



**Akron Metropolitan Area Transportation Study
Policy Committee
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**

Thursday, December 15, 2022
1:30 p.m.

Agenda

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

2. **Minutes**
 - A. September 22, 2022 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. Safe Streets for All Process Update. Attachment 5A

 - B. *Traffic Crashes and Safety Performance Measures (2019-2021) Report.* Attachment 5B
– **Motion Required**

6. **Resolutions**
 - A. **Resolution 2022-20** – Approving Amendment #23 to the Attachment 6A
FY 2021-2024 Transportation Improvement Program to add
nine new projects and to combine four projects into two projects.
– **Motion Required**

 - B. **Resolution 2022-21** – Approving FY 2023 Elderly and Disabled Program Attachment 6B
Project Awards (FY 2021-2024 TIP Amendment #24). – **Motion Required**

 - C. **Resolution 2022-22** – Connecting Communities Planning Grant. Attachment 6C
– **Motion Required**

7. **Other Business**

8. **Adjournment**

Next Regular Meeting:
Thursday, January 26, 2023 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio



**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**

Thursday, December 8, 2022
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes**
 - A. September 15, 2022 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. Safe Streets for All Process Update. Attachment 5A
 - B. *Traffic Crashes and Safety Performance Measures (2019-2021) Report.* Attachment 5B
– **Motion Required**
6. **Resolutions**
 - A. **Resolution 2022-20** – Approving Amendment #23 to the Attachment 6A
FY 2021-2024 Transportation Improvement Program to add
nine new projects and to combine four projects into two projects.
– **Motion Required**
 - B. **Resolution 2022-21** – Approving FY 2023 Elderly and Disabled Program Attachment 6B
Project Awards (FY 2021-2024 TIP Amendment #24). – **Motion Required**
 - C. **Resolution 2022-22** – Connecting Communities Planning Grant. Attachment 6C
– **Motion Required**
7. **Other Business**
8. **Adjournment**

Next Regular Meeting:
Thursday, January 19, 2023 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio



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

Thursday, December 8, 2022
6:30 p.m.

Agenda

1. **Welcome**
2. **Introductions**
3. **Items**
 - A. Safe Streets for All Process Update.
 - B. *Traffic Crashes and Safety Performance Measures (2019-2021) Report.*
 - C. Connecting Communities Planning Grant Recommendations.
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**

Next Regular Meeting:
Thursday, January 19, 2023 - 6:30 p.m.

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

**Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, September 22, 2022 – 1:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/meetings/.

I. Call to Order

A. Chairman Neugebauer 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 August 11, 2022 meeting.

Motion

Michael Marozzi made a motion to approve the minutes and it was seconded by James D. McCleary. The motion was approved by a voice vote.

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion

Joe Paradise made a motion to approve the Financial Progress Report and it was seconded by Bill Goncy. The motion was approved by a voice vote.

B. Technical Progress Report

Mr. Baker introduced AMATS Planning Administrator Matt Stewart.

Mr. Baker distributed an invitation to the committee members encouraging their participation in two upcoming working groups. The groups are being formed to aid AMATS in the development planning products pertaining to Safe Streets For All (SS4A) and an Electronic Vehicle (EV) Charging State Plan.

Mr. Baker reminded the members that the AMATS Annual Meeting is scheduled for Friday, Oct. 7, 2022 at the Sheraton Suites Akron Cuyahoga Falls. Ohio Turnpike Executive Director Ferzan M. Ahmed and ODOT District 4 Deputy Director Gery Noirot are this year's featured speakers.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CRRSAA, CMAQ, and TASA Funding Program and Balances dated September 6, 2022.

Mr. Pulay noted that discretionary funding grant programs comprise a significant portion of the new federal Bipartisan Infrastructure Law (BIL). The ODOT grants website – www.transportation.ohio.gov/BIL - is a resource to aid project sponsors in determining which grant is best suited for their projects.

IV. Old Business

None.

V. New Business

None.

VI. Resolutions

A. Resolution 2022-17 – To Add Newly Awarded Funds for METRO RTA and PARTA (FY 2021-2024 TIP Amendment #21).

Jeff Gardner presented Attachment 6A.

Motion

***Paul Adamson** made a motion to approve Resolution 2022-17 and it was seconded **Jim Bowling**. The motion was approved.*

B. Resolution 2022-18 – Approving Amendment #22 to the FY 2021-2024 Transportation Improvement Program to add eleven new projects, combine two Ravenna resurfacing projects into one Project Identification Number (PID) and combine three Barberton resurfacing projects into one PID.

Mr. Pulay presented Attachment 6B.

Motion

***Michael Marozzi** made a motion to approve Resolution 2022-18 and it was seconded by **Bobbie Beshara**. The motion was approved.*

C. Resolution 2022-19 – Approving the FY 2022 Year End Completion Report.

Heather Davis Reidl presented Attachment 6C.

Motion

*Paul Adamson made a motion to approve Resolution 2022-19 and it was seconded by **Joe Paradise**. The motion was approved.*

VII. Other Business

A. Formation of 2023 Nominating Committee.

Mr. Baker explained that, in recent years, the Policy Committee membership has opted to elect its presiding officers to two-year terms for the sake of continuity and convenience. **Mr. Baker** polled the members as to whether they wanted to appoint a nominating committee for officers to serve in 2023 or opt to retain the incumbent officers of Chairman Neugebauer and Vice Chairman Michael Marozzi. The members agreed to re-nominate the incumbent officers. **Chairman Neugebauer** opened the floor to additional officer nominations.

Motion

*Diane Miller-Dawson made a motion to close 2023 Officer Nominations and it was seconded by **Bill Gony**. The motion was approved.*

Motion

*Bobbie Beshara nominated Mayor Gerard Neugebauer to serve another one-year term as chair and Portage County Engineer Michael Marozzi to serve another one-year term as vice chair of the AMATS Policy Committee in 2023 and it was seconded by **Bill Gony**. The motion was approved.*

B. 2023 AMATS Meeting Calendar.

Mr. Baker presented Attachment 7B.

Motion

*Amy Mohr made a motion to approve the 2023 AMATS Meeting Calendar and it was seconded by **Jim Bowling**. The motion was approved.*

VIII. Adjournment

A. Motion

***Jim Bowling** made a motion to adjourn the meeting and it was seconded by **Claudia Amrhein**. The motion was approved.*

The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m.** on **Thursday, December 15, 2022.**

**AMATS POLICY COMMITTEE
2022 ATTENDANCE**

	Jan 27	Mar 24	May 19	June 16	Aug 11	Sept 22	Dec 15
M Denotes Member Present							
A Denotes Alternate Present							
AKRON - Mayor Dan Horrigan (DiFiore) (Vollman)	A	A	A	A	A	A	
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)				A			
BARBERTON - Mayor William B. Judge (Hunt) (Teodecki)	M	M	M	M	M		
BOSTON HEIGHTS - Mayor Bill Goncy (Polyak)		M		M	M	M	
CLINTON - Mayor Clarissa Allegra							
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)	A		A	A			
DOYLESTOWN - Mayor Terry Lindeman (Kerr)	A		A			A	
FAIRLAWN - Mayor William Roth (Spagnuolo) (Staten)	A					A	
GARRETTSVILLE - Mayor Rick Patrick (Klamer)							
GREEN - Mayor Gerard Neugebauer (Wax Carr)	M		A	M			
HIRAM - Mayor Lou Bertrand (J. McGee)							
HUDSON – Thomas Sheridan (Comeriato)	A	A					
KENT – City Mgr. David Ruller (Baker) (Bowling)		A		A	A	A	
LAKEMORE – Mayor Richard Cole (Fast)	A	A	A	A			
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)							
MANTUA - Mayor Linda Clark (Fabian) (Iafelice)			M	M	M		
METRO – Dawn Distler (Shea)	M	M	M	A	M	M	
MOGADORE - Mayor Michael Rick							
MUNROE FALLS - Mayor Allen Mavrides (Bowery)							
NEW FRANKLIN - Mayor Paul Adamson (Kepler) (Kochheiser)		M	M	M	M	M	
NORTHFIELD – Mayor Jenn Domzalski (Magistrelli)							
NORTON – Administrative Officer Robert Fowler (Slaga)	M				M		
ODOT – Gery Noirrot (Phillis) (Root)	A			A	M		
PARTA – Claudia Amrhein (Baba) (Boyd) (Proseus) (Schrader)	M	M	M	A	M	M	
PENINSULA - Mayor Daniel R. Schneider, Jr.							
PORTAGE COUNTY COMM. - Anthony J. Badalamenti (Mann)							
PORTAGE COUNTY COMM. – Vicki Kline (Long)							
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)		A	A	M		A	
PORTAGE COUNTY ENGINEER - Michael Marozzi (Jenkins)	A		M	M	M	M	
RAVENNA - Mayor Frank Seman (Finney) (DiSalvo)	A	A	A	A	A	A	
REMINDEVILLE - Mayor Sam Alonso (Krock)							
RICHFIELD - Mayor Michael Wheeler (Frantz) (Waldemarson)					A		
RITTMAN – City Mgr. Bobbie Beshara (Robertson)	M	M	M	M	M	M	
SILVER LAKE - Mayor Bernie Hovey (Housley)							
STOW - Mayor John Pribonic (McCleary)	A	A	A	A		A	
STREETSBORO - Mayor Glenn M. Broska (Cieszkowski) (Czekaj)	A	A	A	A	A	A	
SUGAR BUSH KNOLLS - Mayor John Guidubaldi							
SUMMIT COUNTY ENGINEER-AI Brubaker (Fulton) (Hauber) (Paradise)	A	A	A	A	A	A	
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Olivia Marcis)	A	A			A	A	
SUMMIT COUNTY COMM. & ECON. DEV. – Diane Miller-Dawson				M	M	M	
SUMMIT COUNTY COMM. & ECON. DEV. – David Lukas							
TALLMADGE - Mayor David G. Kline (Kidder)	M	M		A	M		
TWINSBURG - Mayor Sam Scaffide (Mohr) (Finch)	A	A	A		A	A	
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)							
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)		M					
WINDHAM - Mayor Deborah Blewitt							

**AMATS POLICY COMMITTEE
2022 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Curtis Baker	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Mr. Kerry Prater	AMATS
Mr. David Pulay	AMATS
Mr. Matt Stewart	AMATS
Ms. Kay Clark	LWVAA
Mr. Chuck Hauber	Summit County Engineer's Office
Mr. Jimmy Hoppel	City of Streetsboro

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, September 15, 2022 – 1:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/meetings/.

I. Call to Order

- A. **Chairman Kosco** 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 August 4, 2022 meeting.

Motion

***Joe Paradise** made a motion to approve the minutes and it was seconded by **John Kovacich**. The motion was approved by a voice vote.*

III. Staff Reports

A. **Financial Progress Report**

Curtis Baker presented Attachment 3A.

Motion

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

B. **Technical Progress Report**

Mr. Baker distributed an invitation to the committee members encouraging their participation in two upcoming working groups. The groups are being formed to aid AMATS in the development of planning products pertaining to Safe Streets For All (SS4A) and an Electronic Vehicle (EV) Charging State Plan.

Mr. Baker reminded the members that the AMATS Annual Meeting is scheduled for Friday, Oct. 7, 2022. Ohio Turnpike Executive Director Ferzan M. Ahmed and ODOT District 4 Deputy Director Gery Noirot are this year's featured speakers.

Chairman Kosco asked how many members are needed for the working groups. **Mr. Baker** explained that the working group invitations are to gauge the interest

of the members with regards to participating in the development of SS4A and EV plans. **Mr. Baker** noted that any draft plans will still be presented to the committees of AMATS for consideration.

Mr. Kovacich observed that cities are likely to have an easier transition to establishing an EV infrastructure compared to rural areas. **Mr. Baker** said that AMATS officials have had internal discussions regarding the issue of rural EV accessibility. **Mr. Baker** said that two related topics of concern are whether the private sector should solely determine EV station locations and the extent of governmental involvement - if any - in the process of selecting station locations. **Mr. Baker** noted that the Bipartisan Infrastructure Law (BIL) contains expectations that MPOs are to be involved in the establishment of EV infrastructure within their respective regions.

Mr. Baker added that the SS4A working group could consist of as many TAC members as are willing to participate. **Mr. Baker** said that AMATS would also be relying upon the SS4A working group members to encourage the participation of their respective community safety forces and other appropriate groups in the plan development process. **Mr. Baker** said that working group meetings may be a mix of in-person and virtual formats.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CRRSAA, CMAQ, and TASA Funding Program and Balances dated September 6, 2022.

Mr. Pulay noted that discretionary funding grant programs comprise a significant portion of the new BIL. The ODOT grants website – www.transportation.ohio.gov/BIL - is available to aid project sponsors in determining which grant is best suited for their projects.

IV. Old Business

None.

V. New Business

None.

VI. Resolutions

A. Resolution 2022-17 – To Add Newly Awarded Funds for METRO RTA and PARTA (FY 2021-2024 TIP Amendment #21).

Jeff Gardner presented Attachment 6A.

Motion

Jim Bowling made a motion to approve Resolution 2022-17 and it was seconded by **Joe Paradise**. The motion was approved.

- B. Resolution 2022-18 – Approving Amendment #22 to the FY 2021-2024 Transportation Improvement Program to add eleven new projects, combine two Ravenna resurfacing projects into one Project Identification Number (PID) and combine three Barberton resurfacing projects into one PID.**

Mr. Pulay presented Attachment 6B.

Motion

Joseph Hadley, Jr. made a motion to approve Resolution 2022-18 and it was seconded by **Robert Finney**. The motion was approved.

- C. Resolution 2022-19 – Approving the FY 2022 Year End Completion Report.**

Heather Davis Reidl presented Attachment 6C.

Motion

John Kovacich made a motion to approve Resolution 2022-19 and it was seconded by **Amy Mohr**. The motion was approved.

VII. Other Business

- A. Formation of 2023 Nominating Committee.**

Mr. Baker explained that, in recent years, the TAC membership has opted to elect its presiding officers to two-year terms for the sake of continuity and convenience. **Mr. Baker** polled the members as to whether they wanted to appoint a nominating committee for officers to serve in 2023 or opt to retain the incumbent officers of Chairman Kosco and Vice Chairman Larry Jenkins. **Mr. Baker** said that a renomination of Messrs. Kosco and Jenkins would require a motion and a second from the floor.

Motion

Jim Bowling nominated Bradley Kosco of Hudson to serve another one-year term as chair and Larry Jenkins of the Portage County Engineer's office to serve another one-year term as vice chair of the AMATS Technical Advisory Committee in 2023 and it was seconded by **John Kovacich**. The motion was approved.

- B. 2023 AMATS Meeting Calendar.**

Mr. Baker presented Attachment 7B.

Motion

Amy Mohr made a motion to approve the 2023 AMATS Meeting Calendar and it was seconded by **Joseph Hadley, Jr.** The motion was approved.

VIII. Adjournment

There being no other business, the meeting was adjourned.

The next regularly scheduled TAC meeting will be at **1:30 p.m.** on **Thursday, December 8, 2022.**

**AMATS TECHNICAL ADVISORY COMMITTEE
2022 ATTENDANCE**

M Denotes Member Present A Denotes Alternate Present	Jan 20	Mar 17	May 12	June 9	Aug 4	Sept 15	Dec 8
AKRON ENGINEERING BUREAU - Christine Jonke (Solomon)	M	A		M			
AKRON PLANNING DEPT. – Helen Tomic (Garritano)			A	A	A	A	
AKRON TRAFFIC ENGINEERING - Michael Lupica (Meyer)			M	M	M	M	
AURORA - Harry Stark (Cooper)	A			A			
BARBERTON – Mike Teodecki (Shreve)	M	M	M	M	M	M	
BARBERTON – Trevor Hunt			M				
CUYAHOGA FALLS – Rob Kurtz (Paul)						M	
CUYAHOGA FALLS - Tony V. Demasi	M	M		M	M		
DOYLESTOWN - Eng. Assoc. - Ronny Portz							
FAIRLAWN - Nicholas Spagnuolo (Staten)		A	A	A			
GREEN - Wayne Wiethe (Haring)	M	A	A	M			
GREEN - Paul Pickett (Ciocca)		M	A	M			
HUDSON – Nick Sugar (Hannan)	M	M	A	M	M	M	
HUDSON – Brad Kosco (Rapp)	M	M	M	M	M	M	
KENT - Jim Bowling	M	M	M	M	M	M	
KENT - Jon Giaquinto (Baker)							
LAKEMORE – Mayor Richard Cole, Jr. (Fast)		A	A	A			
MACEDONIA - Joseph Gigliotti (Sheehy)	M	M		M			
METRO – Valerie Shea (Baarson) (Mullen)	M	M	M	M	A	M	
MOGADORE – Vacant							
MUNROE FALLS – Vacant							
NEFCO – Joseph Hadley, Jr. (Lautzenheiser)	M	M		M	M	M	
NEW FRANKLIN – Bryan Kepler (Ganoe)	M		M		M		
NORTHFIELD – Daniel J. Collins							
NORTON – Josh Slaga (Hess)							
ODOT – Chad Root (Bruner) (Phillis)	M	A		A		M	
PARTA – Claudia Amrhein (Baba) (Boyd) (Proseus) (Schrader)	A	A	A	A	A		
PORTAGE COUNTY ENGINEER – Larry Jenkins	M	M	A	M	A	M	
PORTAGE CO. REG. PLANNING COMM. - Todd Peetz (McGee)							
PORTAGE COUNTY SMALL VILLAGES – Tom Hardesty							
PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich (Derthick)		M	M	M	M	M	
RAVENNA - Robert Finney (DiSalvo)	M	M	A	M	M	M	
RICHFIELD – Scott Waldemarson (Frantz) (Neumeyer)					M	M	
RITTMAN – Bobbie Beshara (Robertson)	M	M		A	M		
SILVER LAKE – John Tutak							
STOW – Jim McCleary	M	M		M	M		
STOW – Nate Leppo (Jones)				M			
STREETSBORO – John H. Cieszkowski, Jr. (Broska) (Czekaj)	M	M	M	A	M	A	
SUMMIT CO. COMM. & ECON. DEV. – Diane Miller-Dawson (Tubbs)					M	A	
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Hauber) (Paradise)	A	A	A	A	A	A	
SUMMIT COUNTY SMALL VILLAGES – Brian Gorog	M		M	M	M		
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)							
TALLMADGE - Andrea Kidder (Kline)	M						
TWINSBURG - Amy Mohr (Muter)		M	M		M	M	
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)							
WINDHAM – Deborah Blewitt (Brown)							

**AMATS TECHNICAL ADVISORY COMMITTEE
2022 ATTENDANCE**

M Denotes Member Present
A Denotes Alternate Present

Jan Mar May June Aug Sept Dec
20 17 12 9 4 15 8

NON-VOTING MEMBERS

AKRON CANTON AIRPORT - Renato Camacho

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

M

AMATS - Curtis Baker

M M M M M M

CUYAHOGA VALLEY NATIONAL PARK – Vacant

ENVIRONMENTAL COMMUNITY REP. - Kurt Princic

GREATER AKRON CHAMBER - Gregg Cramer

OHIO TURNPIKE COMMISSION – Anthony Yacobucci

PORTAGE COUNTY PORT AUTHORITY – Vacant

PORTAGE PARK DISTRICT - Christine Craycroft

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

RAILROAD INDUSTRY REP. - William A. Callison (Davis)

SUMMIT COUNTY PORT AUTHORITY – Vacant

SUMMIT METRO PARKS – Mark Szeremet (King) (Saunier)

M M A M M

TRUCKING INDUSTRY – Vacant

OBSERVERS AND STAFF MEMBERS PRESENT

NAME

REPRESENTING

Mr. Tom Flask

LJB

Mr. Chuck Hauber

Summit County Engineer’s Office

Mr. George Maki

E.L. Robinson Engineering

Ms. Oliva Marcis

Summit County Community and Economic Development

Ms. Jesenia Medina

OHM

Mr. Steve Rebillot

CTL Engineering

Mr. Michael Wheeler

Village of Richfield

STAFF MEMBERS PRESENT

Ms. Heather Davis Reidl

AMATS

Mr. Jeff Gardner

AMATS

Ms. Amy Prater

AMATS

Mr. Kerry Prater

AMATS

Mr. David Pulay

AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, Sept. 15, 2022 – 6:30 p.m.**

Meeting Summary

Attendees:

Kay Clark
Danny Durst
Bill Sepe

Staff:

Curtis Baker, Director
Heather Davis Reidl, Mobility Planner
Jeff Gardner, Transportation Planner
David Pulay, Transportation Engineer

I. Welcome

Curtis Baker welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees.

