	<b>1</b>	<b>10</b>	<b>20</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>55</b>	<b>4</b>	<b>2</b>	<b>42</b>	<b>0</b>	<b>231</b>

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	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%

welch Two Sample t-test  
 data: before and after  
 $t = 2.5064$ ,  $df = 6.2532$ ,  $p\text{-value} = 0.04455$   
 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



# Tallmadge Ave from Cuyahoga St to N Main St

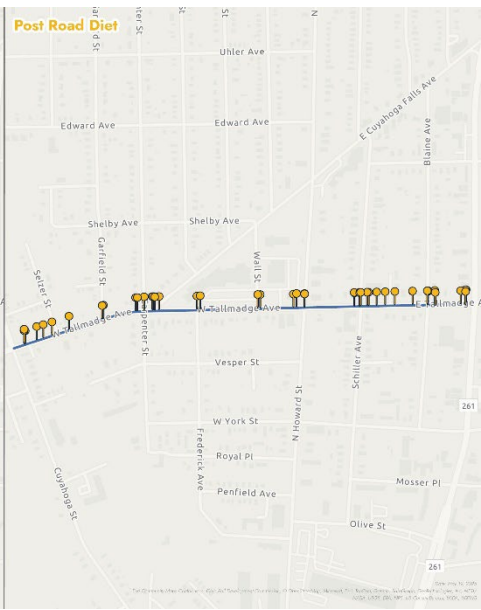
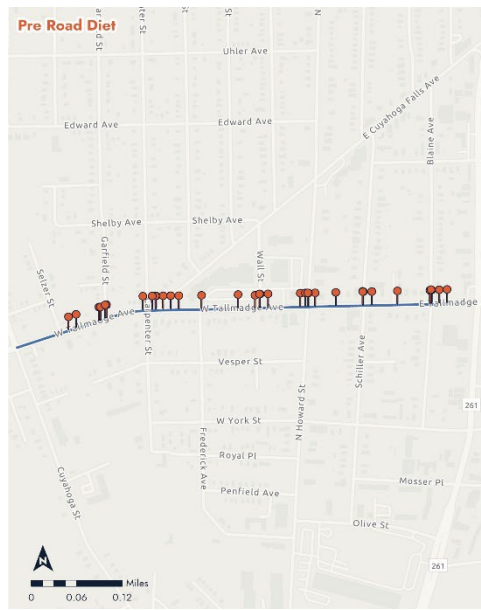
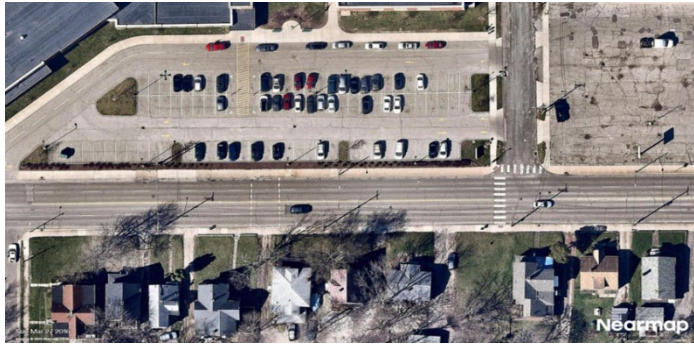
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	5	13	18
2013	0	0	9	15	24
2014	0	0	13	15	28
2015	0	0	8	21	29
2016	0	0	9	20	29
2017 CONSTRUCTION					
2018 ADJUSTMENT					
2019	1	1	6	19	27
2020	0	0	0	17	17
2021	0	0	2	11	13
2022	0	0	2	8	10
2023	0	2	0	14	16
2024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

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%

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
<b>Total</b>	<b>69</b>	<b>0</b>	<b>5</b>	<b>21</b>	<b>2</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>63</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>1</b>	<b>223</b>

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%

welch Two Sample t-test  
 data: before and after  
 $t = 3.0063$ ,  $df = 8.9826$ ,  $p\text{-value} = 0.01484$   
 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



# 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	<b>CONSTRUCTION</b>				
2019	<b>ADJUSTMENT</b>				
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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>77</b>

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%

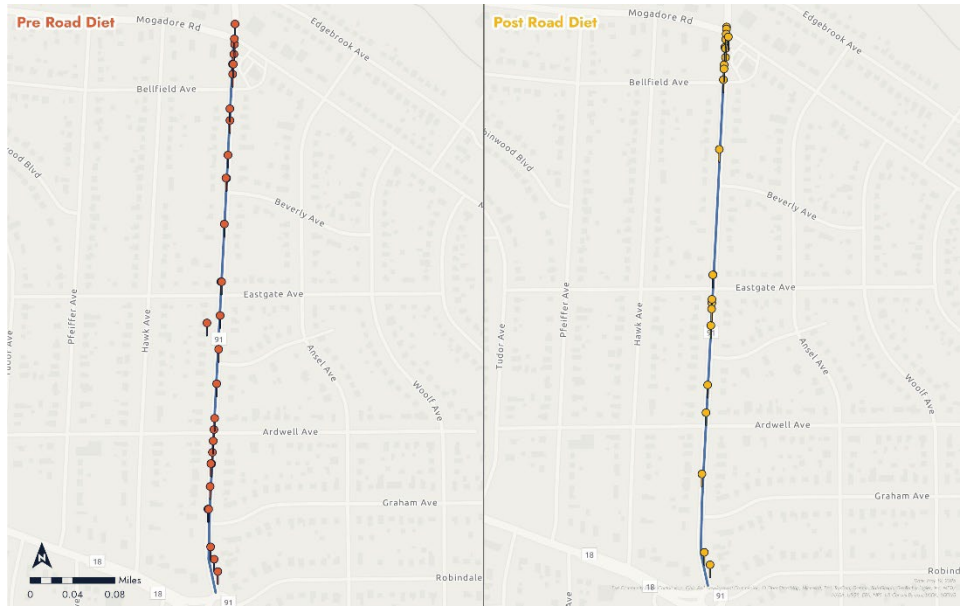
Welch Two Sample t-test

data: before and after  
 $t = 1.4084$ ,  $df = 5.6592$ ,  $p\text{-value} = 0.2115$   
 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	<b>CONSTRUCTION</b>																	
2019	<b>ADJUSTMENT</b>																	
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
<b>Total</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>26</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>77</b>

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

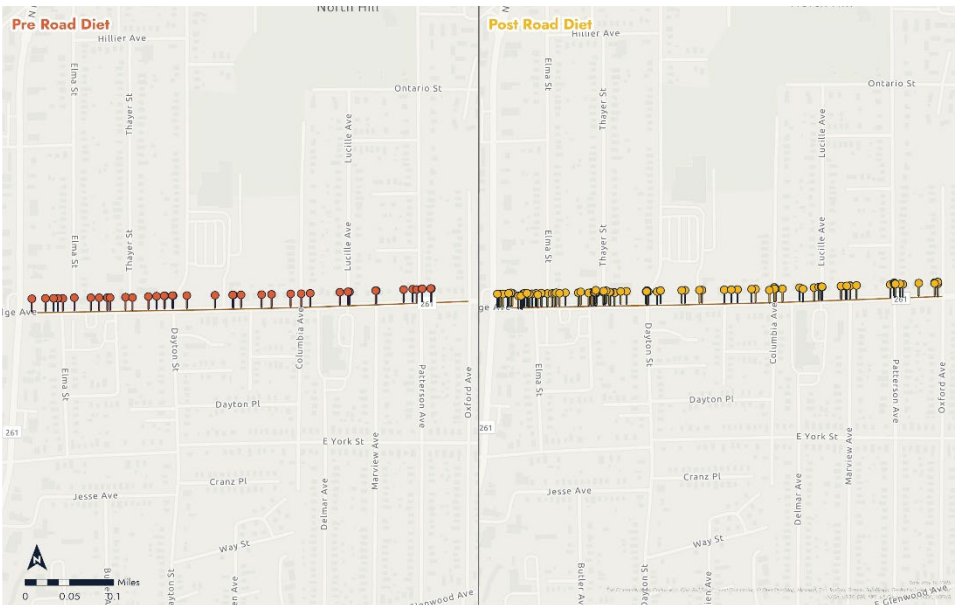
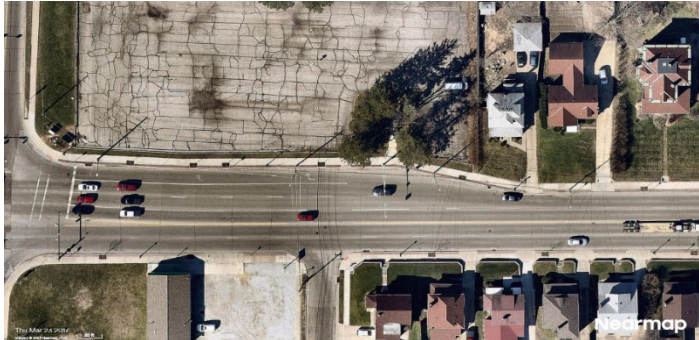
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	9	17	26
2013	0	0	9	21	30
2014	1	0	11	24	36
2015	0	0	10	28	38
2016	0	0	8	36	44
2017 CONSTRUCTION					
2018 ADJUSTMENT					
2019	0	0	10	28	38
2020	0	0	6	14	20
2021	0	0	6	21	27
2022	0	0	6	23	29
2023	0	0	7	18	25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

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%

Crash History																		
Crash Year	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overtuning	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
<b>Total</b>	<b>76</b>	<b>1</b>	<b>11</b>	<b>29</b>	<b>3</b>	<b>29</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>11</b>	<b>109</b>	<b>5</b>	<b>3</b>	<b>53</b>	<b>1</b>	<b>342</b>

Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overtuning	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%

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



# 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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>15</b>	<b>25</b>

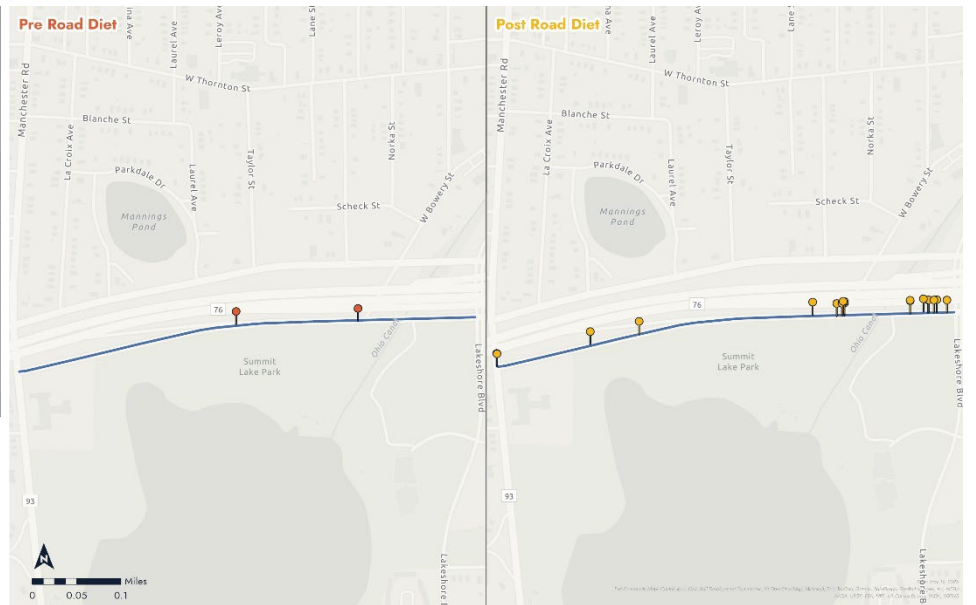
Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	1.00	1.00	2.00
Post-Con. Avg	0.00	0.00	0.88	1.50	2.38
% Change	n/a	n/a	-12.50%	50.00%	18.75%

welch Two sample t-test  
 data: before and after  
 $t = -0.17753$ ,  $df = 2.4793$ ,  $p\text{-value} = 0.8726$   
 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	Overtuning	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	0	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	0	1	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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>25</b>

Crash History																		
	Angle	Animal	Backing	Fixed Object	Head On	Left Turn	Other Non-collision	Other Object	Overtuning	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%



## 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	<b>CONSTRUCTION</b>				
2017	<b>ADJUSTMENT</b>				
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
<b>Total</b>	<b>1</b>	<b>2</b>	<b>18</b>	<b>59</b>	<b>80</b>

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%

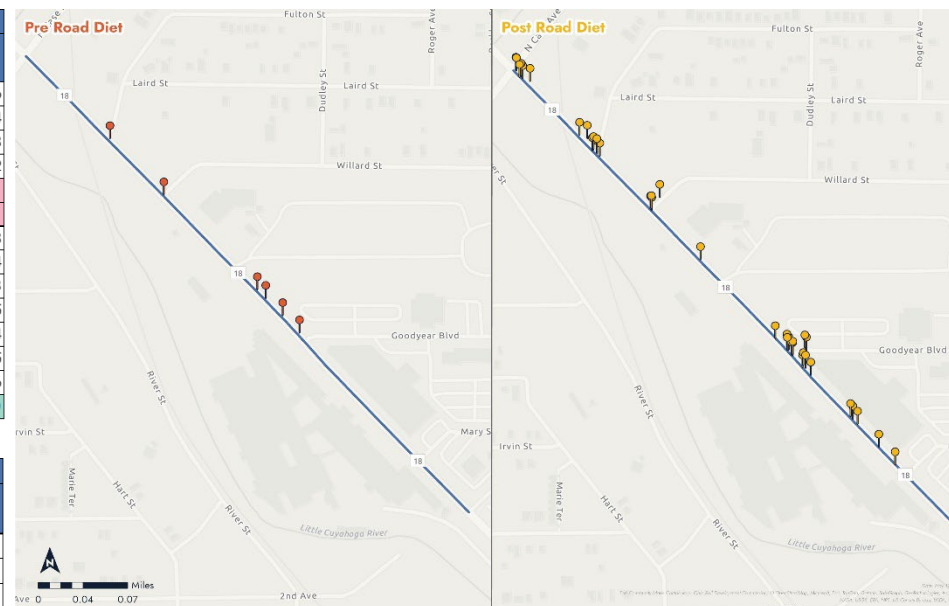
Welch Two Sample t-test

data: before and after  
 $t = -2.6886$ ,  $df = 8.0564$ ,  $p\text{-value} = 0.02738$   
 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	0	1	0	0	1	0	6
2013	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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	0	1	0	1	0	2
2016	<b>CONSTRUCTION</b>																	
2017	<b>ADJUSTMENT</b>																	
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	1	0	0	0	0	0	0	2	0	0	1	0	6
<b>Total</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>80</b>