II. Discussion Items

- A. Heather Davis Reidl** presented Attachment 6C – Resolution 2022-19 – Approving the Fiscal Year 2022 Year End Completion Report.

Danny Durst asked how the amendments to the Transportation Improvement Program (TIP), which were to be discussed later during the CIC meeting, relate to the FY 2022 Year End Completion Report. **Mr. Baker** explained that the report documents staffing and planning expenditures during a completed fiscal year. **Mr. Baker** noted that TIP amendments generally pertain to funds used to support area construction and capital projects that are programmed in the four-year TIP. **Mr. Baker** explained how unspent funds are carried over from fiscal year to fiscal year.

Ms. Davis Reidl summarized the status of the Connecting Communities Planning Grant Program.

- B. David Pulay** presented Attachment 6B – Resolution 2022-18 – Approving Amendment #22 to the FY 2021-2024 Transportation Improvement Program to add eleven new projects, combine two Ravenna resurfacing projects into one Project Identification Number (PID) and combine three Barberton resurfacing projects into one PID.

- C. **Bill Sepe** of the Summit County Trail Advocates Taskforce expressed concerns on behalf of the task force regarding comments by METRO RTA officials during METRO's Aug. 17 Planning Marketing and Rail Meeting. These comments concerned METRO's proposed use of Federal Transit Administration (FTA) funds and the authority's commitment to right-of-way acquisition of the former Akron Secondary rail line using these funds for the Veterans Trail Project in Summit County.

Mr. Baker said that he was aware of concerns raised by the FTA regarding funding for trail acquisition and has discussed those concerns with METRO officials. **Mr. Baker** observed that the process being followed by the FTA regarding rail right-of-way acquisition and preservation tends to be lengthy and deliberative.

The meeting attendees discussed related rail line preservation issues and the history of such efforts in the Greater Akron area.

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, December 8, 2022.**

**FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
October 31, 2022**

Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	October Expenses
I. Short Range Planning	\$518,000	\$116,913	23%	\$28,013
FY2022 Carryover	118,000	116,913		28,013
FY2023	400,000	0		0
II. Transportation Improvement Program	\$269,000	\$67,412	25%	\$14,239
FY2022 Carryover	19,000	18,522		0
FY2023	250,000	48,890		14,239
III. Continuing Planning & Data Collection Transportation System Update	\$200,000	\$36,389	18%	\$9,932
FY2023	200,000	36,389		9,932
IV. Long Range Plan Activity	\$428,000	\$115,491	27%	\$26,467
FY2022 Carryover	118,000	115,491		26,467
FY2023	310,000	0		0
V. Service	\$673,000	\$92,087	14%	\$17,321
FY2022 Carryover	163,000	92,087		17,321
FY2023	510,000	0		0
VI. OhioRideshare and AQ Advocacy	\$218,600	\$25,412	12%	\$5,883
FY2022 OhioRideshare Carryover	38,600	24,584		5,883
FY2023 OhioRideshare	80,000	0		0
FY2023 Air Quality	100,000	828		0
VII. Local	\$25,000	\$16,797	67%	\$15,613
AMATS local Costs**	25,000	16,797		15,613
VIII. AMATS Transportation Quarterly	\$57,240	\$325	1%	\$0
FY2022 Carryover	0	0		0
FY2023	57,240	325		0
IX. GRAND TOTAL AMATS BUDGET	\$2,388,840	\$470,826	20%	\$117,468

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: AMATS Federal Funds Report

DATE: December 1, 2022

Statewide there is nearly \$46 million of STBG carryover available from all the MPO's in FY 2023. Since we have resurfacing projects ready as a result of our new Project Development Incentive Program (PDIP) AMATS has decided to take advantage of advancing some projects up from FY 2024 to FY 2023 and also adding some new projects. We are willing to do a loan with another MPO if necessary. The projects moving and being added will be discussed in more detail latter in the meeting in Amendment #23.

We are still working on how to administer the new Carbon Reduction Program. This program is designated to fund a wide range of projects that reduce carbon dioxide emissions from on-road highway sources. Eligible projects include on- and off-road trail facilities for pedestrians, bicyclists and other nonmotorized forms of transportation and projects that support the deployment of alternative fuel vehicles. Since the program was supposed to be deployed in FY 2022 the funding for FY 2023 is double the amount of the following years. We anticipate having \$2.5 million in FY 2023 and then \$1.3 million the following years through FY 2026.

Since a significant portion of the new federal Bipartisan Infrastructure Law (BIL) is in the form of discretionary funding, we would like to make you aware of a grants website that has been developed by ODOT. It explains the purpose of the various federal grants and when upcoming grant applications are due. The link to the website is:

www.transportation.ohio.gov/BIL

AMATS TRANSPORTATION IMPROVEMENT PROGRAM
STBG Funding Program and Balances
November 28, 2022

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2023	Quarter	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Orig. Amt
	Sold										
112745	Gilchrist Rd Ph 1 Resurfacing	Mogadore	C	\$409,704	1						\$409,704
108454	Olde Eight Road Resurfacing	Summit Co	C	\$805,000	1						\$805,000
115351	N Cleveland Massillon Rd Resurfacing	Clinton	C	\$584,824	1						\$594,174
102737	SR 241/764 7.78/VAR	Akron	C	\$150,000	1						\$150,000
108453	Akron Cleveland Rd Resurfacing	Summit Co	C	\$700,000	2						\$700,000
106416	SR 43 Widening	Streetsboro	C	\$858,657	2						\$858,657
101264	SR 18-4.91/7.98 curb ramps	Akron	C	\$7,531	2						\$150,000
115348	Riverview Rd+ Resurfacing	Akron	C	\$700,000	2						\$700,000
	Pending										
102701	E. Exchange St-complete street	Akron	(R)C	\$3,840,000	2						\$3,840,000
115357	Eastern Rd Resurfacing	Norton	C	\$587,945	3						\$642,240
112743	Terex Rd Resurfacing	Hudson	C	\$506,000	3						\$506,000
108084	Portage Trail Extension Turn Lane	Cuy Falls	C	\$259,493	3						\$259,493
115356	Cannon Rd Resurfacing	Twinsburg	C	\$540,000	3						\$540,000
115354	Cleveland Massillon Rd PH 2 Resurfacing	New Franklin	C	\$562,132	3						\$562,132
108200	White Pond Dr resurfacing	Summit Co	C	\$600,000	3						\$600,000
115954	W Ohio Ave Resurfacing	Rittman	C	\$496,852	3						\$496,852
117065	Cleveland Massillon Rd Resurfacing	Norton	C	\$787,500	3						\$787,500
117063	Cleveland Massillon Rd Resurfacing	Fairlawn	C	\$787,500	3						\$787,500
108370	Wooster Rd/State St reconstruction	Barberton	C	\$1,930,644	3						\$1,930,644
115352	E Sanitarium Rd Resurfacing	Lakemore	C	\$100,000	4						\$100,000
113176	Swartz Rd Resurfacing	Summit Co	C	\$500,000	4						\$500,000
116540	Valley View Rd Resurfacing	Macedonia	C	\$260,136	4						\$292,500
115350	4th St Resurfacing	Barberton	C	\$323,728	4						\$323,728
115353	Mogadore Rd Resurfacing	Mogadore	C	\$369,440	4						\$506,000
112735	Hopocan Av/Norton Av/Snyder Av Resurfacing	Barberton	C			\$1,393,334					\$1,393,334
108141	Valley View Rd Resurfacing	Summit Co Eng	C			\$300,000					\$300,000
115360	N Chestnut St/S Prospect St Resurfacing	Ravenna	C			\$751,500					\$751,500
108240	Wooster Rd West Reconstruction	Barberton	C			\$5,004,764					\$5,739,644
115359	Old Forge Rd Resurfacing	Portage Co	C			\$628,362					\$628,362
115358	Canton Rd Resurfacing	Summit Co	C			\$528,000					\$528,000
116539	Miller Rd Resurfacing	Akron	C			\$409,500					\$409,500
116932	Valley View Rd Resurfacing	Hudson	C			\$787,500					\$787,500
116470	Frost Rd PH 2 Resurfacing	Streetsboro	C			\$461,835					\$461,835
117105	S Main St Resurfacing	Green	C			\$787,500					\$787,500
116479	Highland Rd Resurfacing	Twinsburg	C			\$522,000					\$522,000
113161	Highland & Valley View Improvements	Macedonia	R(C)			\$64,000					\$64,000
102745	Darrow Rd Reconstruction	Stow	R(C)			\$160,000					\$160,000
112716	N Main St Complete Streets	Akron	(R)C				\$6,000,000				\$6,000,000
112026	SR 59-2.14 (E Main St)	Kent	C				\$3,600,000				\$3,600,000
113175	Ravenna Rd Part 2 Resurfacing	Summit Co	C				\$600,000				\$600,000
113161	Highland & Valley View Improvements	Macedonia	(R)C				\$238,051				\$238,051
102745	Darrow Rd Reconstruction	Stow	(R)C				\$4,500,000				\$4,500,000
116742	Wyoga Lake Rd	Cuyahoga Falls	R(C)				\$200,000				\$200,000
116917	Arlington Rd Widening	Green	R(C)				\$674,602				\$674,602
116742	Wyoga Lake Rd	Cuyahoga Falls	(R)C					\$5,900,000			\$5,900,000
116917	Arlington Rd Widening	Green	(R)C					\$1,699,040			\$1,699,040
116929	SR 91/Terex Rd Turn lane Improvements	Hudson	C					\$400,142			\$400,142
105213	SR 14/SR 43 Intersection Reconstruction	Streetsboro	C					\$1,089,752			\$1,089,752
117138	Cleveland Massillon Rd PH 3 Resurfacing	New Franklin	C						\$700,000		\$700,000
116741	Hudson Dr Resurfacing	Cuyahoga Falls	C						\$787,500		\$787,500
116703	Valley View Rd Resurfacing	Summit Co	C						\$787,500		\$787,500
116620	Greenwich Rd Resurfacing	Norton	C						\$787,500		\$787,500
116855	Doylestown Rd/Portage St Resurfacing	Wayne Co	C						\$508,829		\$508,829
117631	N Main St Resurfacing	Rittman	C						\$400,261		\$400,262
116925	E Barlow Rd Resurfacing	Hudson	C						\$439,744		\$439,744
116557	S Main St Resurfacing	Summit Co	C						\$787,500		\$787,500
116505	Glenwood Dr Resurfacing	Twinsburg	C						\$787,500		\$787,500
116740	Bailey Rd Resurfacing	Cuyahoga Falls	C						\$787,500		\$787,500
116939	Cleveland/Diagonal/Ravenna Resurfacing	Portage Co	C						\$935,966		\$935,966
116623	Graham Rd Resurfacing	Stow	C						\$787,500		\$787,500
116556	Albrecht Ave Resurfacing	Mogadore/Summit C	C						\$787,500		\$787,500
116462	E Market St	Akron	C							\$6,100,000	\$6,100,000

P = Engineering
R = Right-of-Way
C = Construction

	2023	2024	2025	2026	2027	2028
Annual STBG Expenditures	\$17,086,204	\$11,798,295	\$15,812,653	\$9,088,934	\$9,284,800	\$6,100,000
Annual STBG Allocations	\$16,683,965	\$12,738,922	\$12,993,717	\$13,253,607	\$10,633,414	\$10,633,414
Balance	-\$402,239	\$940,627	-\$2,818,936	\$4,164,673	\$1,348,614	\$4,533,414
Allowable carryover	\$2,658,354	\$2,658,354	\$2,658,354	\$2,658,354	\$2,658,354	\$2,658,354
Possible recall	-\$3,060,593	-\$1,717,727	-\$5,477,290	\$1,506,319	-\$1,309,740	\$1,875,060

AMATS TRANSPORTATION IMPROVEMENT PROGRAM
CRRSAA Special Funding (\$4 M)
November 28, 2022

ODOT PID	CRRSAA PROJECT NAME	SPONSOR	PHASE	FY 2023	Quarter	FY 2024	Orig. Amt
108084	Portage Trail Extension Turn Lane	Cuy Falls	C	\$3,389,704	3		\$3,649,197

P = Engineering
R = Right-of-Way
C = Construction

	2023	2024
Annual STBG Expenditures	\$3,389,704	\$0
		\$4,349,197
		\$4,349,197

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CMAQ Funding Program and Balances

November 28, 2022

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2023	Quarter	FY 2024	FY 2025	FY 2026	FY 2027	Orig. Amt
	Sold									
111428	Air Quality Advocacy Program	AMATS		\$100,000	1					\$100,000
111432	Rideshare Program	AMATS		\$73,044	1					\$80,000
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C	\$2,782,177	1					\$2,790,400
106416	SR 43 Widening	Streetsboro	C	\$3,300,775	2					\$3,300,775
	Pending									
112270	CNG Bus Buy (3 buses)	METRO	C	\$1,560,000	1					\$1,560,000
108084	Portage Trail Extension Turn Lane	Cuy Falls	C	\$267,202	3					\$267,202
111429	Air Quality Advocacy Program	AMATS				\$100,000				\$100,000
111433	Rideshare Program	AMATS				\$80,000				\$80,000
112245	METRO CNG Replacements (3 buses)	METRO	C			\$1,260,000				\$1,260,000
112244	PARTA 2 replacement clean diesel buses	PARTA	C			\$779,253				\$779,253
113165	Ravenna & Shephard Improvements	Macedonia	R(C)			\$80,000				\$80,000
113161	Highland & Valley View Improvements	Macedonia	R(C)			\$104,000				\$104,000
108141	Valley View & Olde Eight Improvements	Summit Co Eng	(R)C			\$132,406				\$260,000
112716	N Main St Complete Streets	Akron	C				\$900,000			\$900,000
112026	SR 59-2.14 (E Main St)	Kent	C				\$5,300,000			\$5,300,000
113161	Highland & Valley View Improvements	Macedonia	(R)C				\$1,704,811			\$1,704,800
113165	Ravenna & Shephard Improvements	Macedonia	(R)C				\$1,289,288			\$1,289,288
102745	Darrow Rd Signal Improvements	Stow	C				\$1,197,690			\$1,197,690
116990	Kent Rd Signal Improvements	Stow	C				\$1,520,145			\$1,520,145
116917	Arlington Rd Roundabouts	Green	R(C)				\$762,124			\$762,124
116917	Arlington Rd Roundabouts	Green	(R)C					\$3,305,666		\$3,305,666
117173	SR 303/SR 14/Ranch Improvements	Streetsboro	C					\$459,517		\$459,517
117253	METRO 2 electric buses	METRO	C					\$1,454,750		\$1,464,750
116416	PARTA 3 clean diesel buses	PARTA	C					\$1,600,000		\$1,600,000
116924	Downtown Hudson Signal Improvements	Hudson	C					\$2,316,939		\$2,316,939

P = Engineering
R = Right-of-Way
C = Construction

	2023	2024	2025	2026	2027
Annual CMAQ Expenditures	\$8,161,156	\$2,535,659	\$12,674,058	\$9,136,872	\$0
Annual CMAQ Allocations	\$9,654,262	\$6,705,046	\$6,839,155	\$6,975,947	\$5,591,127
Balance	\$1,493,106	\$4,169,387	-\$5,834,903	-\$2,160,925	\$5,591,127

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

TASA Funding Program and Balances

November 28, 2022

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2023	Quarter	FY 2024	FY 2025	FY 2026	FY 2027	Orig. Amt
	Pending									
112788	Cleveland Massillon Rd sidewalk	Summit Co	P(R)C	\$120,000	1					\$120,000
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)	\$32,000	3					\$32,000
116457	Springside Dr Sidewalks	Summit Co	P(R)C	\$100,000						\$100,000
116457	Springside Dr Sidewalks	Summit Co	(P)R(C)	\$10,000						\$10,000
99729	Raber Rd sidewalks	Green	C	\$500,000	3					\$500,000
113160	Rubber City Heritage Trail East Side Seg B	Akron	C	\$805,000						\$805,000
116841	Heartland Trail, Phase 4A	Wayne Co	P(C)	\$51,108		\$17,036				\$68,144
105556	The Portage Trail - Ravenna Rd Bridge	Portage Parks	(P)C			\$313,600				\$313,600
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)			\$368,000				\$368,000
102796	Freedom Trail/Middlebury Connector	MetroParks/Tallmadge	C			\$700,000				\$700,000
107930	Freedom Trail Phase 4	MetroParks	C			\$700,000				\$700,000
102745	Darrow Rd Sidewalks	Stow	R(C)			\$140,000				\$140,000
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C				\$700,000			\$700,000
116464	Rubber City Heritage Trail PH 2	Akron	C				\$700,000			\$700,000
116868	Veteran's Trail Rails to Trails	Hudson	C				\$700,000			\$700,000
112026	E Main St (SR 59) Improvements	Kent	C				\$700,000			\$700,000
102745	Darrow Rd Sidewalks	Stow	(R)C				\$560,000			\$560,000
116841	Heartland Trail, Phase 4A	Wayne Co	(P)C					\$590,584		\$590,583
116457	Springside Dr Sidewalks	Summit Co	(P)R(C)						\$590,000	\$590,000

P = Engineering
R = Right-of-Way
C = Construction

	2023	2024	2025	2026	2027
Annual TASA Expenditures	\$1,648,859	\$2,238,636	\$3,360,000	\$590,584	\$590,000
Annual TASA Allocations	\$2,118,079	\$1,288,175	\$1,313,940	\$1,340,220	\$1,063,342
Balance	\$469,220	-\$950,461	-\$2,046,060	\$749,636	\$473,342

AMATS TRANSPORTATION IMPROVEMENT PROGRAM

CRP Funding Program and Balances

November 28, 2022

ODOT PID	CRP PROJECT NAME	SPONSOR	PHASE	FY 2023	Quarter	FY 2024	FY 2025	FY 2026	FY 2027	Orig. Amt

P = Engineering
R = Right-of-Way
C = Construction

	2023	2024	2025	2026	2027
Annual CRP Expenditures	\$0	\$0	\$0	\$0	\$0
Annual CRP Allocations	\$2,501,785	\$1,284,847	\$1,310,546	\$1,336,759	\$0
Balance	\$2,501,785	\$1,284,847	\$1,310,546	\$1,336,759	\$0

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: Safe Streets for All (SS4A) Action Plan Update

DATE: December 1, 2022

The AMATS staff continues to develop the SS4A Action Plan for the Greater Akron area. Work items during the months of September, October, and November include the following:

Committee Organization

Two committees were established for the project: the SS4A Taskforce and the Stakeholder Committee. The **SS4A Taskforce** is comprised mostly of AMATS membership, and this committee helps direct the plan based on information shared by staff. The taskforce met in October while staff has communicated with the taskforce via email on multiple occasions. AMATS staff currently anticipates that the taskforce will meet 3-5 more times during the planning process, with the next taskforce meeting occurring in January 2023.