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 I-77 to Arlington St

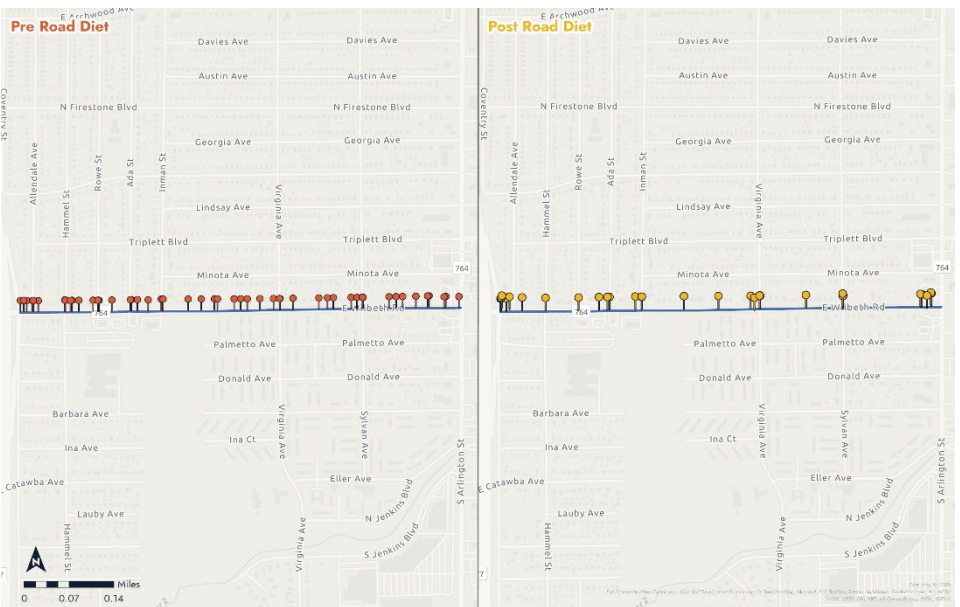
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	10	18	28
2013	0	0	12	23	35
2014	0	0	12	27	39
2015	0	0	5	24	29
2016	0	0	11	26	37
2017	0	0	9	21	30
2018	0	0	6	15	21
2019	0	1	6	15	22
2020 CONSTRUCTION					
2021 ADJUSTMENT					
2022	0	0	7	15	22
2023	0	1	1	8	10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

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%

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
<b>Total</b>	<b>86</b>	<b>0</b>	<b>9</b>	<b>18</b>	<b>5</b>	<b>56</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>61</b>	<b>4</b>	<b>2</b>	<b>31</b>	<b>2</b>	<b>291</b>

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	1.88	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%

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



# 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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>89</b>

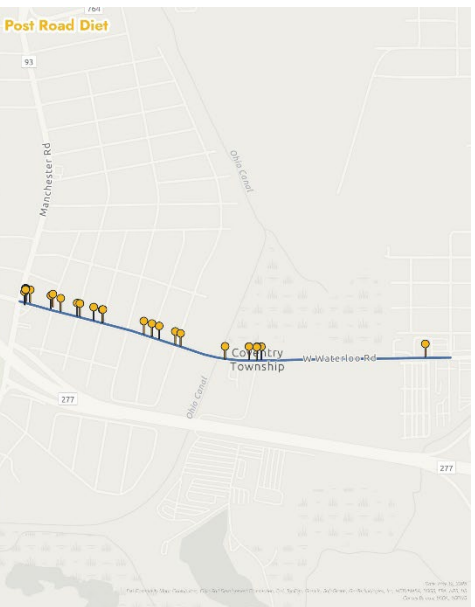
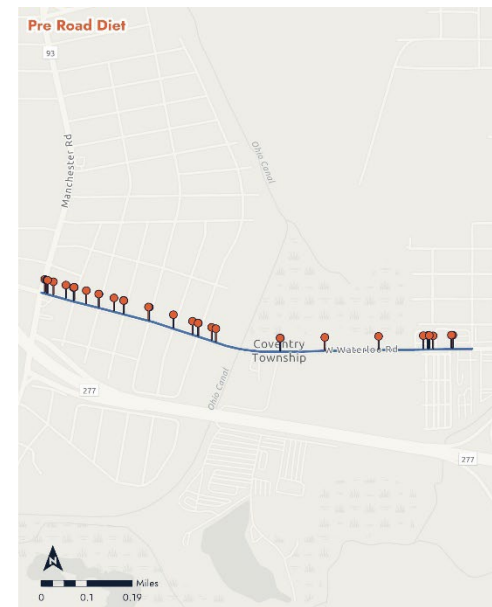
Crash Comparison					
	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
Pre-Con. Avg	0.00	0.00	2.38	5.50	7.88
Post-Con. Avg	0.00	0.00	1.33	7.33	8.67
% Change	n/a	n/a	-43.86%	33.33%	10.05%

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
<b>Total</b>	<b>25</b>	<b>0</b>	<b>7</b>	<b>16</b>	<b>2</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>89</b>

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	1.38	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%

Welch Two Sample t-test

data: before and after  
 $t = -0.27791$ ,  $df = 2.8354$ ,  $p\text{-value} = 0.8001$   
 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



# W Exchange St from Broadway St to Rhodes Ave

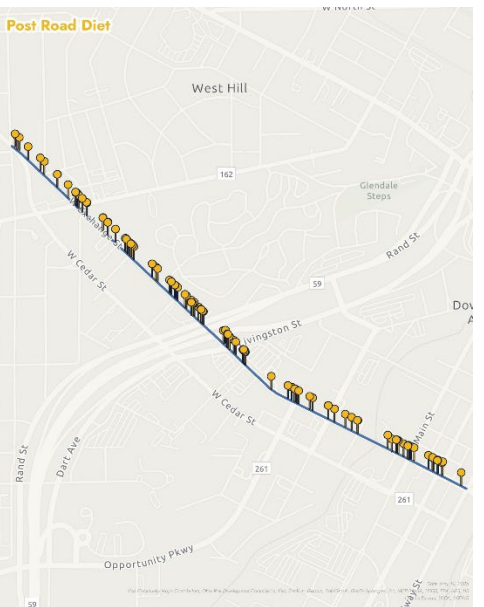
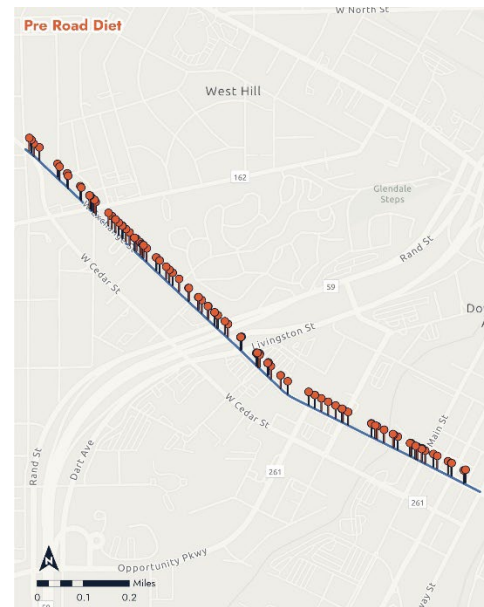
Crash History					
Crash Year	Fatal	Serious Injury	Injury/ Possible Injury	PDO	Total
2012	0	0	27	95	122
2013	0	0	27	78	105
2014	1	0	31	73	105
2015	0	0	17	60	77
2016	1	0	21	78	100
2017	0	0	20	87	107
2018 CONSTRUCTION					
2019 ADJUSTMENT					
2020	0	1	13	35	49
2021	0	0	9	43	52
2022	0	1	14	43	58
2023	1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