The **Stakeholder Committee** is a broader group of organizations who have a vested interest in transportation safety. The staff compiled contact lists of potential focus group members and initiated contacts using those lists. In all, the staff amassed a list of over 70 stakeholders. Discussion with the taskforce led staff to direct initial meetings with the stakeholders to occur through a series of focus groups, which were broken into six areas of focus. Focus group attendees were able to join either in-person or virtually via *Zoom*. A summary of these groups is shown in the table below:

<i>Focus Group Subject</i>	<i>Examples of Topics Discussed</i>
Transit	Access to public transit, equity of safe transportation
Active Transportation	Bike/ped amenities and design, cultural and land use changes
First Responders	Incident response, crash issues, driving habits, enforcement
K-12 Education	Safe access to schools, changing transportation needs
Community Development and Social Services	Transportation access, community needs
Institutional and Campus Facilities Planning	Unique trans. needs of higher-ed and other major facilities

These stakeholders will be invited to a combined meeting later in the planning process. The purpose of this meeting will be to share AMATS' draft list of policy and project recommendations and to seek input on the direction of the plan prior to its finalization.

Data Collection and Analysis

Staff utilized data collected for other AMATS Crash Reports, but also took this data in new directions. One of the directives of SS4A is to establish a “high-crash network” for fatal and serious injury (FSI) crashes. Staff developed this by using commonly used thresholds which were then vetted through the taskforce. The establishment of a high-crash network allowed the staff identify where crashes occur, including bicycle and pedestrian crashes. Several maps were created, including the following:

1. AMATS Functional Classification
2. High Injury Network, 2017-21*
3. Intensity of all FSI Crash Events, 2017-21*
4. Intensity of FSI Crashes Per Mile, 2017-21
5. FSI Pedestrian Crashes, 2017-21*
6. FSI Bicycle Crashes, 2017-21

Asterisks () indicate maps included as part of this memo*

Staff is also utilizing ODOT’s GIS Crash Analysis Tool to run several analyses aimed at understanding more details behind crashes and correlations between variables and FSI crashes. A few examples of these variables/conditions include the time of the day/week/year, weather conditions, distractions, geographical characteristics, light conditions, roadway characteristics, and the types of crashes.

Public Involvement

The staff also developed an online survey using ArcGIS’s Survey123 platform. This survey was geared toward the general public and will provide information including: (1.) how respondents use the transportation system (2.) whether they feel adequate safe facilities exist (3.) the kinds of solutions they believe would make the transportation network safer, and (4.) where their specific concerns exist. The final portion of the survey is map-based, where respondents can zoom into areas of concern, drop a pin on a map, and describe the issue.

Staff came up with various methods to ensure that the survey reaches many people within the region with a particular focus on outreach to traditionally underserved communities. The survey was developed during October and November. The link to the survey has been live since Nov. 29 and will remain open until Jan. 6. Staff encourages AMATS members and other interested stakeholders to share and/or post this link to encourage greater response rates.

Survey Link: arcg.is/1mirvi0.

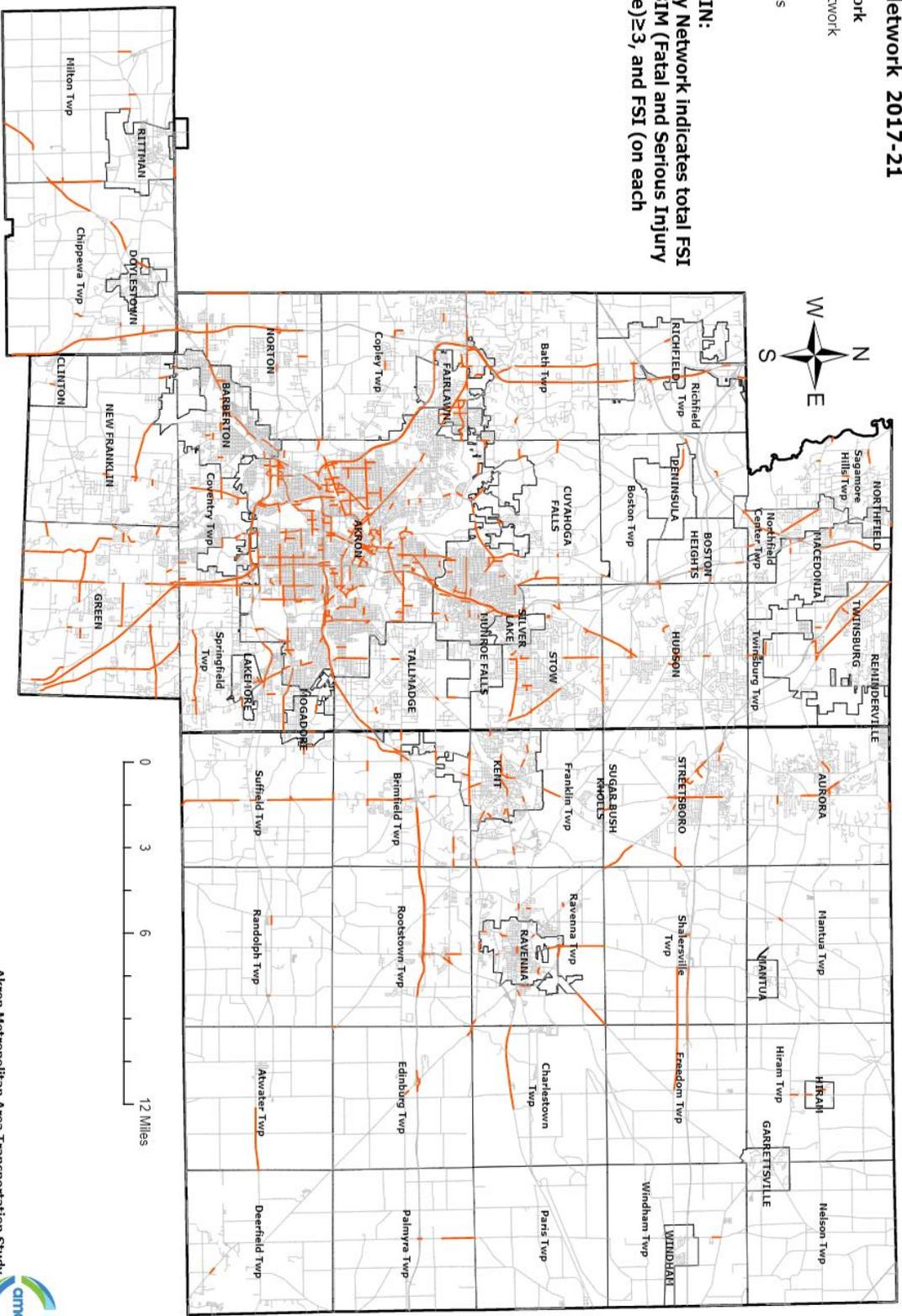
The survey is also available on the homepage of AMATS’ website.



High-Injury Network 2017-21

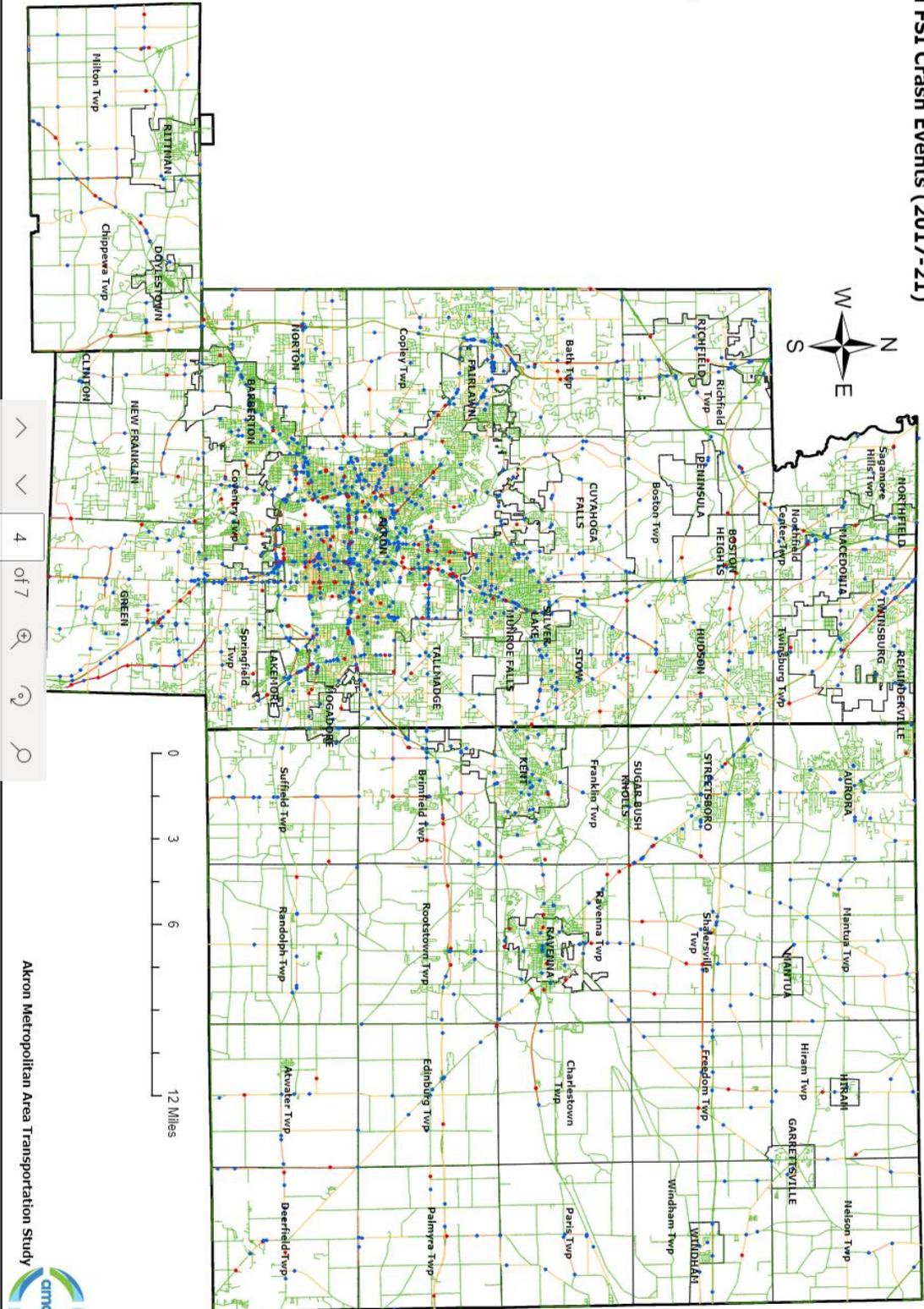
- High-Injury Network
- High-Injury Network
- Other
- AMATS Counties
- Political Units

Threshold for HIN:
 This High-Injury Network indicates total FSI Crashes with FSIM (Fatal and Serious Injury Crashes per Mile) ≥ 3 , and FSI (on each segment) ≥ 3



Intensity of All FSI Crash Events (2017-21)

- Total FSI
 - 0
 - 1
 - 2 - 3
 - 4 - 7
 - 8 - 10
- Political Units
- AMATS Counties
- Crash Type
 - Fatal
 - Serious Injury



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: Traffic Crashes 2019-2021 Technical Memorandum

DATE: December 1, 2022

AMATS is pleased to present the 2019-2021 Traffic Crash Memorandum. All crashes that occurred on non-freeway roadways in the AMATS study area were considered and checked for location accuracy. All the segments and intersections that meet the minimum criteria are ranked and listed in Table 1 and Table 2. report. They are also sorted and listed by community on our website.

The crash report also focuses on bicycle and pedestrian crashes. These crashes tend to occur more randomly and are usually not concentrated at specific locations. Therefore this section of the memo is *trend oriented* and highlights some of the characteristics of bicycle and pedestrian crashes. The list of high crash locations also shows the number of bicycle and pedestrian crashes that might have occurred there.

The third section in the crash report is *performance oriented*. It describes safety performance measures that MPOs are now required to set and attain. In this section base values and current values are compared using five years of data.

The Staff requests that the attached technical memorandum be approved by motion as documentation of work completed. Once this memorandum has been approved, local governments may use it as an initial step in the process of applying for Highway Safety Program funds through ODOT.

TECHNICAL MEMORANDUM

TRAFFIC CRASHES AND SAFETY PERFORMANCE MEASURES 2019-2021

December 2022

Akron Metropolitan Area Transportation Study
1 Cascade Plaza, Suite 1300, Akron, Ohio 44308
Phone: (330) 375-2436
FAX: (330) 375-2275

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

Table of Contents

Section 1: A New Vision for Safety-Safe Streets for All	
Overview of Safe Streets for All	1
Section 2: AMATS Area Crashes	
Overview	3
Trends	3
Methodology	5
High Crash Roadway Sections	5
Table 1: High Crash Roadway Sections	6
Map 1: Top 50 High Crash Sections 2019-2021	9
High Crash Intersections	10
High Crash Freeway Locations	10
Table 2: High Crash Intersections	11
Map 2: Top 50 High Crash Intersections 2019-2021	17
Section 3: Bicycle and Pedestrian Crashes	
Overview	18
Bicycle-Related Crashes	18
Map 3: Bicycle Crashes in the AMATS Area 2019-2021	20
Pedestrian-Related Crashes	21
Map 4: Pedestrian Crashes in the AMATS Area 2019-2021	23
Section 4: Safety Performance Measures and Targets	24

Traffic Crashes 2019 – 2021

Section 1: A New Vision for Safety-Safe Streets for All

Overview of Safe Streets for All (SS4A)

SS4A is a new program established through the new Federal funding bill known as the Bipartisan Infrastructure Law (BIL). \$5 billion is authorized over the next five years, with approximately \$1 billion being available each year.

The focus of the program is on preventing fatalities and serious injuries on our roadways. SS4A is a funding mechanism to move forward Transportation Pete Buttigieg's National Roadway Safety Strategy and the Department's goal of zero deaths and serious injuries on our nation's roadways.

SS4A funding grants can be used for developing Action Plans or implementing projects. AMATS has decided to create an Action Plan internally, which is what our SS4A taskforce is doing right now. The idea behind creating an Action Plan is to queue up a list of possible projects that will be eligible for Implementation Plan grants in future fiscal years.

Although AMATS is developing the Action Plan without SS4A funding, we still want to ensure that the plan is compliant with the components required in such Action Plans. There is considerable flexibility in the federal government's guidelines on how to develop an Action Plan, though the following components are identified in a plan's development:

- **Leadership commitment and goal setting** that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- **Planning structure** through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- **Safety analysis** of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction or region.
- **Engagement and collaboration** with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- **Equity** considerations developed through a plan using inclusive and representative processes.
- **Policy and process changes** that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- **Strategy and project selections** that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- **Progress and transparency methods** that measure progress over time after an Action Plan is developed or updated, including outcome data.

After the plan is completed, AMATS and its members may decide to pursue Implementation Grants in future fiscal years' funding rounds. These grants can fund a large variety of infrastructure, behavioral, and operational safety activities that are identified. FHWA listed the following activities as illustrative examples:

- **Applying low-cost roadway safety treatments** system-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips, wider edge lines, high-friction surface treatments, road diets, and better signage along high-crash urban and rural corridors.
- **Identifying and correcting common risks** across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and signage at transit stops, in a designated neighborhood, or along a busy public transportation route.
- **Transforming a roadway corridor** on a High-Injury Network into a Complete Street with safety improvements to control speed, separate users, and improve visibility, along with other measures that improve safety for all users.
- **Installing pedestrian safety enhancements and closing network gaps** with sidewalks, rectangular rapid-flashing beacons, signal improvements, and audible pedestrian signals for people walking, rolling, or using mobility assisted devices.
- **Working with community members in an identified problem area** to carry out quick-build street design changes informed by outreach and user input.
- **Supporting the development of bikeway networks** with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities.
- **Carrying out speed management strategies** such as implementing traffic calming road design changes, addressing speed along key corridors through infrastructure, conducting education and outreach, setting appropriate speed limits, and making strategic use of speed safety cameras.
- **Creating safe routes to school and public transit services** through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.
- **Promoting the adoption of innovative technologies or strategies to promote safety** and protect vulnerable road users in high-traffic areas where commercial motor vehicles (CMVs), pedestrians, bicyclists, motorcyclists, etc. interact.
- **Conducting education campaigns to accompany new or innovative infrastructure**, such as roundabouts, pedestrian hybrid beacons, or pedestrian-only zones.
- **Implementing standard and novel data collection and analysis technologies and strategies** to better understand vulnerable road user (pedestrian/bicycle/transit rider) network gaps and to collect exposure data.
- **Deploying advanced transportation technologies**, such as the installation of connected intersection-based safety solutions and vehicle-to-infrastructure (V2I) advisory speed limit systems (e.g., Intelligent Speed Assistance [ISA]).
- **Combating roadway departure crashes** through enhanced delineation, shoulder widening, rumble strips, and roadside safety improvements.
- **Evaluating and improving the safety of intersections** by considering innovative design changes, improved delineation, and advanced warning.

This Technical Memorandum, along with other data sources, will be used to help evaluate and determine where fatal and severe injury crashes are occurring and where vulnerable areas and users are located. After this network is identified, strategies in the Action Plan will be identified for funding and implementation.