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
<b>Total</b>	<b>191</b>	<b>0</b>	<b>21</b>	<b>41</b>	<b>6</b>	<b>53</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>6</b>	<b>12</b>	<b>126</b>	<b>8</b>	<b>7</b>	<b>377</b>	<b>2</b>	<b>869</b>

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%

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



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

**DATE:** April 28, 2026

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

Cancel funding:

1. **SUM CR 0135 02.60 (Killian Rd) (PID 121287)** – Moves construction from FY 2028 to FY 2030 therefore canceling construction funding phase in the current (FY 2026-2029) AMATS TIP. Right of way funding was also moved from FY 2027 to FY 2029 through a previous administrative modification. This roundabout project is in Springfield Township and sponsored by the Summit County Engineer's Office.

Add projects:

2. **SUM Schocalog to Sand Run (Ph 1) (PID 126174)** – New project that adds \$627,604 of TASA funding in FY 2028 for construction. This project constructs a 10-foot-wide multi-use trail along Smith Rd from Rosemont Preserve Trailhead to SR 18 and along SR 18 from Smith Rd to Morewood Rd in the city of Fairlawn.
3. **SUM SR 619 6.37 RAB (PID 126177)** – New project that adds \$520,000 of STBG funding in FY 2029 for right-of-way. This project installs a roundabout at the intersection of SR 619 and S Turkeyfoot Rd in the city of New Franklin. It includes rectangular rapid flashing beacon (RRFB) with refuge island on the east leg of SR 619 to accommodate pedestrian and golf cart crossings and construct 11-foot shared use path along the south side of SR 619 from State Park Drive to the RRFB and along the west side of Point Comfort Drive. Also includes constructing 5 foot sidewalk from the Turkeyfoot Channel Bridge to SR 619/S Turkeyfoot intersection and pedestrian bridge south of SR 619 to carry the shared-use path over the Turkeyfoot Channel and lighting improvements.

4. **SUM Rubber City Heritage Tr 4 (PID 126343)** – New project that adds \$167,620 and \$29,580 of TASA funding in FY 2027 and FY 2028 for environmental design and detailed design respectively. This project constructs a trail along abandoned Akron-Barberton Cluster Railroad between the Brown St/Johnson St intersection to Lafollette St in the city of Akron.
5. **WAY MR 1022 (Rittman Resurf) (PID 126372)** – New project that adds \$464,575.50 of STBG funding in FY 2029 for construction. This project resurfaces College Street between Industrial Street and N. Main Street in the city of Rittman.

### **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 2026-09. This Resolution approves the amendment to the FY 2026-2029 TIP. The Staff recommends approval.

**RESOLUTION NUMBER 2026-09**

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

Approving Amendment #11 to the AMATS Transportation Improvement Program FY 2026-2029 to cancel funding for one project and add four recently approved 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 cancel funding for one project and add four recently approved projects:

1. **SUM CR 0135 02.60 (Killian Rd) (PID 121287)** – Moves construction from FY 2028 to FY 2030 therefore canceling construction funding phase in the current (FY 2026-2029) AMATS TIP. Right of way funding was also moved from FY 2027 to FY 2029 through a previous administrative modification. This roundabout project is in Springfield Township and sponsored by the Summit County Engineer’s Office.
2. **SUM Schocalog to Sand Run (Ph 1) (PID 126174)** – New project that adds \$627,604 of TASA funding in FY 2028 for construction. This project constructs a 10-foot-wide multi-use trail along Smith Rd from Rosemont Preserve Trailhead to SR 18 and along SR 18 from Smith Rd to Morewood Rd in the city of Fairlawn.
3. **SUM SR 619 6.37 RAB (PID 126177)** – New project that adds \$520,000 of STBG funding in FY 2029 for right-of-way. This project installs a roundabout at the intersection of SR 619 and S Turkeyfoot Rd in the city of New Franklin. It includes rectangular rapid flashing beacon (RRFB) with refuge island on the east leg of SR 619 to accommodate pedestrian and golf cart crossings and construct 11-foot shared use path along the south side of SR 619 from State Park Drive to the RRFB and along the west side of Point Comfort Drive. Also includes constructing 5ft sidewalk from the Turkeyfoot Channel Bridge to SR 619/S Turkeyfoot intersection and pedestrian bridge south of SR 619 to carry the shared-use path over the Turkeyfoot Channel and lighting improvements.
4. **SUM Rubber City Heritage Tr 4 (PID 126343)** – New project that adds \$167,620 and \$29,580 of TASA funding in FY 2027 and FY 2028 for environmental design and detailed design respectively. This project constructs a trail along abandoned Akron-Barberton Cluster Railroad between the Brown St/Johnson St intersection to Lafollette St in the city of Akron.

**RESOLUTION NUMBER 2026-09 (Continued)**

5. **WAY MR 1022 (Rittman Resurf) (PID 126372)** – New project that adds \$464,575.50 of STBG funding in FY 2029 for construction. This project resurfaces College Street between Industrial Street and N. Main Street in the city of Rittman.

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

**WHEREAS**, the amendment has been judged to be air quality neutral and is, therefore, excluded from additional regional air quality conformity analysis; 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 May 7, 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 2026-09 (Continued)**

\_\_\_\_\_  
Mayor William B. Judge, 2026 Chairman  
Metropolitan Transportation Policy Committee

\_\_\_\_\_  
Date

**2026 - 2029 AMATS Highway TIP - AMENDMENT 11 (Resolution 2026-09)**

Map ID	PID	Project Name	Sponsoring Agency	Work Type	Project Termini	Project Description	Phase	Year (\$FY)	Fund Type	Fund estimate	Total Project Estimate	Air Quality Status	Performance Measures
32	121287	SUM CR 0135 02.60 (Killian Rd)	Summit County Engineer	Intersection Improvement (Safety)	Intersection of Killian Rd and Pickle Rd	Install roundabout at the intersection of Killian Rd (CR 135) and Pickle Rd (CR 70) in Springfield Township, Summit County, Ohio. Includes reprofiling the eastern approach to improve sight distance, curb	RW	2029	MPO CRP	\$240,000.00	\$2,640,600.00	Exempt	
									Local	\$60,000.00			
							CO	2028	MPO CRP	\$1,750,000.00			
							2030	Local	\$590,600.00				
	126174	SUM Schocalog to Sand Run (Ph 1)	Fairlawn	Shared Use Path	Smith Rd from Rosemont Preserve Trailhead to SR 18 and along SR 18 from Smith Rd to Morewood Rd	Construct a 10 ft wide multi-use trail along Smith Rd from Rosemont Preserve Trailhead to SR 18 and along SR 18 from Smith Rd to Morewood Rd in the city of Fairlawn.	CO	2028	MPO TASA	\$627,604.00	\$697,337.78	Exempt	Non-SOV
								Local	\$69,733.78				
	126177	SUM SR 619 6.37 RAB (N Franklin)	New Franklin	Intersection Improvement (Safety)	Intersection of SR 619 and S Turkeyfoot Lake Rd	Install roundabout at the intersection of SR 619 and S Turkeyfoot Rd in the City of New Franklin. Includes rectangular rapid flashing beacon (RRFB) with refuge island on the east leg of SR 619 to accommodate pedestrian and golf cart crossings and construct 11ft shared use path along the south side of SR 619 from State Park Drive to the RRFB and along the west side of Point Comfort Drive. Construct 5ft sidewalk from the Turkeyfoot Channel Bridge to SR 619/S Turkeyfoot intersection. Construct pedestrian bridge south of SR 619 to carry the shared-use path over the Turkeyfoot Channel and lighting improvements.	RW	2029	MPO STBG	\$520,000.00	\$6,427,317.50	Exempt	Safety
								Local	\$130,000.00				
	126343	SUM Rubber City Heritage Tr 4	Akron	Shared Use Path	Brown St/Johnson St to Lafollette St	Construction of the Rubber City Heritage Trail (Phase 4) along abandoned Akron-Barberton Cluster Railroad between the Brown St/Johnson St intersection to Lafollette St in the City of Akron.	ENV	2027	MPO TASA	\$167,620.00	\$1,250,000.00	Exempt	Non-SOV
								Local	\$41,905.00				
						DD	2028	MPO TASA	\$29,580.00				
								Local	\$7,395.00				
	126372	WAY MR 1022 (Rittman Resurf)	Rittman		College Street from the intersection of Industrial Street and N. Main Street.	Resurfacing College Street between Industrial Street and N. Main Street within the City of Rittman.	STBG	2029	MPO STBG	\$464,575.50	\$516,195.00	Exempt	
								Local	\$51,619.50				

## 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 2026-10 - 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

**DATE:** April 30, 2026

In order to remain certified as a Metropolitan Planning Organization (MPO), AMATS must satisfy various requirements each year. These requirements include:

1. Reaffirming the approval of *Transportation Outlook*, the area's 2050 Regional Transportation Plan.
2. Reaffirming the approval of the Transportation Improvement Program (TIP).
3. Affirming the consistency between *Transportation Outlook*, the Transportation Improvement Program, and the State Implementation Plan (SIP) for improving air quality.

*Transportation Outlook*, the AMATS area's current Regional Transportation Plan was adopted by the AMATS Policy Committee on May 15, 2025. Federal planning requirements under the *Infrastructure Investment and Jobs Act (IIJA)* state that the regional transportation plan must be reviewed and updated every four years in air quality non-attainment or maintenance areas. Consequently, the area's next regional transportation plan update is scheduled for adoption by the Policy Committee in 2029.

The AMATS Policy Committee approved the FY 2026-2029 TIP on May 15, 2025. The TIP is typically updated every two years and is comprised of projects drawn from *Transportation Outlook*, the area's Regional Transportation Plan.

Because AMATS is part of the eight-county Cleveland-Akron-Lorain air quality non-attainment area, its Regional Transportation Plan and TIP must also contain an air quality analysis that shows that emissions from mobile sources will not exceed the allowable limits for ozone and fine particulate matter (PM<sub>2.5</sub>) that have been established by the Ohio Environmental Protection Agency (OEPA) in the State Implementation Plan (SIP). To that end, an air quality analysis

entitled, *Ozone and PM2.5 Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area* was completed. This air quality document demonstrates that *Transportation Outlook* and the TIP are in compliance with the applicable air quality standards.

On April 8, US EPA proposed to redesignate the Cleveland-Akron-Lorain area to attainment status for ground-level ozone after three years of air monitoring show that the region meets the national health-based standards. If US EPA finalizes the redesignation after considering public comments, air permitting would be faster and more predictable while health protections remain in place. Existing pollution controls will continue, and regional transportation plans and major road projects will still be reviewed to ensure they do not worsen air quality. Federal law requires a maintenance plan to keep the area in attainment for at least 10 years.

US EPA will publish the redesignation proposal in the Federal Register and open a 30-day public comment period. The notice will include instructions on how to submit comments and the deadline for doing so. After reviewing public input, EPA will issue a final decision (no set date for a final decision).

ODOT requests that AMATS annually reaffirm its approval of the area's Regional Transportation Plan and TIP, and that AMATS affirm the consistency of both documents with the SIP, in a single resolution. Resolution 2026-10 meets this objective.

The Staff recommends that Resolution 2026-10 be approved.

**RESOLUTION NUMBER 2026-10**

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

**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**

**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**, AMATS has, pursuant to 23 United States Code 134 and 49 United States Code 5303, prepared *Transportation Outlook*, the area's 2050 Regional Transportation Plan, which was approved on May 15, 2025; and

**WHEREAS**, AMATS has, pursuant to Title 23 United States Code Section 134 prepared the Transportation Improvement Program for Fiscal Years 2026 through 2029, which was approved on May 15, 2025; and

**WHEREAS**, the Transportation Improvement Program for Fiscal Years 2026-2029 is consistent with *Transportation Outlook*, the area's 2050 Regional Transportation Plan; and

**WHEREAS**, Section 176(c)(3) of the Clean Air Act Amendments of 1990, requires that the MPO make a determination that the Regional Transportation Plan and the Transportation Improvement Program are in conformity with respect to the State Implementation Plan for attainment of the National Ambient Air Quality Standards (NAAQS); and

**WHEREAS**, a quantitative air quality analysis of *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2026 through 2029 was completed for both ozone and fine particulate matter (PM<sub>2.5</sub>), in accordance with the requirements specified by the *Infrastructure Investment and Jobs Act (IIJA)* and the Clean Air Act Amendments of 1990; and

**WHEREAS**, this quantitative air quality analysis entitled, *Ozone and PM<sub>2.5</sub> Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area SFY 2026 – 2029 Transportation Improvement Programs* demonstrates that *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2026 through 2029 are in conformity with the applicable air quality standards of the State Implementation Plan.

**RESOLUTION NUMBER 2026-10 - Continued**

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee reaffirms its approval of *Transportation Outlook* as the Regional Transportation Plan for Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County.
2. That this Committee reaffirms its approval of the Transportation Improvement Program (TIP) for Fiscal Years 2026 and 2029 as the program of projects being implemented with federal transportation funds in Summit and Portage counties and the Chippewa and Milton Township areas of Wayne County.
3. That this Committee affirms the consistency between the Transportation Improvement Program (TIP) for Fiscal Years 2026 through 2029 and *Transportation Outlook*.
4. That this Committee affirms the consistency between *Transportation Outlook* and the State Implementation Plan (SIP) for air quality.
5. 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.

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William B. Judge, 2026 Chairman  
Metropolitan Transportation Policy Committee

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Date

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

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

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

**FROM:** AMATS Staff

**RE:** Resolution 2026-11 - Certification of the Urban Transportation Planning Process

**DATE:** April 30, 2026

In order to remain a Metropolitan Planning Organization (MPO), AMATS must satisfy various requirements each year. One requirement is for the Policy Committee to certify that the urban transportation planning process is being carried out in compliance with all applicable federal requirements.