Section 2: AMATS Area Crashes

Overview

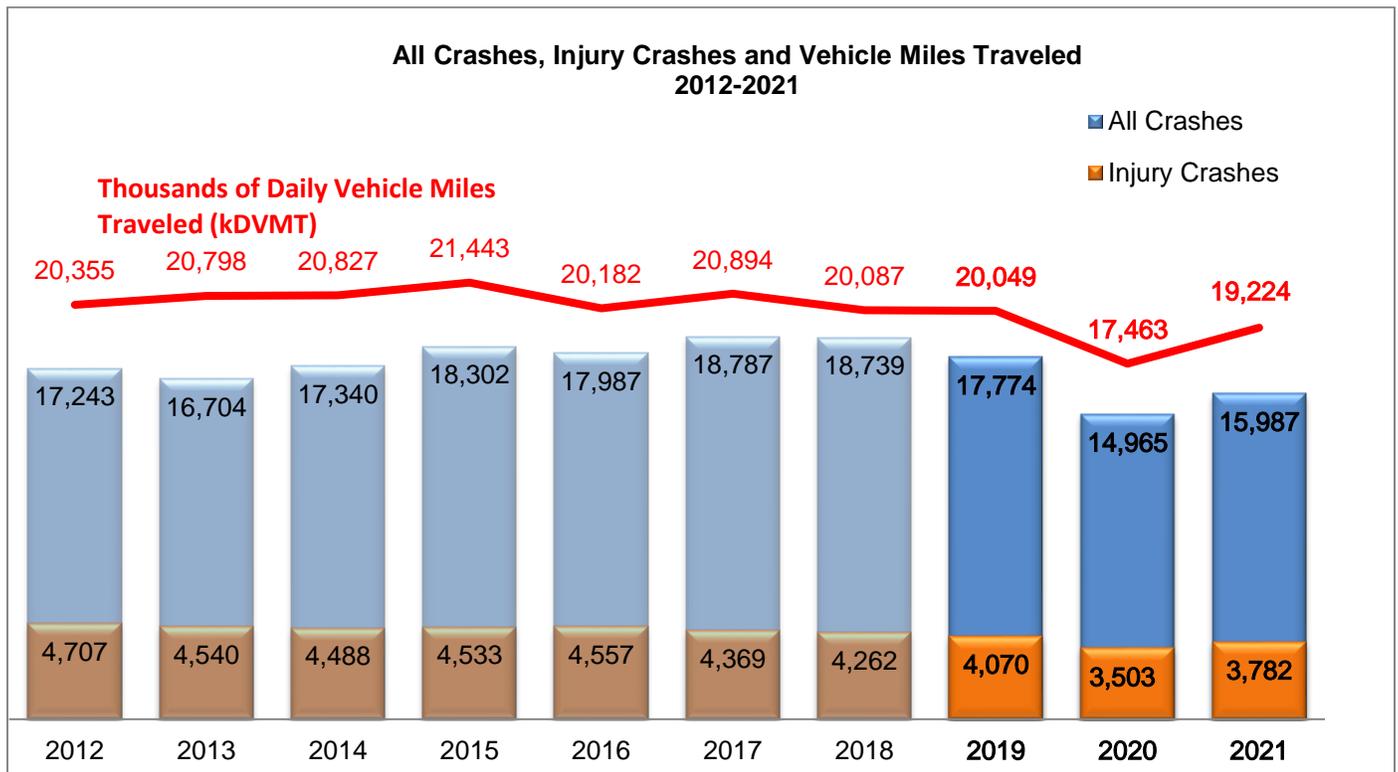
The 2019-2021 Crash Memorandum was prepared by reviewing 48,726 crash records obtained from the Ohio Department of Transportation (ODOT). Animal crashes and construction zone crashes were removed and not included in the analysis since they do not relate to the characteristics of the roadway. The data is then imported into GIS and plotted. It is carefully checked for location accuracy and then categorized as section or intersection crashes. The roadway section and intersection locations are further analyzed and then ranked. In Section 3 Bicycle and Pedestrian-Related Crashes are discussed. Section 4 highlights Safety Performance Measures and Targets. Freeway crashes are not included in this report and instead are analyzed and ranked by the Ohio Department of Transportation.

Trends

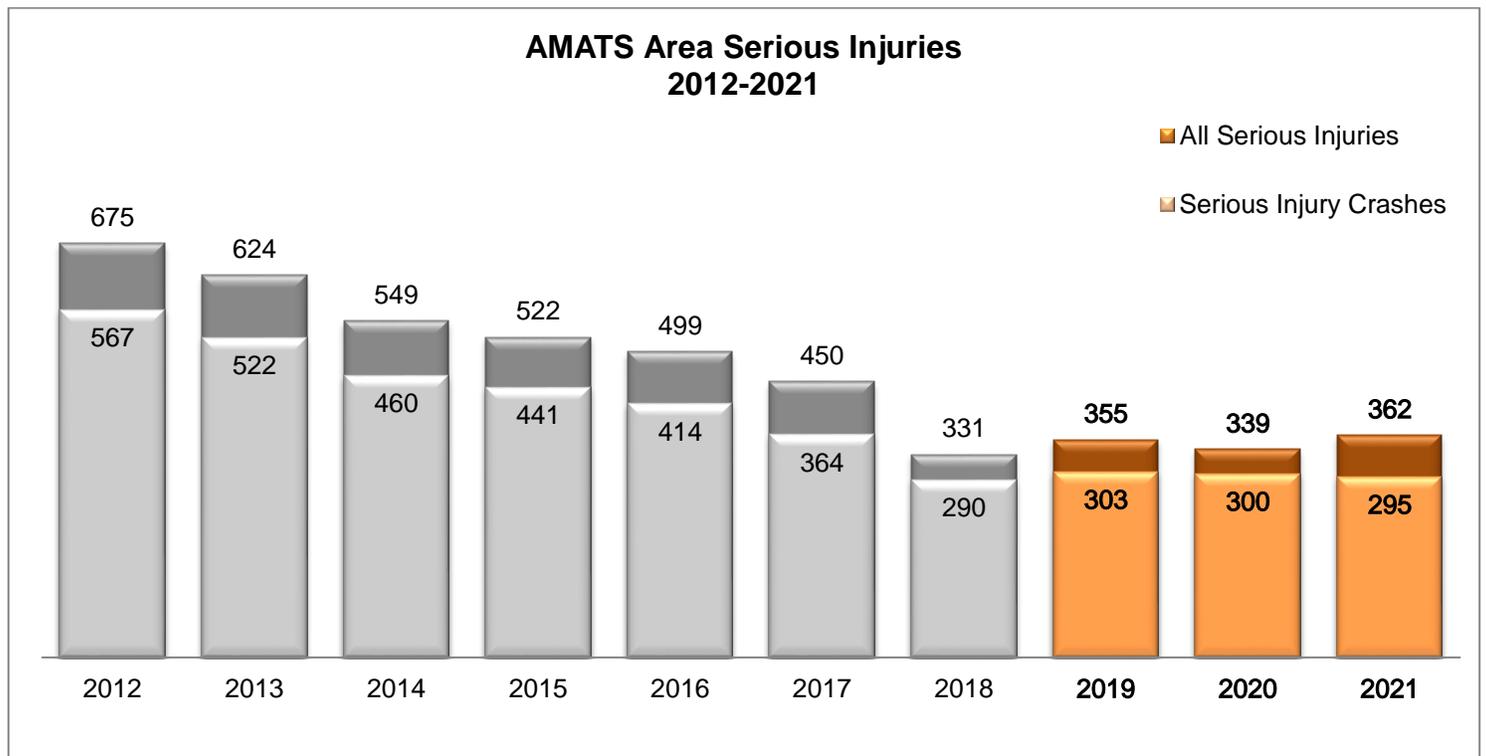
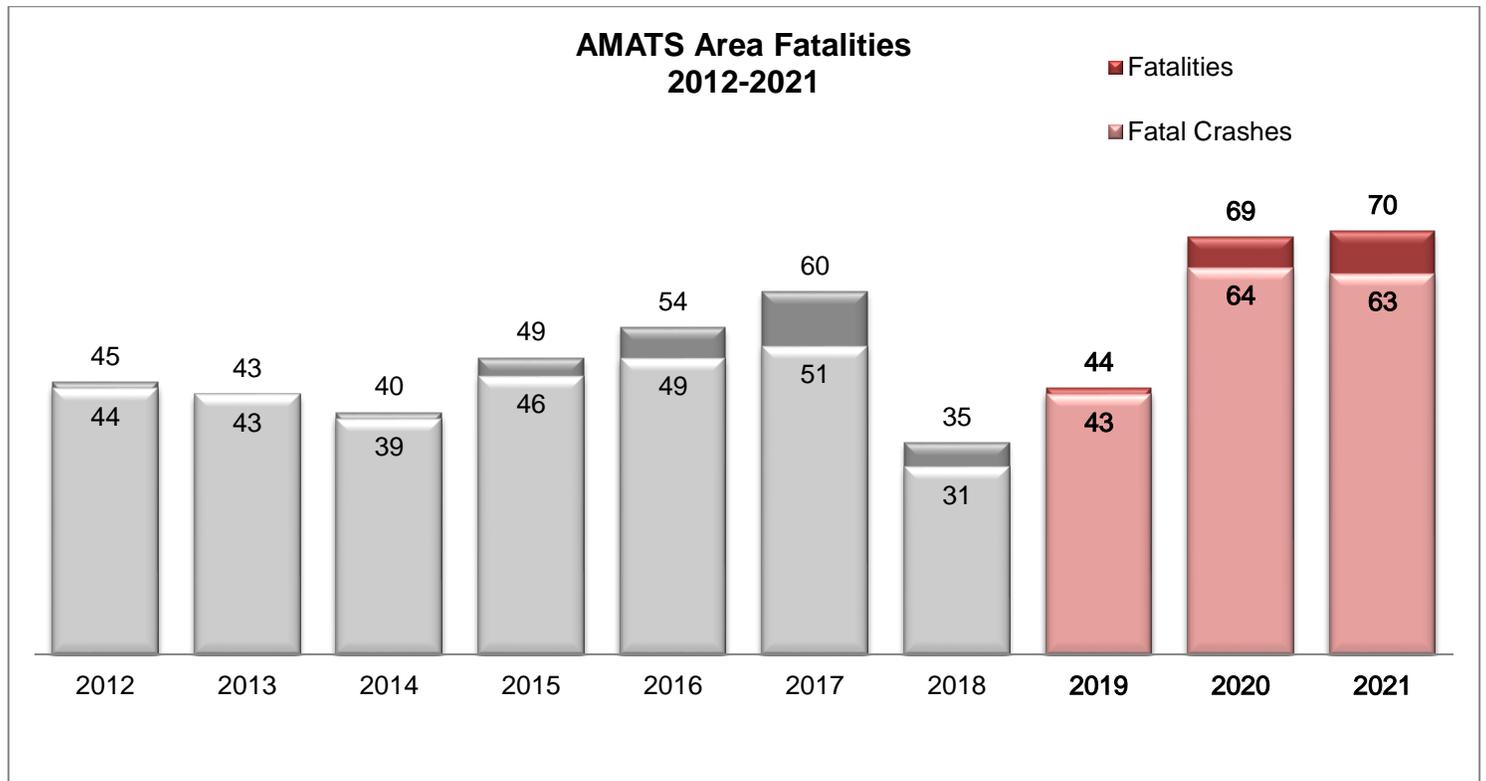
The pandemic in 2020 created a substantial decrease in Vehicle Miles Traveled (VMT) and in overall crashes. However, the number of fatalities in 2020 went up significantly and remained high in 2021. There is no clear explanation for this phenomenon other than speculation that less traffic in 2020 led to higher speeds and more fatal crashes. It appears that the pandemic changed safety, hopefully not permanently.

In 2021, the overall number of crashes in the AMATS area increased by 1,022 from 2020. This is approximately a 6% increase from 2020. Injury crashes increased by 279 or 8% but fatal crashes stayed nearly the same. Unfortunately, 2020 and 2021 fatalities, at 69 and 70 respectively, were much higher than 2019 fatalities, which was 44.

The following graph shows the number of total crashes in the AMATS area between 2012 and 2021. The red line at the top shows thousands of daily vehicle miles traveled (kDVMT) in the AMATS area. This data was obtained from the ODOT Office of Technical Services. In 2021 kDVMT was still down 4% from 2019 and is still rebounding since the low point during the pandemic.



The following graphs show the number of fatal crashes and serious injury crashes as well as the resulting fatalities and serious injuries between 2012 and 2021. A crash is one event, but it may involve multiple vehicles or multiple occupants and result in multiple fatalities or injuries. Fatal crashes and serious injury crashes are hard to graph on the previous graph with the others because they are a small percentage of all crashes.



Methodology

The 2019-2021 Crash Report uses Geographical Information System (GIS) coordinates to plot crashes. Sometimes the coordinates are not correct in the imported data and crashes must be manually moved to their proper location based on the description on the police report. This is time-consuming but necessary for an accurate report.

Another challenge is determining if a crash should be considered section or intersection related. Not all crashes that occur near an intersection are classified as intersection related. An example would be a single vehicle departing the roadway and hitting a tree at a location that just happens to be near an intersection. Another example would be a crash occurring as vehicles are departing an intersection. If the intersecting street is used as a reference the crash appears to be intersection related when it wasn't. Most of the time the police officer's crash report must be reviewed to gain a better understanding of these types of crashes. The final decision is based on the location of the vehicles and the nature of the crash.

Once crashes are properly identified as intersection or section related, the crash is assigned a unique identification number for sorting of the crashes. The final step in GIS is to sum up all the crashes that occur within each unique intersection or section.

Once the analysis in GIS is done, a list of high crash sections and intersections is produced. This criterion is now focused on crash severity in addition to number to crashes. The following is the minimum criteria used to be considered a "high crash" location.

- The high crash criterion for roadway sections is 3 or more crashes per mile per year.
- The high crash criterion for intersections is 9 or more crashes in the three-year period.
- A minimum of 30 percent of the crashes at a location must be fatal or injury related for both roadway sections and intersections to be considered a high crash location.

Once the locations that meet the minimum criteria are obtained a final score is calculated based on where the location ranked according to number of crashes and where it ranked according to percentage of fatal and injury crashes.

High Crash Roadway Sections

A "section" is defined as a length of roadway between two logical termini such as intersections with other roadways. The length of a section is usually shorter in urban areas and could be miles long in a rural area. All roads in the AMATS area were considered, including those that are not federally classified.

- AMATS identified 143 high crash roadway sections that have 3 or more crashes per mile per year and at least 30 percent of the crashes are fatal or injury-related over the three-year period.
- Table 1 lists the 143 high crash roadway sections ranked by composite score. This table also notes if any crashes were bicycle or pedestrian related. Map 1 shows the top 50 high crash roadway sections. A location in red font indicates at least one fatality. There are 27 segments that had at least one fatality.

Table 1

HIGH CRASH ROADWAY SECTIONS

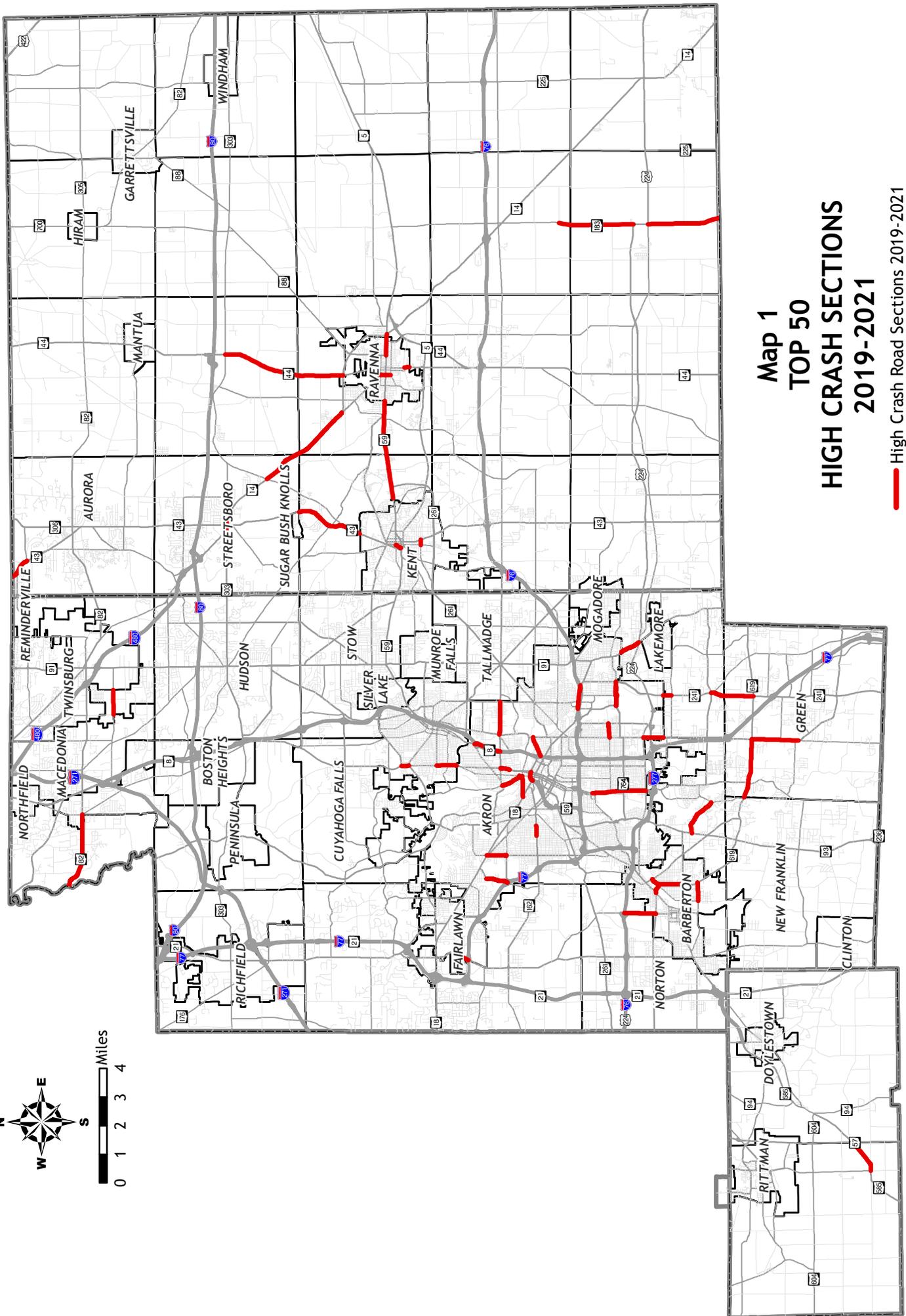
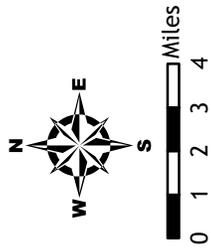
RANKED BY SCORE BASED ON NUMBER OF CRASHES AND PERCENT OF INJURY AND FATAL CRASHES
2019-2021

Rank	Roadway Section	Length (miles)	Total Crashes	Crashes per Mile per Year	Crashes per Mile per Year Rank	Percent Injury & Fatal	Injury & Fatal Rank	Total Score	Bike Related	Ped Related	Location
1	SR 59 from Alpha Dr to SR 261	0.41	15	12	17	53%	5	22	0	0	Portage-Franklin Twp
1	Massillon Rd (SR241) from Krumroy Rd (CR 130) to Oaks Dr / Akron SCL	0.29	10	11	21	60%	1	22	0	0	Summit-Springfield Twp
3	River St (SR 43) from Haymaker Pkwy (SR 59) to W Main St	0.21	9	14	13	44%	25	38	0	0	Kent
4	M.L. King Blvd (SR 59) from W Market St Overpass to N Broadway St	0.18	22	41	2	41%	53	55	0	0	Akron
5	S Cleveland-Massillon Rd from I-77 to Rosemont Blvd/Elgin Dr	0.53	30	19	6	40%	55	61	0	0	Fairlawn
6	SR 43 from Kent North Corp Line to Streetsboro South Corp Line	2.40	79	11	24	42%	43	67	0	0	Portage-Franklin Twp
6	Arlington Rd from Greensburg Rd to Turkeyfoot Lake Rd (SR 619)	1.68	33	7	53	48%	14	67	0	0	Green
8	Copley Rd (SR 162) from Storer Ave to East Ave	0.36	26	24	4	38%	66	70	1	0	Akron
9	E Main St (SR 59) from Freedom St (SR 88) to SR 14/SR 44	0.75	42	19	7	38%	68	75	0	0	Ravenna
10	Norton Ave/Fairview Ave from Wooster Rd N to 5th St NE (SR 619)	0.33	5	5	75	60%	1	76	0	0	Barberton
11	5th St NE (SR 619) from Robinson Ave to State St	1.15	34	10	31	41%	50	81	0	1	Barberton
12	N Main St (SR 261) from Olive St (W) to E Tallmadge Ave	0.32	10	10	28	40%	55	83	0	0	Akron
13	Slate Rd from Cuyahoga Falls Corp Line to Broad Blvd	0.66	39	20	5	36%	81	86	1	0	Cuyahoga Falls
13	SR 59 from Brady Lake Rd (CR 162) to Ravenna West Corp Line	0.45	12	9	42	42%	44	86	0	0	Portage-Ravenna Twp
15	SR 14 from SR 303 (W) to SR 303 (E)	0.33	42	42	1	33%	90	91	0	0	Streetsboro
15	SR 59 from SR 261 to Brady Lake Rd (CR 162)	2.55	72	9	37	40%	54	91	0	1	Portage-Franklin/Ravenna Twps
15	SR 14 from Streetsboro East Corp Line to Cleveland Rd (CR 171)	2.23	42	6	57	43%	34	91	0	0	Portage-Shalersville/Ravenna Twps
18	Canton Rd (SR 91) from Waterloo Rd (US224) to Akron SCL	1.11	18	5	67	38%	69	92	0	2	Summit-Springfield Twp
18	Barber Rd from Norton Ave to I-76	0.70	11	5	72	45%	20	92	0	0	Barberton/Norton
18	N Forge St from Fountain St to N Arlington St	0.50	16	11	25	38%	69	94	0	1	Green
21	W Turkeyfoot Lake Rd (SR 619) from Green West Corp Line to S Main St	0.74	11	5	76	45%	20	96	0	1	Akron
22	W North St from W Market St (SR 18) to N Howard St	0.81	14	6	63	43%	34	97	0	1	Akron
23	S Hawkins Ave from Mull Ave Circle to W Market St (SR 18)	2.48	31	4	90	52%	7	97	0	0	Portage-Awater Twp
25	E Tallmadge Ave (SR 261) from Home Ave to Brittain Rd	1.16	52	15	12	35%	87	99	0	2	Akron
26	N Aurora Rd (SR 43) from Treat Rd to Aurora NCL	2.69	11	5	82	45%	20	102	0	0	Aurora
27	W Aurora Rd (SR 82) from Cuyahoga County Line to Olde Eight Rd (CR 16)	0.89	34	4	89	47%	15	104	0	0	Summit-Sagamore Hills/Northfield Center Twps
28	S Main St from Wilbeth Rd (SR 764) to S Broadway St	1.11	42	13	15	33%	90	105	2	0	Akron
29	SR 14 from Diagonal Rd to Streetsboro East Corp Line	1.30	33	8	44	39%	63	107	0	0	Streetsboro
29	E Turkeyfoot Lake Rd (SR 619) from S Main St to Arlington Rd	1.56	38	8	45	39%	62	107	0	0	Green
29	SR 585 from Bemmer Rd to SR 57	1.20	15	4	90	47%	17	107	0	0	Wayne-Milton Twp
32	Snyder Ave from Van Buren Ave to 5th St SE	0.65	9	5	83	44%	25	108	0	0	Barberton
33	S Main St from Waterloo Rd to Wilbeth Rd (SR 764)	0.77	15	6	54	40%	55	109	0	1	Akron
34	Portage Lakes Dr (CR 75) from Manchester Rd (SR 93) to S Turkeyfoot Rd (CR123)	1.38	18	4	85	44%	25	110	0	0	Summit-Coventry Twp
35	Gorge Blvd from Tallmadge Ave (SR 261) to Cuyahoga Falls Ave	0.95	17	6	61	41%	50	111	0	0	Akron
36	E Highland Rd (CR111) from Chamberlin Rd (CR128) to Hadden Rd (TR129)	0.88	11	4	92	45%	20	112	0	0	Summit-Twinsburg Twp
37	E Archwood Ave from S Arlington St to Kelly Ave	0.49	7	5	79	43%	34	113	0	1	Akron
38	Cuyahoga St from N Howard St to Memorial Pkwy/E Tallmadge Ave	0.18	2	4	107	50%	9	116	0	0	Kent
39	Cherry St from Franklin Ave to S Water St (SR 43)	0.18	2	4	107	50%	9	116	0	0	Ravenna
39	Sycamore St from W Main St (SR 59) to Highland Ave	0.18	2	4	107	50%	9	116	0	0	Ravenna
39	Sycamore St from Riddle Ave to W Main St (SR 59)	0.18	2	4	107	50%	9	116	0	0	Ravenna
42	S Prospect St from Ravenna SCL to Lake Ave	0.19	6	11	27	33%	90	117	0	0	Ravenna
43	White Pond Dr from I-77 to Frank Blvd	0.77	12	5	74	42%	44	118	0	0	Akron
44	S Arlington St from Bruce Rd/Akron SCL to E Waterloo Rd	0.70	21	10	30	33%	90	120	0	0	Akron
44	SR 183 from US 224 to Clark Rd (TR 121)	2.60	27	3	114	52%	6	120	0	1	Portage-Awater/Edinburg Twps
46	Massillon Rd (SR 241) from Turkeyfoot Lake Rd (SR 619) to Killian Rd	1.50	17	4	106	47%	15	121	0	0	Green
46	SR 44 from SR 14 to SR 303	4.27	45	4	113	51%	8	121	0	0	Portage-Ravenna/Shalersville Twps
48	E Market St (SR 18) from Seiberling St to Mogadore Rd	0.82	24	10	32	33%	90	122	0	1	Akron
49	Slate Rd from Portage Trail to Graham Rd	0.27	22	27	3	32%	120	123	0	0	Cuyahoga Falls
49	Triplet from Seiberling St to Hillish Ave	0.84	12	5	79	42%	44	123	2	0	Akron
51	SR 14 from SR 303 (E) to Diagonal Rd	2.01	112	19	8	33%	116	124	0	0	Streetsboro
51	E Thornton St from S Main St to Grant St	0.42	12	10	34	33%	90	124	0	0	Akron
51	E Glenwood Ave from Howard St to SR 8	0.84	24	10	34	33%	90	124	0	0	Akron

Rank	Roadway Section	Length (miles)	Total Crashes	Crashes per Mile per Year	Crashes per Mile per Year Rank	Percent Injury & Fatal	Injury & Fatal Rank	Total Rank Score	Bike Related	Ped Related	Location
54	S Canton Rd (SR 92) from E Market St (SR 18) to Mogadore Rd	0.55	14	8	43	36%	82	125	0	0	Akron
54	Copley Rd (SR 162) from Collier Rd to St Michaels	0.50	11	7	50	36%	75	125	0	0	Akron
54	Mogadore Rd (CR 81) from Tallmadge Rd (CR 18) to SR 261	2.52	28	4	107	46%	18	125	0	0	Portage-Brimfield Twp/Tallmadge
57	Brittain Rd from Independence Ave to Howe Ave	0.56	7	4	92	43%	34	126	0	0	Akron
57	Wall St (CR 159) from Red Brush Rd (CR 158) to Cleveland Rd (CR 171)	1.30	16	4	95	44%	31	126	0	0	Portage-Ravenna Twp
59	SR 59 from SR 14/SR 44 to SR 5	0.78	9	4	102	44%	25	127	0	0	Portage-Ravenna Twp
59	8th St NW from Wooster Rd W to Hopocan Ave	0.39	4	3	118	50%	9	127	0	0	Barberton
61	Smith Rd (CR116) from Owasso Ave to Sand Run Rd	0.96	27	9	38	33%	90	128	0	0	Summit-Bath Twp/Akron
62	S Hawkins Ave from Vernon Odom Blvd (SR 261) to Copley Rd (SR 162)	1.31	35	9	41	34%	88	129	0	0	Akron
63	Manchester Rd (SR 93) from State St (CR162) to Robinson Ave (CR 54)	0.89	44	16	10	32%	120	130	0	1	Summit-Coventry Twp
64	Northampton Rd from Portage Trail to Bath Rd	2.36	28	4	98	43%	34	132	0	0	Cuyahoga Falls
65	Diagonal Rd from S Hawkins Ave to Superior Ave	0.59	11	6	58	36%	75	133	0	0	Akron
65	SR 544 from Prospect St to SR 14	3.04	29	3	130	59%	3	133	0	0	Portage-Ravenna Twp
67	Slate Rd from Steels Corners Rd to Wyoga Lake Rd	1.79	21	4	100	43%	34	134	0	0	Cuyahoga Falls
68	Massillon Rd (SR241) from Killian Rd (CR135) to Krumroy Rd (CR130)	1.39	16	4	104	44%	31	135	0	0	Summit-Springfield Twp
69	Wooster Rd W from 31st St to 14th St NW	1.01	48	16	11	31%	125	136	0	0	Barberton
69	Russell Ave/Superior Ave from East Ave to Diagonal Rd	0.74	18	8	46	33%	90	136	0	0	Akron
71	Wooster Rd N from Norton Ave to State St	0.50	19	13	14	32%	123	137	0	0	Barberton
71	SR 585 from Fulton Rd to Benner Rd	1.61	27	6	64	37%	73	137	0	1	Wayne-Milton Twp
73	SR 14 from I-76 to SR 183	0.78	18	8	48	33%	90	138	0	0	Portage-Edinsburg Twp
74	SR 88 from Garrettsville North Corp Line to SR 305	1.08	11	3	119	45%	20	139	0	0	Portage-Hiram/Neilson Twp
75	S Arlington St from E Archwood Ave to 2nd Ave	1.18	61	17	9	31%	131	140	0	2	Akron
76	Prospect St (CR 74) from SR 5/44 to Hayes Rd (CR 138)	1.70	36	7	51	33%	90	141	0	1	Portage-Rootstown/Ravenna Twp
76	S Main St from Center Rd to Turkeyfoot Lake Rd (SR 619)	2.24	33	5	78	39%	63	141	0	1	Green
78	S Hawkins Ave from Copley Rd (SR 162) to Mull Ave Circle	1.06	21	7	52	33%	90	142	0	1	Akron
78	North Ave / S Main St (SR 91) from Howe Rd to Northmoreland Ave	0.89	17	6	56	35%	86	142	0	0	Tallmadge
80	Ravenna Rd from Shepard Rd to Chamberlin Rd	0.79	10	4	88	40%	55	143	0	0	Twinsburg
81	Diagonal Rd (SR 155) from SR 303 to Menonite Rd	2.91	56	6	55	34%	89	144	0	0	Portage-Shalersville/Mantua Twp
81	W Streetsboro St (SR 303) from Nicholson Dr to Boston Mills Rd	0.79	14	6	62	36%	82	144	0	0	Hudson
81	SR 44 from Hartville Rd (CR 69) to Tallmadge Rd (CR 18)	1.42	13	3	140	54%	4	144	0	0	Portage-Rootstown Twp
84	Russell Ave from Manchester Rd (SR 93) to Boulevard St	0.54	8	5	77	38%	69	146	0	0	Akron
85	W Thornton St from East Ave to Rhodes Ave	0.70	11	5	72	36%	75	147	0	1	Akron
86	SR 14/44 from Ravenna NE Corp Line to SR 59	1.00	32	11	25	31%	125	150	0	0	Portage-Ravenna Twp
86	N Mantua St (SR 43) from W Main St to Gougler Ave	0.33	6	6	60	33%	90	150	0	0	Kent
86	Sandy Lake Rd (CR 89) from Meloy Rd (TR 92) to Lakewood Rd (CR 151)	0.68	7	3	116	43%	34	150	0	0	Portage-Ravenna Twp
86	Main-Broadway Connector from Bartges St to Rosa Parks Dr	0.22	2	3	141	50%	9	150	1	0	Akron
90	East Ave from Iona Ave to Morse St	0.89	33	12	16	30%	135	151	0	0	Akron
90	Romig Rd from Akron Corp Line to Vernon Odom Blvd (SR 261)	1.39	49	12	18	31%	133	151	0	1	Akron
90	New Milford Rd from SR 5/SR 44 to Ravenna South Corp Line	0.41	5	4	96	40%	55	151	0	0	Ravenna
90	N Cleveland Ave (SR 532) from Mogadore Rd to Mogadore North Corp Line	1.08	12	4	107	42%	44	151	0	2	Mogadore
94	W Wilbeth Rd from Kenmore Blvd to Maryland Ave	0.77	11	5	79	36%	75	154	0	0	Akron
95	W Main St (SR 59) from Ravenna West Corp Line to Diamond St	0.57	20	12	19	30%	136	155	0	0	Ravenna
96	W State St from Wooster Rd N to Barberton Corp Line	0.86	30	12	20	30%	136	156	0	0	Barberton
96	Vernon Odom Blvd (SR 261) from Collier Rd / Akron Corp Line to Romig Rd	0.36	6	6	66	33%	90	156	0	1	Akron
96	Goodyear Blvd from Kelly Ave to Brittain Rd	0.70	7	3	122	43%	34	156	0	0	Akron
99	Wooster Rd W from Johnson Rd to 31st St	0.29	10	11	21	30%	136	157	0	0	Barberton
99	Medina Rd (SR 18) from Medina Line Rd (CR 2) to S Hametown Rd (CR253)	1.00	28	9	39	32%	118	157	0	0	Summit-Bath/Copley Twp
99	Diagonal Rd from Superior Ave to Copley Rd (SR 162)	1.35	37	9	40	32%	117	157	0	0	Akron
99	Hazel St from N Arlington St to Eastwood Ave/Garry Rd	0.95	9	3	132	44%	25	157	0	0	Akron
99	SR 44 from Mantua North Corp Line to SR 82	1.41	13	3	138	46%	19	157	0	0	Portage-Mantua Twp
104	Massillon Rd/Geo Washington (SR 241) from Akron Corp Line to E Waterloo Rd (US 224)	0.55	16	10	33	31%	125	158	0	0	Akron
104	Newberry St from Main St to Broadway East/Tallmadge Rd	0.56	9	5	64	33%	90	158	0	0	Cuyahoga Falls
104	W Streetsboro Rd (SR 303) from Boston Heights WCL to Akron-Cleveland Rd	1.43	19	4	84	37%	74	158	0	0	Boston Heights
104	SR 5 from SR 59 to Rock Spring Rd (CR 52)	3.01	30	3	125	43%	33	158	0	1	Portage-Ravenna/Charlestown Twp
108	Buchholzer Blvd from Independence Ave to Howe Ave	0.57	9	5	70	33%	90	160	0	0	Akron
109	E Main St (SR 59) from Prospect St to Freedom St (SR 88)	0.42	13	10	29	31%	132	161	0	0	Ravenna
110	Lakewood Rd (CR 151) from Summit Rd (CR 148) to Hommon Rd (TR 153)	0.71	7	3	129	43%	34	163	0	0	Portage-Ravenna Twp
111	W Bath Rd from Akron/Cuy Falls CL to Northampton Rd	1.18	12	3	120	42%	44	164	0	0	Cuyahoga Falls