Every four years, the US DOT certifies whether AMATS is operating the planning process according to federal guidelines. Last year (2025), AMATS underwent its federal certification review. At that time, US DOT certified that AMATS may continue to conduct the planning process for another four years, at which point the US DOT will return for another certification review (beginning in early CY 2029).

One federal requirement pertaining to 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. Consequently, it is the policy of AMATS to provide an environment of nondiscrimination and equal opportunity in employment. The area's regional transportation policies, plans, and programs contained in the Regional Transportation Plan (*Transportation Outlook*) and the Transportation Improvement Program are also compliant with Title VI of the Civil Rights Act of 1964.

The Staff recommends that Resolution 2026-11 be approved.

**RESOLUTION NUMBER 2026-11**

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

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS**

**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, as evidenced in the Agreement of Cooperation, Number 41428, between ODOT and the City of Akron finalized on June 23, 2025; and

**WHEREAS**, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO to certify that the cooperative metropolitan transportation planning process is in conformance with these regulations; and

**WHEREAS**, the federal regulations published as 23 CFR 450 require that the metropolitan transportation planning process shall include activities to support the development and implementation of a regional transportation plan and a transportation improvement program and subsequent transportation planning activities to the degree appropriate for the area; and

**WHEREAS**, these activities have been acted upon by the MPO by separate Resolution Number 2026-10, signed and dated May 14, 2026; and

**WHEREAS**, the federal regulations published as 23 CFR 450.334 also require that the planning process be carried out in accordance with:

- a. Title 23 United States Code (U.S.C.) Section 134 and Title 49 U.S.C. 5303 concerning metropolitan planning for Highways and Transit, respectively;
- b. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and Title 40 Code of Federal Regulations (CFR) part 93 in non-attainment areas;
- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- d. 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- e. Section 1101(b) of the *Infrastructure Investment and Jobs Act* (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
- f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;

**RESOLUTION NUMBER 2026-11 - Continued**

- i. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**WHEREAS**, 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; and

**WHEREAS**, in accordance with the *Infrastructure Investment and Jobs Act (P.L. 117-58)*, AMATS, as a Transportation Management Area, is carrying out its planning responsibilities under the applicable provisions of federal law.

**NOW THEREFORE BE IT RESOLVED:**

- 1. That this Committee certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation system, that the urban transportation planning process is being carried out in compliance with all applicable federal requirements.
- 2. That this Committee authorizes the Staff to implement and provide copies of the AMATS Title VI Civil Rights Program Procedures and Documentation, as amended.
- 3. 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.

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William B. Judge, 2026 Chairman  
Metropolitan Transportation Policy Committee

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Date

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

**TO:** Policy Committee  
Technical Advisory Committee

**FROM:** AMATS Staff

**RE:** Resolution: 2026-12 Connecting Communities Planning Grant

**DATE:** April 29, 2026

As part of the Connecting Communities Initiative, AMATS developed a grant program that made grant funding available for planning studies. In February 2026, AMATS solicited applications for the grant. AMATS received seven applications prior to the March 20, 2026 deadline. Per the application, these planning studies should further the following Connecting Communities Principles:

- Increase alternative transportation options to connect people and places
- Promote Complete Street principles to create vibrant and safe places for all users
- Leverage transportation projects/funding to develop places which support alternative transportation and complete streets through land use and design

The AMATS staff initially met to score and discuss the applications. The Connecting Communities Planning Grant Task Force met on April 22, 2026 to review the applications and recommend award recipients. The Task Force recommends awarding the planning grants to the city of Munroe Falls' "Trails Master Plan" and to the city of Rittman's "Active Transportation Plan". The Task Force based this recommendation on each application's scope and objectives, its adherence to the Connecting Communities Principles, and the recommendation of the AMATS staff.

Attached to this memo are scores for all of the applications and a more in-depth description of the proposals submitted by the top two applicants.

The staff and the Connecting Communities Planning Grant Task Force recommend the Policy Committee approve Resolution 2026-12 awarding a Connecting Communities Planning Grant to the city of Munroe Falls' "Trails Master Plan" and to the city of Rittman's "Active Transportation Plan".

**RESOLUTION NUMBER 2026-12**

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

**Approving two Connecting Communities Planning Grants to be awarded to the city of Munroe Falls and the city of Rittman for planning studies.**

**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**, the Connecting Communities Planning Grant was included under work element 625 and approved as part of the *Transportation Planning Work Program and Budget FY 2026* and will be funded using Federal Consolidated Planning Grant monies, and

**WHEREAS**, the purpose of these grants is to encourage the integration of land use and transportation planning and promote livable communities,

**WHEREAS**, the AMATS Policy Committee, on August 11, 2010, approved the formation of a Connecting Communities Planning Grant Task Force to score applications, and

**WHEREAS**, AMATS received seven applications requesting funding prior to the deadline of March 20, 2026, and

**WHEREAS**, the Connecting Communities Planning Grant Task Force met on April 22, 2026 to review submitted applications and the staff's preliminary scoring, and

**WHEREAS**, upon review of all applications, the Connecting Communities Planning Grant Task Force recommended the following two applications for funding:

- 1. City of Munroe Falls: Trails Master Plan** – to develop the framework for a comprehensive multimodal network and determine acceptable routing for shared use paths, bike lanes and/or sidewalks.
- 2. City of Rittman: Active Transportation Plan** – to improve connectivity between its residential neighborhoods and major destinations by helping the city develop an actionable strategy for locating sidewalks, multi-purpose trails and crosswalks to provide pedestrians safe options for navigating through the community, while considering enhanced trail connectivity throughout the city.

**RESOLUTION NUMBER 2026-12 (Continued)**

**WHEREAS**, this Committee has found these applications to be consistent with the *Connecting Communities Initiative - A Guide to Integrating Land Use and Transportation*.

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee approves the funding of the city of Munroe Falls' Trails Master Plan and the city of Rittman's Active Transportation Plan.
2. That this Committee affirms that sufficient federal funding is available in the *Transportation Planning Work Program and Budget FY 2026* to award these grants.
3. That this Committee affirms consistency of these two applications with *Connecting Communities – A Guide to Integrating Land Use and Transportation*, and *Transportation Outlook*, the area's long range transportation plan.
4. 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.

\_\_\_\_\_  
Mayor William B. Judge, 2026 Chairman  
Metropolitan Transportation Policy Committee

\_\_\_\_\_  
Date

**2026 AMATS Connecting Communities Planning Grant Applications**

		5. Purpose & Need	6. Outcomes	7. Connecting Communities Principles	8. Level of Use	Application Completion	*First Award	Total points
	Application	Out of 30	Out of 20	Out of 20	Out of 10	Out of 5	Out of 5	Out of 90
1	Munroe Falls Trails Master Plan	28	18	19	9	3	5	<b>82</b>
2	City of Rittman Active Transportation Plan	27	17	18	9	5	5	<b>81</b>
3	Schocalog to Sand Run Corridor Vision Plan	24	15	20	9	5	5	<b>78</b>
4	Connecting the Heartland Trail to the Ohio and Erie Towpath	25	15	16	9	5	5	<b>75</b>
5	Ghent Hamlet Walkability and Traffic Calming Measures	25	19	19	7	5	0	<b>75</b>
6	METRO Locally Preferred Alternative Study	22	15	15	10	5	0	<b>67</b>
7	S Main St East Turkeyfoot Lake Road Corridor Study	22	17	15	8	5	0	<b>67</b>

# CONNECTING COMMUNITIES

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## 2026 Planning Grant

### **City of Munroe Falls' Trails Master Plan**

With an aging population and limited non-vehicular transportation, as well as assets such as the Bike & Hike Trail, Tallmadge Meadows Area and Munroe Falls Metro Park, the city of Munroe Falls is eager to identify a framework for a multimodal network that can benefit residents and visitors alike. The city of Munroe Falls has identified six priority roadways to be the focus of this study, expecting improvements to these to be of the greatest impact. Recommendations will include complete street principles, trails, shared-use paths, and sidewalks that provide connections to bike trails as well as bus routes and waterways. With barriers like the Cuyahoga River and SR-91, this planning study will provide recommendations for traversing these areas as well as evaluate partnerships for funding.