Rank	Roadway Section	Length (miles)	Total Crashes	Crashes per Mile per Year	Crashes per Mile per Year Rank	Percent Injury & Fatal	Injury & Fatal Rank	Total Rank Score	Bike Related	Ped Related	Location
112	Robinson Ave from 5th St (SR 619) to State St	1.05	30	10	36	30%	136	172	0	0	Barberton
112	Manchester Rd (SR 93) from SB Ramp to old Manchester Rd to East Ave	1.37	32	8	47	31%	125	172	0	0	Akron
114	Albrecht Ave from Canton Rd (SR 91) to Akron Corp Line	0.70	9	4	86	33%	90	176	0	0	Akron
114	Roslyn Ave from Copley Rd (SR 162) to Elm Dale Ave	0.99	10	3	121	40%	55	176	0	0	Akron
116	S Maple St (SR 162) from W Exchange St to Glendale Ave	0.68	6	4	87	33%	90	177	0	0	Akron
116	Akron Rd (SR 585) from Mt Eaton Rd N Jct (SR 94) to Doylestown Rd (CR 70)	1.71	17	3	127	41%	50	177	0	0	Wayne-Chippewa Twp
118	Grant St from E Wilbeth Rd to E South St	1.04	19	6	59	32%	123	182	0	0	Akron
118	SR 303 from SR 44 to SR 88	4.48	46	3	117	39%	65	182	0	0	Portage-Shalersville/Freeedom Twps
120	W Portage Trail Ext from Akron-Peninsula Rd to Northampton Rd	1.04	23	7	49	30%	134	183	0	0	Cuyahoga Falls
120	East Ave from Munroe Rd to Tallmadge ECL	1.21	14	4	101	36%	82	183	0	0	Tallmadge
122	SR 14 from SR 5 to I-76	4.48	72	5	68	32%	119	187	0	0	Portage-Ravenna/Edinsburg Twps
123	E Highland Ave from N Chesnut St to Freedom St (SR 88)	0.51	6	4	99	33%	90	189	0	0	Ravenna
124	Massillon Rd (SR 241) from Greensburg Rd to Boettler Rd	1.91	32	6	65	31%	125	190	0	0	Green
125	Portage Trail/High St/School St from Newberry St/Munroe Falls Ave to Bailey Rd	0.54	5	3	136	40%	55	191	0	0	Cuyahoga Falls
126	S Lincoln St from E Summit St to E Main St (SR 59)	0.26	3	4	103	33%	90	193	0	0	Kent
127	SR 43 from Stark County Line to US 224	2.74	26	3	131	38%	66	197	0	0	Portage-Suffield Twp
128	E North St from N Howard St to N Arlington St	1.38	15	4	112	33%	90	202	0	0	Akron
129	Front St from Second St to Broad Blvd	0.86	8	3	135	38%	69	204	0	0	Cuyahoga Falls
130	SR 14/44 from N Freedom St/SR 88 to Ravenna NE Corp Line	0.58	6	3	115	33%	90	205	0	0	Ravenna
131	E Turkeyfoot Lake Rd (SR 619) from Massillon Rd (SR 241) to Green East Corp Line	2.51	25	3	126	36%	80	206	0	1	Green
132	N Munroe Rd from East Ave to E Howe Rd/Northeast Ave (SR261)	1.18	11	3	134	36%	75	209	0	0	Tallmadge
133	Carnegie Ave from Sarison Ave to Manchester Rd (SR 93)	1.41	14	3	128	36%	82	210	0	0	Akron
134	N Depeyster St from E Main St to Crain Ave	0.30	3	3	123	33%	90	213	0	0	Kent
135	S Seiberling St from Triplett Blvd (SR 764) to Martha Ave	0.90	9	3	124	33%	90	214	0	0	Akron
136	Copley Rd (SR162) from Jacoby Rd (CR205) to Collier Rd (CR 28) / Akron WCL	1.84	22	4	97	32%	120	217	0	0	Summit-Copley Twp
137	S Portage Path from Copley Rd (SR 162) to W Exchange St	0.32	3	3	133	33%	90	223	0	0	Akron
138	W Turkeyfoot Lake Rd (SR 619) from State St to New Franklin East Corp Line	0.81	10	4	94	30%	136	230	0	0	New Franklin
139	Waterloo Rd (CR450) from US224 to Portage Line Rd (CR 5)/(CR 7)	1.66	15	3	143	33%	90	233	0	0	Summit-Springfield Twp
140	Grant St from E South St to E Exchange St	0.88	10	4	105	30%	136	241	0	0	Akron
141	Chernt Rd (CR 98) from Smith Rd (CR116) to Cleveland-Massillon Rd (CR 17)	1.76	16	3	141	31%	125	266	0	0	Summit-Bath Twp
142	Lake St from N Water St to Kent ECL	1.08	10	3	136	30%	136	272	0	0	Kent
143	Garman Rd from N Hawkins Ave to N Portage Path	1.09	10	3	139	30%	136	275	0	0	Akron

Red denotes that the segment had at least one fatality



**Map 1
TOP 50
HIGH CRASH SECTIONS
2019-2021**

— High Crash Road Sections 2019-2021

High Crash Intersections

Crashes that occur within a radius of 250 feet from the center of an intersection and involve at least two vehicles are usually considered an intersection-related crash. Exceptions to this rule were driveway-related crashes and crashes that had non-intersection characteristics such as departing from the intersection. All intersections in the AMATS area were considered, including those of roads that are not federally classified.

- AMATS identified 231 intersections (222 overall ranks) that have a minimum of 9 crashes and at least 30 percent of the crashes are fatal or injury-related over the three-year period.
- Table 2 lists the 231 high crash intersections ranked by composite score. This table also notes if any crashes were bicycle or pedestrian related. Map 2 shows the top 50 high crash intersections. A location in red font indicates at least one fatality. There are 10 intersections that had at least one fatality.

High Crash Freeway Locations

The analysis of freeway crashes in the AMATS area is done by the central office of the Ohio Department of Transportation (ODOT) in Columbus. ODOT's analysis of freeways is done using methodology from the Highway Safety Manual. The freeway system is divided into *rural* and *urban* and is analyzed by examining segments that are one-tenth of a mile long. ODOT only considers the top 50 rural and top 50 urban locations statewide for further study. For further information about top freeway crash locations along with other 2020 HSIP Priority Locations from ODOT, please follow the following link.

<http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Pages/Priority-Lists-Initiatives.aspx>

Table 2
HIGH CRASH INTERSECTIONS
 RANKED BY SCORE BASED ON NUMBER OF CRASHES AND % OF INJURY AND FATAL
 2019-2021

Rank	Street and Intersecting Street(s)	Total Crashes	Total Crashes Rank	Percent Injury & Fatal	Injury & Fatal Rank	Total Rank Score	Bike Related	Ped Related	Location
1	Medina Rd (SR 18) and Medina Line Rd	24	32	63%	9	41	0	0	Summit-Bath/Copley Twps
2	SR 14 and SR 44/N Chestnut St	39	10	51%	36	46	0	1	Ravenna
2	N Howard St and Glenwood Ave	31	18	55%	28	46	0	0	Akron
4	SR 261 and Mogadore Rd	19	47	63%	7	54	0	0	Kent
4	SR 82 and Mantua Center Rd	19	47	63%	7	54	0	0	Portage-Mantua Twp
6	US 224 and SR 225	28	23	50%	37	60	0	0	Portage-Deerfield Twp
7	Cleveland Massillon Rd and Eastern Rd	20	44	55%	27	71	0	0	Norton
8	SR 82 and Chamberlain Rd	16	63	56%	20	83	0	0	Portage-Mantua Twp
9	SR 88 and SR 305	18	54	50%	37	91	0	0	Portage-Hiram/Nelson Twps
9	SR 59 and Rhodes Rd/Ashton Ln	14	88	71%	3	91	1	0	Portage-Franklin Twp
11	US 224 and Portage Line Rd (SR 532)	19	47	47%	46	93	0	0	Portage-Suffield Twp
12	SR 44 and Tallmadge Rd	17	60	53%	35	95	0	0	Portage-Rootstown Twp
13	N Howard St and North St	44	6	41%	90	96	0	2	Akron
14	SR 5/44 and Lynn Rd	31	18	42%	83	101	0	0	Portage-Rootstown Twp
15	S High St and Bartges St	20	44	45%	58	102	0	0	Akron
15	E Aurora Rd (SR 82) and Hadden Rd/Wilcox Dr	20	44	45%	58	102	0	0	Twinsburg
17	S Arlington St and S Case Av/Johnston St	35	12	40%	92	104	0	1	Akron
17	Wadsworth Rd (SR 57) and Easton Rd (SR 604)	13	103	85%	1	104	0	0	Wayne-Chippewa Twp
19	Bellows St and Crosier St	14	88	57%	18	106	0	0	Akron
19	S Arlington Rd and Nimisila Rd	14	88	57%	18	106	0	0	Green
21	Eastwood Ave and Morningview Ave	15	76	53%	33	109	0	0	Akron
21	SR 59 and Apple Blossom Dr	15	76	53%	33	109	0	1	Portage-Franklin Twp
23	SR 21 and Edwards Rd	13	103	62%	10	113	0	0	Wayne-Chippewa Twp
24	Broad Blvd and Front St	18	54	44%	60	114	2	1	Cuyahoga Falls
24	SR 585 and Eastern Rd	18	54	44%	60	114	0	0	Norton
24	Kent Rd (SR 59) and Fishcreek Rd	18	54	44%	60	114	0	0	Stow
27	SR 14 and Mondial Pkwy/Singletary Dr	54	3	39%	115	118	0	0	Streetsboro
28	Bartges St and Dart Ave	15	76	47%	47	123	0	0	Akron
28	Riverview Rd and Ira Rd	15	76	47%	47	123	0	0	Cuyahoga Falls
30	SR 57 and SR 585	14	88	50%	37	125	0	0	Wayne-Chippewa Twp
30	Wadsworth Rd (SR 261) and S Hametown Rd	14	88	50%	37	125	0	0	Norton
32	Manchester Rd (SR 93) and Robinson Ave	33	16	39%	111	127	0	2	Summit-Coventry Twp
33	Copley Rd (SR 162) and Madison Ave	19	47	42%	82	129	0	1	Akron
34	Brown St and Archwood Ave	22	40	41%	90	130	0	0	Akron
35	Copley Rd (SR 162) and Wildwood Ave	13	103	54%	31	134	0	0	Akron
35	E Market St (SR 18) and Goodkirk St	13	103	54%	31	134	0	0	Akron
37	Kent Rd (SR 59) and Darrow Rd (SR 91)	28	23	39%	112	135	1	0	Stow

Rank	Street and Intersecting Street(s)	Total Crashes	Total Crashes Rank	Percent Injury & Fatal	Injury & Fatal Rank	Total Rank Score	Bike Related	Ped Related	Location
38	Mayfair Rd and Wise Rd	16	63	44%	76	139	0	0	Green
38	Brown St and E Thornton St	12	124	58%	15	139	0	1	Akron
38	SR 14 and Alliance Rd	12	124	58%	15	139	0	0	Portage-Atwater Twp
38	Waterloo Rd and Portage Line Rd	12	124	58%	15	139	0	0	Portage-Suffield Twp
42	S Broadway St and Rosa Parks Dr	44	6	36%	136	142	0	0	Akron
43	MLK Jr. Blvd (SR 59) and N Broadway St (SR 261)	35	12	37%	132	144	0	0	Akron
44	S Maple St (SR 162) and W Cedar St	29	22	38%	125	147	0	2	Akron
45	S Broadway St and E Miller Ave	23	35	39%	113	148	0	1	Akron
45	US 224 and SR 43	23	35	39%	113	148	0	0	Portage-Suffield Twp
47	SR 261 and Franklin Ave/Sunnybrook Rd	11	147	73%	2	149	0	0	Kent
48	W Market St (SR 18) and Rhodes Ave	13	103	46%	49	152	0	0	Akron
48	E Wilbeth Rd (SR 764) and Brown St	13	103	46%	49	152	0	0	Akron
48	E Waterloo Rd and Coventry St/I-77 SB Off-ramp	13	103	46%	49	152	0	0	Akron
48	Broad Blvd and 4th St	13	103	46%	49	152	0	0	Cuyahoga Falls
48	Diagonal Rd and Mennonite Rd	13	103	46%	49	152	0	0	Portage-Manitua Twp
53	SR 21 and Clinton Rd	11	147	64%	6	153	0	0	Wayne-Chippewa Twp
54	SR 14/44 and N Freedom St (SR 88)	27	25	37%	133	158	0	0	Ravenna
54	S Main St and Swartz Rd/US 224 EB Ramps	24	32	38%	126	158	1	0	Akron
54	Wooster Rd N and Wooster Rd W/Robinson Ave	24	32	38%	126	158	0	1	Barberton
57	SR 14 and Cleveland Rd	12	124	50%	37	161	0	0	Portage-Ravenna Twp
57	Hudson Dr and Steels Corners Rd/Allen Rd	12	124	50%	37	161	0	0	Stow
59	E Market St (SR 18) and Main St	14	88	43%	77	165	1	1	Akron
59	S Hawkins Ave and Stoner St	14	88	43%	77	165	0	0	Akron
59	SR 261 and Summit Rd	14	88	43%	77	165	0	0	Portage-Franklin Twp
59	Massillon Rd (SR 241) and Krumroy Rd	14	88	43%	77	165	0	0	Summit-Springfield Twp
59	Myersville Rd and Killian Rd	14	88	43%	77	165	0	0	Summit-Springfield Twp
64	Portage Trail and 4th St	21	43	38%	124	167	1	0	Cuyahoga Falls
65	Archwood Ave and Inman St	15	76	40%	92	168	0	0	Akron
65	Van Buren Ave and Robinson Ave	15	76	40%	92	168	0	1	Barberton
67	Buchtel Ave and Goodkirk St	18	54	39%	115	169	0	0	Akron
68	S Main St and Thornton St	34	14	35%	156	170	0	0	Akron
68	S Arlington Rd and Mount Pleasant Rd	10	166	70%	4	170	0	0	Green
70	Darrow Rd (SR 91) and Terex Rd	31	18	35%	155	173	0	0	Hudson
71	W Market St (SR 18) and Maple St	22	40	36%	136	176	0	3	Akron
71	Copley Rd (SR 162) and Noble Ave	11	147	55%	29	176	0	0	Akron
71	S Arlington Rd and Krumroy Rd/Thierry Ave	11	147	55%	29	176	0	0	Summit-Coventry Twp
74	Triplett Blvd (SR 241 / SR 764) and Hilbish Ave (SR 241)	25	28	36%	149	177	0	0	Akron
74	Rhodes Ave and W Thornton St	10	166	60%	11	177	0	0	Akron
74	Randolph Rd and Martin Rd	10	166	60%	11	177	0	0	Portage-Suffield Twp
74	SR 43 and Trares Rd	10	166	60%	11	177	0	0	Portage-Suffield Twp
74	Ravenna Rd and Bellmeadow Dr/Chamberlin Rd	10	166	60%	11	177	0	0	Summit-Twinsburg Twp
79	S Arlington St and Archwood Ave	30	21	33%	159	180	0	2	Akron

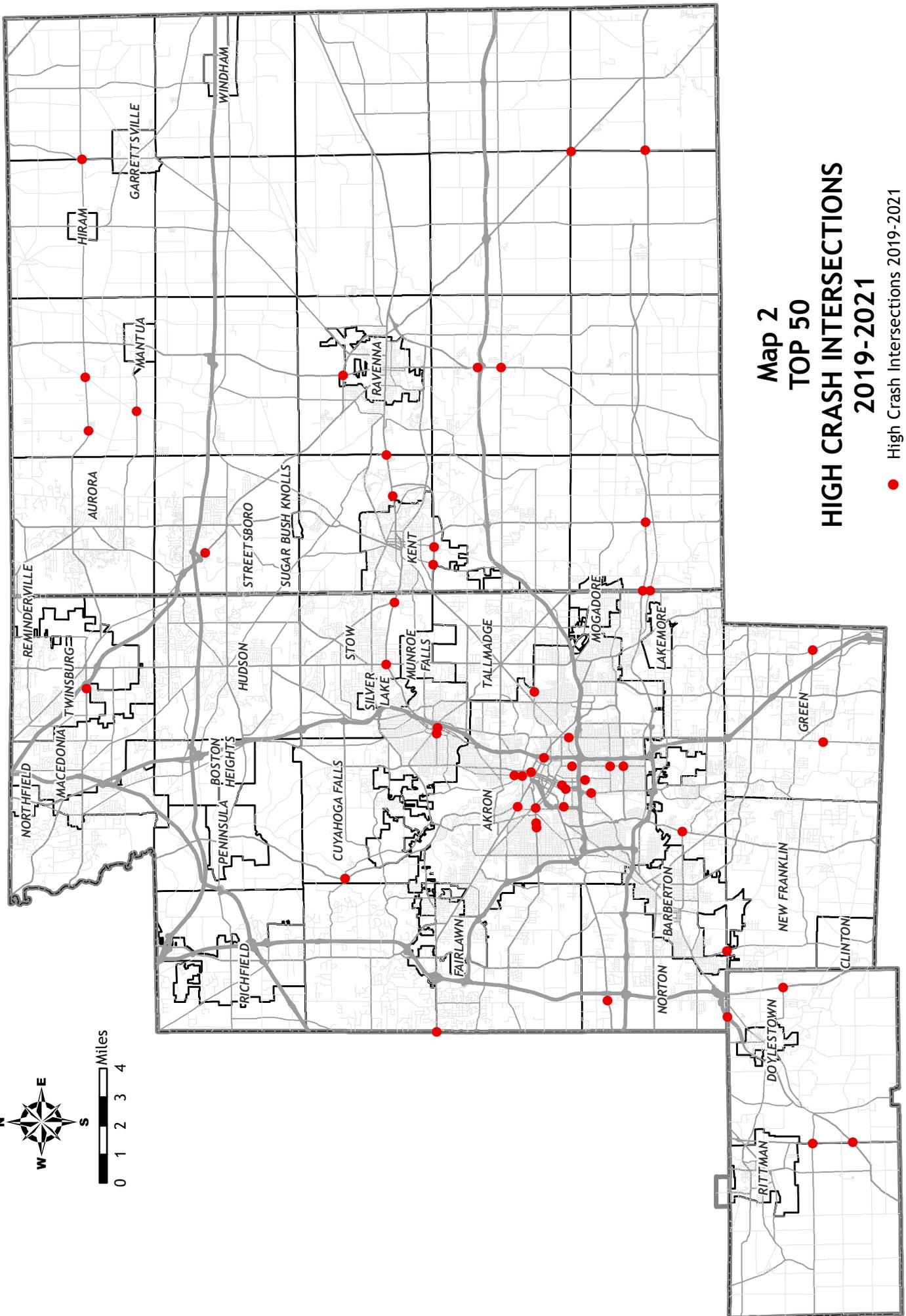
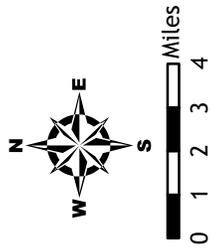
Rank	Street and Intersecting Street(s)	Total Crashes	Total Crashes Rank	Percent Injury & Fatal	Injury & Fatal Rank	Total Rank Score	Bike Related	Ped Related	Location
80	E Market St (SR 18) and Canton Rd (SR 91)/Robindale Ave	19	47	37%	134	181	0	0	Akron
80	SR 14 and Infirmary Rd	19	47	37%	134	181	0	0	Portage-Ravenna Twp
82	Vernon Odom Blvd (SR 261) and Superior Ave	27	25	33%	159	184	0	0	Akron
83	Diagonal Rd and East Ave	16	63	38%	126	189	0	0	Akron
83	Medina Rd (SR 18) and Heritage Woods Dr	16	63	38%	126	189	0	0	Summit-Bath/Copley Twps
83	SR 303 and SR 8 NB Off Ramp	16	63	38%	126	189	1	0	Boston Heights
83	Broad Blvd and 2nd St	16	63	38%	126	189	0	0	Cuyahoga Falls
87	N Main St and Medford Ave	11	147	45%	54	201	0	0	Akron
87	S Arlington St and Lovers Lane	11	147	45%	54	201	0	0	Akron
87	E Market St (SR 18) and E Exchange St	11	147	45%	54	201	1	0	Akron
87	Howe Ave and Cliffside Dr	11	147	45%	54	201	0	0	Cuyahoga Falls
91	Manchester Rd (SR 93) and W Waterloo Rd	48	4	31%	199	203	0	0	Akron
91	S Arlington Rd and Arlington Ridge	48	4	31%	199	203	0	2	Green
91	Boston Mills Rd and Olde Eight Rd	10	166	50%	37	203	0	0	Boston Heights
91	Doylestown Rd and Seville Rd	10	166	50%	37	203	0	0	Wayne-Milton
91	S Prospect St and Sandy Lake Rd	10	166	50%	37	203	0	0	Portage-Rootstown Twp
96	Olde Eight Rd and Valley View Rd	9	200	67%	5	205	0	0	Summit-Northfield Center Twp
97	Graham Rd and Wyoga Lake Rd/Oakwood Dr	34	14	32%	192	206	0	0	Cuyahoga Falls
98	S Arlington Rd and I-77 SB Ramps	38	11	32%	197	208	0	0	Green
98	Kenmore Blvd and Old Manchester Rd	12	124	42%	84	208	1	0	Akron
98	SR 44 and Pioneer Trail	12	124	42%	84	208	0	0	Portage-Mantua Twp
98	Center Rd and Renninger Rd	12	124	42%	84	208	0	0	New Franklin
98	Canton Rd and Tisen Rd	12	124	42%	84	208	0	0	Summit-Springfield Twp
98	Steels Corners Rd and Bridgewater Pkwy/Steels Pointe	12	124	42%	84	208	0	0	Stow
98	SR 14 and SR 303 (W Jct)	12	124	42%	84	208	0	0	Streetsboro
105	Medina Rd (SR 18) and Crystal Lake Rd/Montrose West Ave	58	2	31%	209	211	0	0	Summit-Bath/Copley Twp
106	N Chestnut St and Highland Ave	18	54	33%	159	213	1	0	Ravenna
107	SR 14/44 and SR 59	32	17	31%	199	216	0	0	Portage-Ravenna Twp
107	SR 43 and Old Forge Rd	17	60	35%	156	216	0	0	Portage-Brimfield Twp
107	Killian Rd and Pickle Rd	17	60	35%	156	216	0	0	Summit-Springfield Twp
110	SR 14/SR 303 and SR 43	85	1	31%	216	217	0	0	Streetsboro
111	W Hopocan Ave and 15th St NW	13	103	38%	117	220	1	0	Barberton
111	Portage Trail and 13th St (W Jct)	13	103	38%	117	220	1	0	Cuyahoga Falls
111	State Rd and Sackett Ave	13	103	38%	117	220	0	0	Cuyahoga Falls
111	W Market St (SR 18) and Morewood Rd/Summit Mall Entrance	13	103	38%	117	220	0	0	Fairlawn
111	Mayfair Rd and Mount Pleasant Rd	13	103	38%	117	220	0	0	Green
111	US 224 and E Waterloo Rd	13	103	38%	117	220	0	0	Summit-Springfield Twp
111	SR 43 and Randolph Rd	13	103	38%	117	220	0	0	Portage-Suffield Twp
118	Archwood Ave and Coventry St	25	28	32%	193	221	0	0	Akron
118	E Wilbeth Rd (SR 764) and Coventry St/I-77 SB Ramp	25	28	32%	193	221	0	0	Akron
118	Howe Ave and Buchholzer Blvd	25	28	32%	193	221	0	0	Cuyahoga Falls
118	W Market St (SR 18) and Valley St	9	200	56%	21	221	1	1	Akron