### **City of Rittman's Active Transportation Plan**

The downtown district of Rittman has pedestrian facilities that do not connect to citywide neighborhoods, lacks signage and wayfinding to assist pedestrians in navigating the downtown, and has limited streetscaping and bicycle facilities. The city of Rittman's Active Transportation Plan will include recommendations for multimodal connectivity between community assets and its residents, connecting the downtown to neighborhoods as well as to nearby trails. A detailed implementation plan will inform future decisions to encourage pedestrian and bicycle travel as a viable option for residents and visitors. Additionally, the city will fund an economic development study to run concurrently with the planning study to further provide city officials with a roadmap for improvements.

**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 2026-13 – Approving the FY 2027 Transportation Planning Work Program and Budget

**DATE:** April 24, 2026

Executive Summary

This memorandum discusses the activities and budget for transportation planning in the Akron Metropolitan Area for the state fiscal year beginning July 1, 2026. The purpose of this resolution is to approve the Transportation Planning Work Program and Budget.

Annually, the AMATS Policy Committee adopts a Transportation Planning Work Program and Budget (Work Program) for the upcoming fiscal year. A draft of the Fiscal Year 2027 Work Program was approved by the Policy Committee at its meeting on February 12, 2026, and it was subsequently submitted to ODOT for review and comment. ODOT and the Federal Highway Administration (FHWA) have reviewed the draft Work Program. The major elements of the Work Program remain the same as the version presented to, and approved by, the Policy Committee in February.

The major work products that are to be completed during FY 2027 include the following:

- **Develop the new FY 2028-2031 Transportation Improvement Program**
- **Traffic Counting Program** – The staff is expected to complete over 200 counts on regional roadways and provide this data to the public. Counts are also completed by member request.
- **Participate in the Statewide CMAQ Discretionary Funds Program** - AMATS will continue to work with ODOT and the other Metropolitan Planning Organizations (MPOs) to select projects for the CMAQ Program.
- **Continue implementation of the Infrastructure Investment and Jobs Act (IIJA)**
- **Provide the Annual Report on Roadway Congestion**
- **Direct the Gohio Commute and Air Quality Advocacy Programs** – The staff will utilize a multimodal approach to promote modes of travel that reduce the use of single-occupancy vehicles.

- **Pavement Condition Data Collection and Analysis Program** – continue the development and analysis of pavement conditions.
- **Continue work on the newest round of Connecting Communities Planning Grants**
- **Develop the Preservation Needs Report**
- **Begin development of the Freight Plan**
- **Begin development of the Active Transportation Plan**
- **Develop a new 3P – Public Participation Plan**

AMATS member communities receive approximately \$20 million annually in several funding categories to be used for highway, transit and enhancement improvements. AMATS is the federally mandated conduit for these funds.

It has been estimated that \$1,516,463 in federal Consolidated Planning Grant (CPG) funds will be available to AMATS for planning activities in FY 2027. CPG funds must be matched by state and local funds at a percentage rate of 80/10/10, yielding an initial budget of \$1,895,579. Any remaining funds from this fiscal year (FY 2026) will be carried over on July 1 and may be used through December 31, 2026.

The following table (Table 1) entitled *AMATS FY 2027 Work Program – Funding by Source* summarizes the budget that is to be included in the FY 2027 Work Program. This budget includes an expenditure of \$2,775,579 to support the AMATS staff and its activities. Along with METRO RTA and PARTA, the budget for regional transportation planning totals \$3,690,579.

In addition, total annual dues for FY 2027 will be \$197,140. The attached *AMATS Local Share Calculation* table (Table 2) shows each member’s dues for the upcoming fiscal year. Local share dues are used to match CPG funding as well as cover delayed expenses and reimbursements not immediately paid by ODOT. Local share amounts for individual members reflect the US Census 2020 population figures, charged per capita, by previous agreement of the Policy Committee.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for staff air quality planning activities must be matched with appropriate funding where applicable. Per ODOT’s instructions, Toll Revenue Credit (TRC) is applied to portions of the staff CMAQ air quality planning activities.

### Staff Recommendation

Attached is Resolution 2026-13 for your review and consideration. This resolution approves the final FY 2027 Transportation Planning Work Program and Budget and authorizes the staff to collect annual dues. The staff will adjust the FY 2027 budget once the final carryover balances from FY 2026 are known in July. The Policy Committee’s approval is requested.

**Table 1**

**AMATS FY 2027 WORK PROGRAM  
FUNDING BY SOURCE**

<b><u>AMATS AGENCY ONLY</u></b>	<b><u>FY 2027</u></b>
USDOT Consolidated Planning Grant	\$1,516,463
ODOT Match	\$189,558
AMATS Local Share (Match)	<u>\$189,558</u>
<b>SUBTOTAL</b>	<b>\$1,895,579</b>
AMATS Local Expenses (Match)	\$25,000
FY 2026 Carryover (Estimated)	\$675,000
FHWA/CMAQ (Gohio Commute and AQ)	<u>\$180,000</u>
<b>TOTAL</b>	<b>\$2,775,579</b>
 <b><u>METRO RTA PLANNING</u></b>	
METRO Planning (Local METRO Funds)	\$850,000
 <b><u>PARTA PLANNING</u></b>	
PARTA Planning (Federal & Local PARTA Funds)	<u>\$65,000</u>
 <b>GRAND TOTAL</b>	 <b>\$3,690,579</b>

Note: All carryover amounts will be adjusted when the FY 2026 program is closed out and final balances are known after June 30.

**TABLE 2**

**AMATS  
LOCAL SHARE CALCULATION\*  
SFY 2027 WORK PROGRAM**

MEMBERS	2020 POP (CENSUS)	LOCAL SHARE PERCENT	CY 2026 LOCAL SHARE
METRO RTA	N/A	14.0%	\$27,574
PARTA	N/A	2.3%	\$4,601
<u>SUMMIT COUNTY</u>			
AKRON	190,469	22.4%	\$44,153
BARBERTON	25,191	3.0%	\$5,839
CUYAHOGA FALLS	51,114	6.0%	\$11,850
FAIRLAWN	7,710	0.9%	\$1,787
GREEN	27,475	3.2%	\$6,369
HUDSON	23,110	2.7%	\$5,357
LAKEMORE	2,926	0.3%	\$678
MACEDONIA	12,168	1.4%	\$2,821
MOGADORE	3,811	0.4%	\$883
MUNROE FALLS	5,044	0.6%	\$1,169
NEW FRANKLIN	13,877	1.6%	\$3,217
NORTHFIELD	3,541	0.4%	\$821
NORTON	11,668	1.4%	\$2,705
REMINDEVILLE	5,412	0.6%	\$1,255
RICHFIELD	3,729	0.4%	\$864
SILVER LAKE	2,516	0.3%	\$583
STOW	34,483	4.1%	\$7,993
TALLMADGE	18,394	2.2%	\$4,264
TWINSBURG	19,248	2.3%	\$4,462
SUMMIT CO. UNINCORP.	76,699	9.0%	\$17,779
<u>PORTAGE COUNTY</u>			
AURORA	17,239	2.0%	\$3,996
KENT	28,215	3.3%	\$6,540
RAVENNA	11,323	1.3%	\$2,625
STREETSBORO	17,260	2.0%	\$4,001
PORTAGE CO. UNINCORP.	80,133	9.4%	\$18,576
<u>WAYNE COUNTY</u>			
DOYLESTOWN	3,051	0.4%	\$707
RITTMAN	6,131	0.7%	\$1,421
WAYNE COUNTY ENGINEER	9,708	1.1%	\$2,250
TOTAL	721,109		
TOTAL CONTRIBUTING MEMBERS	711,645		\$197,140

\* \$0.232 per person

Communities under 2,400 in population do not pay local dues.

**RESOLUTION NUMBER 2026-13**

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

**APPROVING THE FISCAL YEAR 2027 TRANSPORTATION PLANNING WORK  
PROGRAM AND BUDGET**

**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**, this Committee annually reviews and approves a Work Program and Budget for the continuation of the transportation planning process; and

**WHEREAS**, this Committee has reviewed the Transportation Planning Work Program for Fiscal Year 2027 and has found it to be consistent with local, State and Federal transportation planning priorities.

**WHEREAS**, this Committee authorizes staff to make changes to the Transportation Planning Work Program work elements, when necessary, that will not change the intent of the activity of the Transportation Planning Work Program and Budget.

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee approves the Fiscal Year 2027 Transportation Planning Work Program.
2. That this Committee approves the provisional Fiscal Year 2027 regional transportation planning budget totaling \$3,690,579 as contained in the Fiscal Year 2027 Work Program.
3. That this Committee approves a FY 2027 local share of \$197,140 in order to match the federal funds in support of the AMATS budget, as discussed in the attached memorandum.
4. That this Committee approves the collection of \$197,140 in annual dues from member communities as shown in the attached table entitled *AMATS Local Share Calculation SFY 2027 Work Program*.
5. That this Committee authorizes the Staff, without further action by this Committee, to adjust the provisional FY 2027 Budget as necessary to reflect the final carryover balances from FY 2026.
6. That this Committee authorizes the AMATS staff to adjust the FY 2027 Transportation Planning Work Program as previously specified to make such changes to the work element budgets as are needed to satisfy clarifying comments from the Ohio and U.S. Departments of Transportation, or to make such changes to fully utilize funds and minimize carryover, but which do not change the intent of the activity.

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

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Mayor William B. Judge, 2026 Chairman  
Metropolitan Transportation Policy Committee

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Date

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

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

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

**FROM:** AMATS Staff

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

**DATE:** April 30, 2026

Executive Summary

This memorandum discusses a TIP amendment to add recently awarded funding to the program of projects for METRO RTA and PARTA in FY 2027.

The Ohio Department of Transportation (ODOT) has awarded the METRO Regional Transit Authority and the Portage Area Regional Transportation Authority (PARTA) funding through its Ohio Transit Partnership Program (OTP2). This competitive grant program was established to provide additional capital funding to Ohio's public transit operators for projects emphasizing system preservation. ODOT provides financial assistance to urban public transit systems (FTA Section 5307 recipients) and rural public transit systems (Section 5311 subrecipients) in Ohio through this program. The program's goals are to facilitate the most efficient and effective use of state and federal funds in the provision of transportation services to Ohio's public transit systems and to maximize the impact of the federal and state dollars that are available in Ohio.

In February, METRO RTA and PARTA were awarded funds through this program for inclusion in FY 2027 of the AMATS Transportation Improvement Program (TIP). METRO RTA received \$1,708,308 in ODOT-attributable federal funds. PARTA received \$288,000 in ODOT-attributable federal funds.

Consequently, METRO RTA and PARTA are requesting that these additional funds be added to the TIP to include the recently awarded projects.

METRO RTA is requesting the following changes to the TIP:

**- Add a Project for Bus Shelters and Other Equipment (PID 126434)**

METRO RTA requests the addition of \$1,708,308 in state-attributable USDOT funds awarded recently by ODOT through their OTP2 Program, so that METRO may purchase bus shelters, replace heating and air conditioning equipment, install driver protection barriers and upgrade a compressed natural gas (CNG) dispenser. The project will be scheduled in FY 2027. The local share contribution is \$427,077, to match the awarded amount. The total project cost is \$2,135,385.

PARTA is requesting the following changes to the TIP:

**- Add a Project for Bus Wash Equipment (PID 126456)**

PARTA requests the addition of \$288,000 in state-attributable USDOT funds awarded recently by ODOT through their OTP2 Program, so that PARTA may replace aging bus wash equipment which has exceeded its useful life. The project will be scheduled in FY 2027. The local share contribution is \$72,000, to match the awarded federal amount. The total project cost is \$360,000.

**STAFF COMMENTS**

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

**Regional Transportation Plan**

The projects proposed in this amendment are consistent with *Transportation Outlook 2045*, 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 METRO RTA and PARTA.

**STAFF RECOMMENDATION**

Attached to this memo is Resolution 2026-14. This resolution approves the requested changes to FY 2027 of the AMATS Transportation Improvement Program as described above. The Staff recommends approval.

**RESOLUTION NUMBER 2026-14**

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

**TO ADD NEWLY AWARDED FUNDS FOR METRO RTA AND PARTA (FY 2026-2029  
TIP AMENDMENT #12)**

**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**, METRO RTA and PARTA provide public transportation services in the AMATS area; and

**WHEREAS**, METRO RTA and PARTA intend to maintain their capital assets in a state of good repair as described more fully in each agency's Transit Asset Management (TAM) Plan; and

**WHEREAS**, METRO RTA and PARTA are eligible recipients of Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program funds; and

**WHEREAS**, METRO RTA and PARTA are eligible recipients of Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds flexed over to the FTA; and

**WHEREAS**, METRO RTA and PARTA are eligible recipients of Carbon Reduction Program (CRP) and Surface Transportation Block Program (STBG) funds flexed over to the FTA; and

**WHEREAS**, METRO RTA and PARTA are eligible recipients of state of Ohio General Revenue Funds (GRF); and

**WHEREAS**, METRO RTA and PARTA have requested that FY 2027 of the TIP be amended to add funds awarded through ODOT's Ohio Transit Partnership Program (OTP2); and

**WHEREAS**, METRO RTA and PARTA have requested that FY 2027 of the TIP be amended to add funds flexed over from the Federal Highway Administration (FHWA) to the FTA; and

**WHEREAS**, METRO RTA and PARTA have requested that the TIP be amended as discussed in the above memorandum; and

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

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**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 Federal Transit Administration (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.

**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 Planning Organization.

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William B. Judge, 2026 Chairman  
Metropolitan Transportation Policy Committee

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Date