Rank	Street and Intersecting Street(s)	Total Crashes	Total Crashes Rank	Percent Injury & Fatal	Injury & Fatal Rank	Total Rank Score	Bike Related	Ped Related	Location
118	Wadsworth Rd (SR 57) and Doylestown Rd	9	200	56%	21	221	0	0	Wayne-Chippewa Twp
118	SR 14 and SR 225	9	200	56%	21	221	0	0	Portage-Deerfield Twp
118	SR 5/44 and Hayes Rd	9	200	56%	21	221	0	0	Portage-Ravenna Twp
118	E Waterloo Rd (US 224) and Kubler Trail	9	200	56%	21	221	0	0	Summit-Springfield Twp
118	Killian Rd and Pressler Rd	9	200	56%	21	221	0	0	Summit-Springfield Twp
127	S Broadway St (SR 261) and E Exchange St	43	8	30%	220	228	0	0	Akron
127	MLK Jr. Blvd (SR 59) and N High St (SR 261)	43	8	30%	220	228	0	0	Akron
129	Brittain Rd and Newton St	15	76	33%	159	235	0	0	Akron
129	Portage Trail and Lillis Dr	15	76	33%	159	235	0	0	Cuyahoga Falls
129	E Turkeyfoot Lake Rd (SR 619) and Cottage Grove Rd	15	76	33%	159	235	0	0	Green
129	Olde Eight Rd and Twinsburg Rd	15	76	33%	159	235	0	0	Summit-Northfield Center Twp
129	SR 21 and Eastern Rd	15	76	33%	159	235	0	1	Norton
129	E Aurora Rd (SR 82) and Ravenna Rd (SR 82)/Cannon Rd/Ravenna Rd	15	76	33%	159	235	0	0	Summit-Twinsburg Twp
135	Fishcreek Rd and Stow Rd	22	40	32%	196	236	0	0	Stow
136	E Market St (SR 18) and Arlington St	26	27	31%	210	237	0	0	Akron
137	Vernon Odom Blvd (SR 261) and Rand St/Rhodes Ave	14	88	36%	150	238	0	0	Akron
137	S Arlington St and 2nd St/Martin St/I-76 WB Off-ramp	14	88	36%	150	238	0	0	Akron
137	Summit St and Powder Mill Rd	14	88	36%	150	238	0	0	Portage-Franklin Twp
137	Massillon Rd (SR 241) and Greensburg Rd	14	88	36%	150	238	0	0	Green
137	Canton Rd and Sanitarium Rd	14	88	36%	150	238	0	1	Lakemore
142	S Arlington St (SR 764) and Triplett Blvd (SR 764)	19	47	32%	197	244	1	0	Akron
143	Copley Rd (SR 162) and Diagonal Rd/S Portage Path	23	35	30%	217	252	1	0	Akron
143	W Cedar St and Dart Ave	23	35	30%	217	252	0	1	Akron
143	SR 43 and I-76 WB Ramps/Edson Rd	23	35	30%	217	252	0	0	Portage-Brimfield Twp
146	N Main St and Iuka Ave	10	166	40%	92	258	0	1	Akron
146	E Exchange St and Goodkirk Rd	10	166	40%	92	258	0	0	Akron
146	E Waterloo Rd and Highview Ave	10	166	40%	92	258	0	0	Akron
146	S Main St and US 224 WB Ramps	10	166	40%	92	258	0	0	Akron
146	S Hawkins Ave and Delia Ave	10	166	40%	92	258	0	0	Akron
146	N Arlington St and Hazel St	10	166	40%	92	258	0	0	Akron
146	Akron Peninsula Rd and W Bath Rd	10	166	40%	92	258	0	0	Akron
146	Old Forge Rd and Mogadore Rd	10	166	40%	92	258	0	0	Portage-Brimfield Twp
146	Eastern Rd and Portage St/Wooster Rd W	10	166	40%	92	258	0	0	Wayne-Chippewa Twp
146	Howe Ave and Ritchie St	10	166	40%	92	258	0	0	Cuyahoga Falls
146	S Arlington Rd and I-77 NB Ramps	10	166	40%	92	258	1	0	Green
146	Gouglar Ave (SR 43) and River (SR 43)/W Main St	10	166	40%	92	258	0	0	Kent
146	Haymaker Pkwy (SR 59) and S Depeyster St	10	166	40%	92	258	0	0	Kent
146	S Prospect St and E Lake Ave	10	166	40%	92	258	0	0	Ravenna
146	Steels Corners Rd and SR 8 SB Ramps	10	166	40%	92	258	0	0	Stow
146	Streetsboro Rd (SR 303) and Jefferson St	10	166	40%	92	258	0	0	Streetsboro
162	E Market St (SR 18) and Adams St (E Jct)	9	200	44%	60	260	0	2	Akron
162	S Arlington St and Rosemary St	9	200	44%	60	260	0	2	Akron

Rank	Street and Intersecting Street(s)	Total Crashes	Total Crashes Rank	Percent Injury & Fatal	Injury & Fatal Rank	Total Rank Score	Bike Related	Ped Related	Location
162	Kenmore Blvd and W Wilbeth Rd	9	200	44%	60	260	0	0	Akron
162	Medina Line Rd and Granger Rd	9	200	44%	60	260	0	0	Summit-Bath Twp
162	Portage Trail and 3rd St	9	200	44%	60	260	0	1	Cuyahoga Falls
162	Smith Rd and Bath Hills Blvd/Corunna Ave	9	200	44%	60	260	0	0	Fairlawn
162	Massillon Rd (SR 241) and Graybill Rd	9	200	44%	60	260	0	0	Green
162	S Arlington Rd and Greensburg Rd	9	200	44%	60	260	0	0	Green
162	E Main St (SR 59) and University Dr	9	200	44%	60	260	0	2	Kent
162	SR 585 and Fulton Rd (CR 27)	9	200	44%	60	260	0	0	Wayne-Milton Twp
162	SR 59 and Brady Lake Rd/Hoover Rd	9	200	44%	60	260	0	0	Portage-Ravenna Twp
162	Graham Rd and Dover Rd	9	200	44%	60	260	0	0	Silver Lake
162	Eastern Rd and Ritman Rd	9	200	44%	60	260	0	0	Wayne-Chippewa Twp
175	W Market St (SR 18) and Revere Rd	16	63	31%	199	262	0	0	Akron
175	N Main St (SR 261) and Olive St	16	63	31%	199	262	0	1	Akron
175	W Exchange St and Rand Ave	16	63	31%	199	262	1	0	Akron
175	W Market St (SR 18) and Hampshire Rd	16	63	31%	199	262	0	0	Fairlawn
175	S Arlington Rd and Boettler Rd	16	63	31%	199	262	0	0	Green
175	Middleton Rd and Stow Rd	16	63	31%	199	262	0	0	Hudson
175	West Ave (SR 261) and Thomas Rd	16	63	31%	199	262	0	1	Tallmadge
182	E Wilbeth Rd (SR 764) and Virginia Ave	12	124	33%	159	283	0	0	Akron
182	Bellows St and Archwood Ave	12	124	33%	159	283	0	0	Akron
182	Kelly Ave and Archwood Ave	12	124	33%	159	283	0	0	Akron
182	Perkins St (SR 59) and N Union St	12	124	33%	159	283	0	0	Akron
182	Portage Trail and North Haven Blvd	12	124	33%	159	283	1	0	Cuyahoga Falls
182	S Miller Rd and Chamberlain Rd	12	124	33%	159	283	0	0	Fairlawn
182	Massillon Rd (SR 241) and Corporate Woods Cir/Thorn Dr	12	124	33%	159	283	0	0	Green
182	Mantua St (SR 43) and W Main St	12	124	33%	159	283	0	0	Kent
182	E Main St (SR 59) and Luther Ave/Terrace Dr	12	124	33%	159	283	0	2	Kent
182	Kent Rd (SR 59) and Marsh Rd	12	124	33%	159	283	0	1	Stow
182	SR 14 and Classic Dr	12	124	33%	159	283	0	0	Streetsboro
182	E Aurora Rd (SR 82) and Chamberlin Rd	12	124	33%	159	283	0	0	Twinsburg
182	Brown St and Lamparter St	11	147	36%	136	283	0	0	Akron
182	Bellows St and Emerling Ave	11	147	36%	136	283	0	1	Akron
182	Memorial Pkwy and Aqueduct St/Royal Ave	11	147	36%	136	283	0	0	Akron
182	Grant St and Archwood Ave	11	147	36%	136	283	0	0	Akron
182	S Main St and N Turkeyfoot Rd	11	147	36%	136	283	0	0	Summit-Coventry Twp
182	Portage Trail and Valley Rd	11	147	36%	136	283	0	0	Cuyahoga Falls
182	State Rd and Valley Rd	11	147	36%	136	283	0	0	Cuyahoga Falls
182	S Arlington Rd and Interstate Pkwy	11	147	36%	136	283	0	0	Green
182	W Main St and Francis St	11	147	36%	136	283	0	0	Kent
182	Steels Corners Rd and Wyndham Ridge Dr	11	147	36%	136	283	0	0	Stow
182	Kent Rd (SR 59) and Charring Cross Rd	11	147	36%	136	283	0	0	Stow
205	Triplett Blvd (SR 764) and Massillon Rd	13	103	31%	210	313	0	0	Akron

Rank	Street and Intersecting Street(s)	Total Crashes	Total Crashes Rank	Percent Injury & Fatal	Injury & Fatal Rank	Total Rank Score	Bike Related	Ped Related	Location
205	Graham Rd and Bailey Rd	13	103	31%	210	313	0	0	Cuyahoga Falls
205	2nd St and Northland St	13	103	31%	210	313	0	0	Cuyahoga Falls
205	SR 14 and SR 303 (E Jct)/Ranch Rd	13	103	31%	210	313	0	0	Streetsboro
205	Darrow Rd (SR 91) and Ethan Dr/Meadowood Dr	13	103	31%	210	313	0	1	Twinsburg
210	W Market St (SR 18) and Wallhaven Cir	9	200	33%	159	359	0	0	Akron
210	E Market St (SR 18) and Summit St	9	200	33%	159	359	0	1	Akron
210	Vernon Odum Blvd (SR 261) and Raymond St	9	200	33%	159	359	0	0	Akron
210	S Broadway St and Selle St	9	200	33%	159	359	0	0	Akron
210	E Tallmadge Ave (SR 261) and Dayton St	9	200	33%	159	359	0	0	Akron
210	Brown St and N Firestone Blvd	9	200	33%	159	359	0	0	Akron
210	Copley Rd (SR 162) and SR 21 NB Ramps	9	200	33%	159	359	0	0	Summit-Copley Twp
210	Portage Trail and Cedar Hill Rd	9	200	33%	159	359	0	0	Cuyahoga Falls
210	S Water St (SR 43) and Bowman Dr/Cherry St	9	200	33%	159	359	0	0	Kent
210	S Water St (SR 43) and Beryl Dr	9	200	33%	159	359	0	0	Kent
210	W Summit St and Franklin Ave	9	200	33%	159	359	0	0	Kent
210	Twinsburg Rd and Valley View Rd	9	200	33%	159	359	0	0	Macedonia
222	E Market St (SR 18) and I-76 WB Ramps	10	166	30%	222	388	0	0	Akron
222	S Main St and Firestone Blvd	10	166	30%	222	388	1	0	Akron
222	Darrow Rd (SR 91) and Eastlawn St	10	166	30%	222	388	0	0	Akron
222	5th St SE and Snyder Ave	10	166	30%	222	388	1	0	Barberton
222	Graham Rd and Lillis Dr	10	166	30%	222	388	0	0	Cuyahoga Falls
222	Darrow Rd (SR 91) and Barlow Rd	10	166	30%	222	388	0	0	Hudson
222	W Streetsboro Rd (SR 303) and Terex Rd	10	166	30%	222	388	0	0	Hudson
222	Summit St and Loop Rd	10	166	30%	222	388	1	0	Kent
222	Stow Rd and Call Rd	10	166	30%	222	388	0	0	Stow
222	Darrow Rd (SR 91) and Highland Rd	10	166	30%	222	388	0	0	Twinsburg

Red denotes that the intersection had at least one fatality



Map 2
TOP 50
HIGH CRASH INTERSECTIONS
2019-2021

● High Crash Intersections 2019-2021

Section 3: Bicycle and Pedestrian Crashes

Overview

As biking and walking becomes a more popular and viable means of transportation, there is growing concern about the safety of bicycle riders and pedestrians. Determining how and where these incidents occur can help plan for future bicycle lanes, sidewalks, lighting, and educational outreach. Bicycle and pedestrian-related crashes tend to happen more randomly and usually do not have the characteristic of being concentrated at specific locations like other vehicular crashes. Because of this it is sometimes more practical to make improvements to a corridor rather than a specific location.

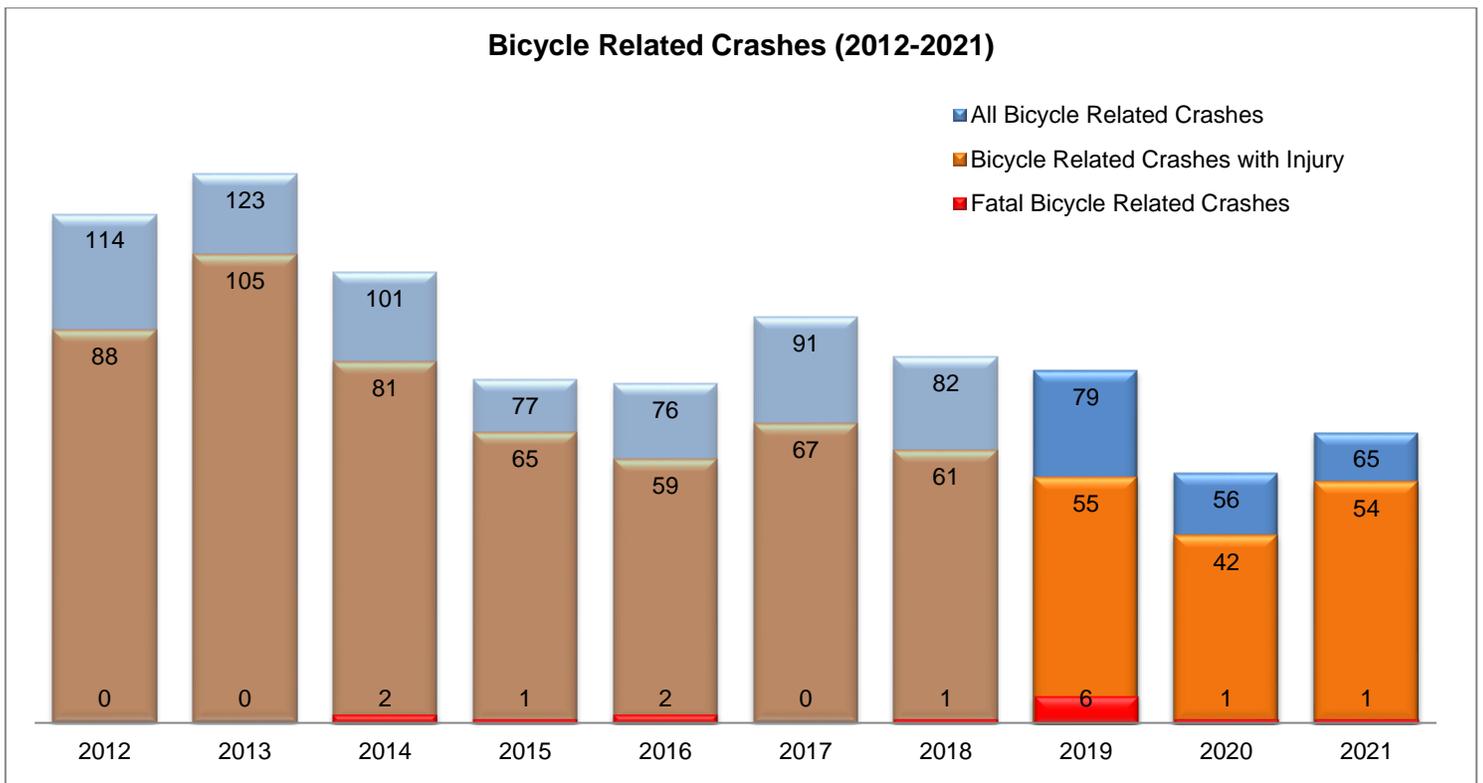
Education is an important tool to help curb bicycle and pedestrian-related crashes. Appendix A has bicycle and pedestrian safety tips to help with this education. Many bicycle riders and pedestrians, especially those under the driving age, may not be aware of the rules that they must observe. Appendix B shows School Bus Stopping Laws as this can impact many pedestrians and drivers.

Bicycle and pedestrian-related crashes have a high percentage of injuries.

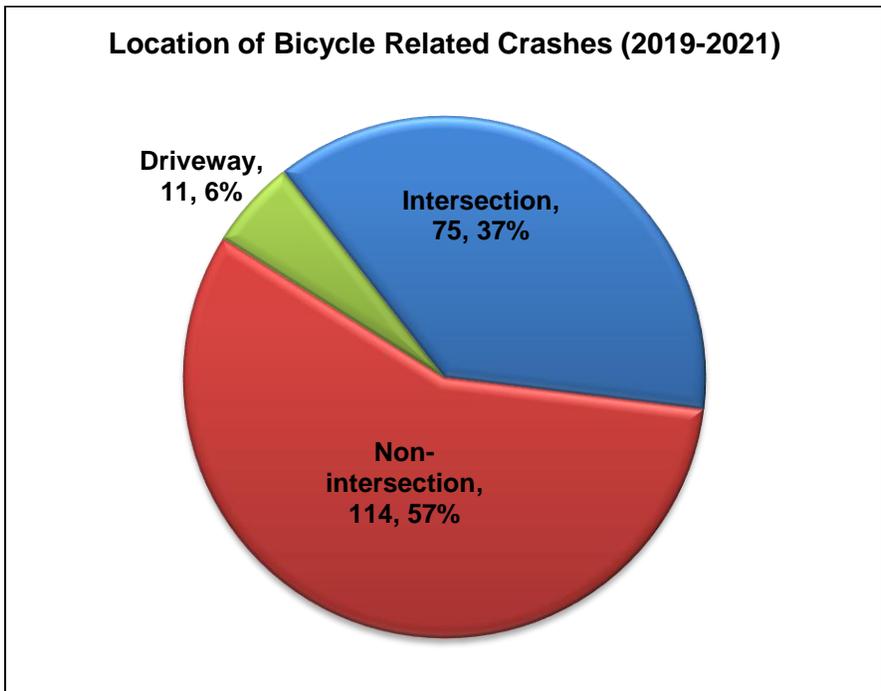
- Out of the 200 bicycle-related crashes that occurred between 2019, 2020 and 2021, 151 of them or **75.5%** resulted in an injury and eight of them in a fatality.
- There were 382 pedestrian-related crashes in this same time-period with 319 or **83.5%** of them resulting in an injury and 26 of them in a fatality. Pedestrians accounted for over **14%** of all fatalities that occurred between 2019 and 2021.

Bicycle-Related Crashes

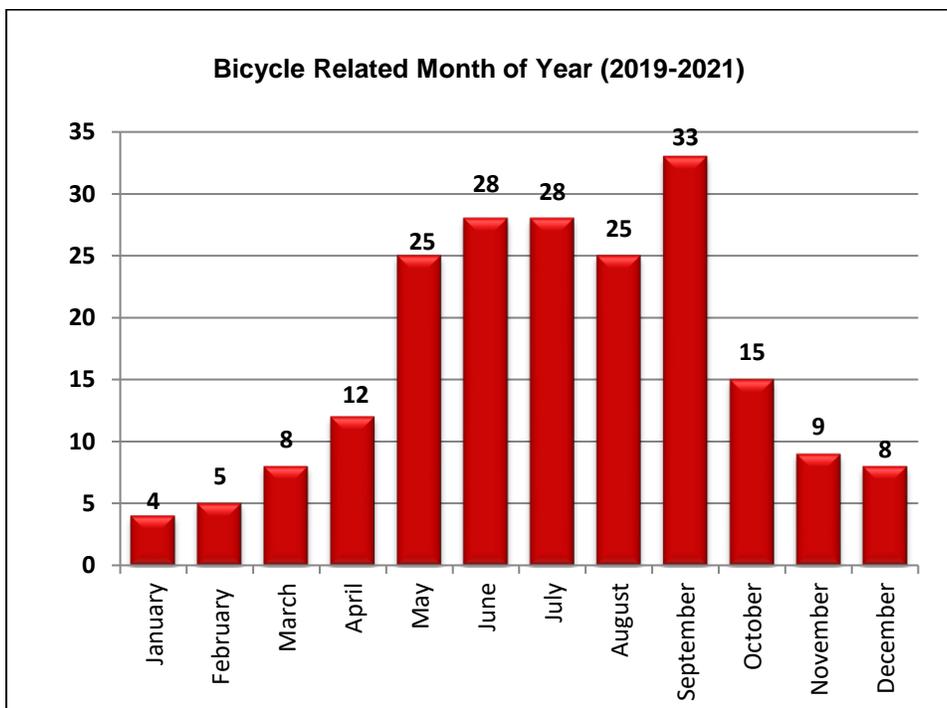
In 2021, total bicycle-related crashes increased by 9 and injuries increased by 12. There was one fatal bicycle-related crash in 2021.

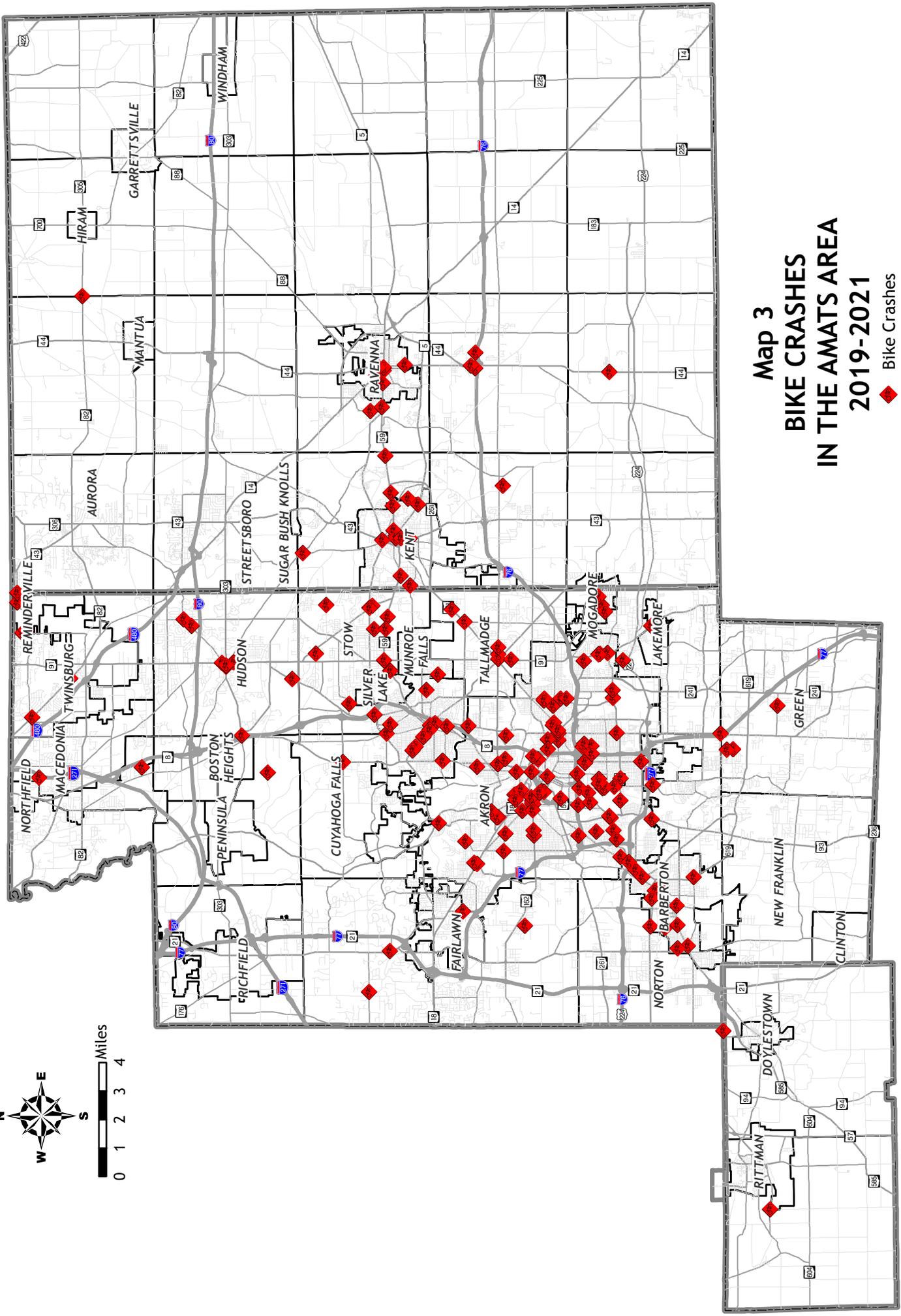
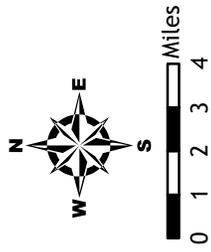


The chart below shows where most bicycle-related crashes occur. Slightly more occur at non-intersection locations than intersection. Many bicycle riders, especially younger ones, may not obey stop signs and traffic signals which leads to intersection related crashes. Often a vehicle does not see a bicycle because of their narrow profile and turns into it or pulls in front of it. Often a driver is not expecting a bicycle in the crosswalk or misjudges its approach speed. If a bicycle rider is biking against traffic a driver may not look that direction when turning into or pulling out of another street or driveway. Map 3 shows where the bicycle-related crashes occurred in the AMATS area.



This chart shows that most crashes occur in summer and early fall when bicycle riding conditions are most favorable. Unlike other crashes, those involving bicycles tend to be concentrated in the warmer months.

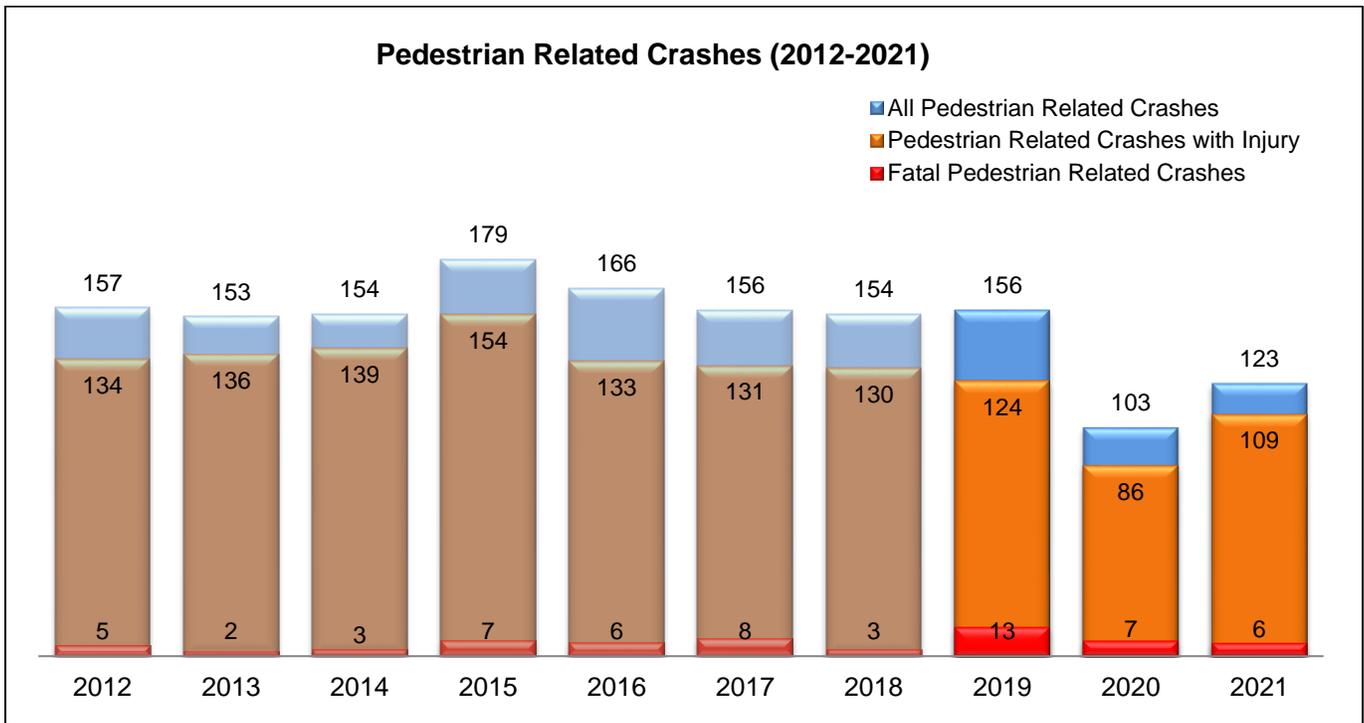




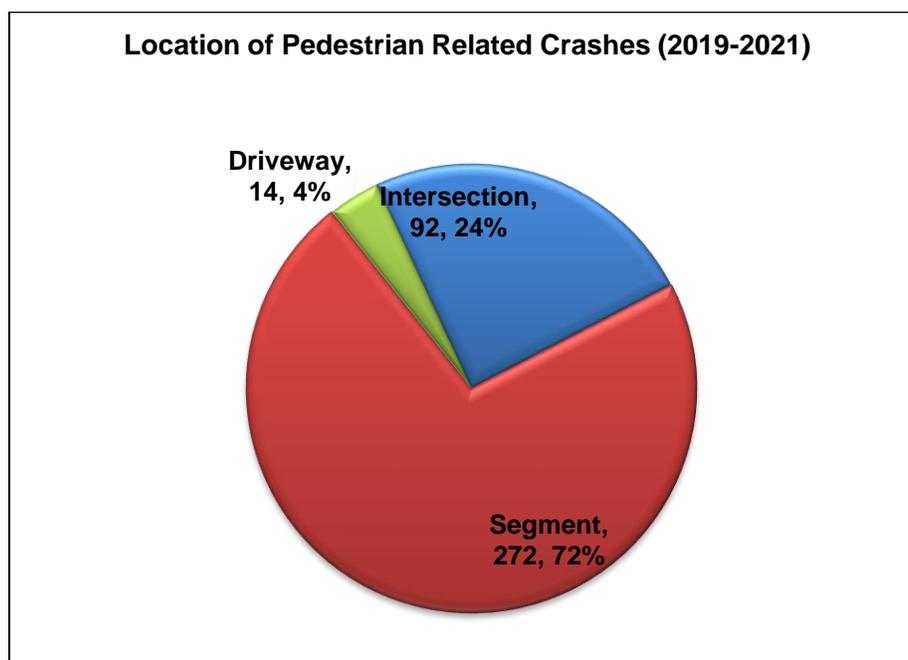
Map 3
BIKE CRASHES
IN THE AMATS AREA
2019-2021
 ◆ Bike Crashes

Pedestrian-Related Crashes

The number of pedestrian-related crashes and injuries increased from 2020 but are not back up to the 2019 levels. Between 2019 and 2021 there were 382 pedestrian-related crashes with 319 injuries and 26 fatalities. That means over 90% of pedestrian related crashes resulted in injury or fatality. The following graph shows pedestrian-related crashes in the AMATS area since 2012. Overall, pedestrian fatalities accounted for 14% of all fatalities over the three-year period.



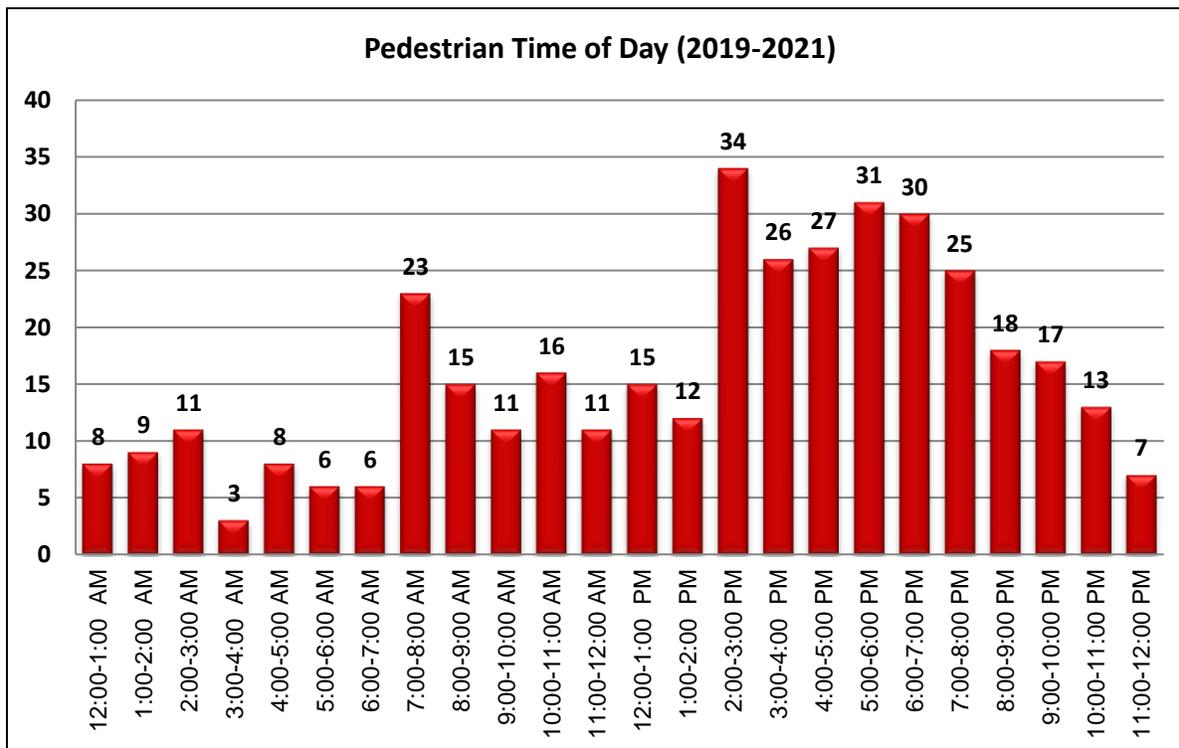
Pedestrian crashes occur more often away from intersections. Many of those that are intersection-related occur when a vehicle making a turn and does not see the pedestrian, or a pedestrian was crossing the street against the signal. Map 4 shows where pedestrian-related crashes occurred in the AMATS area.

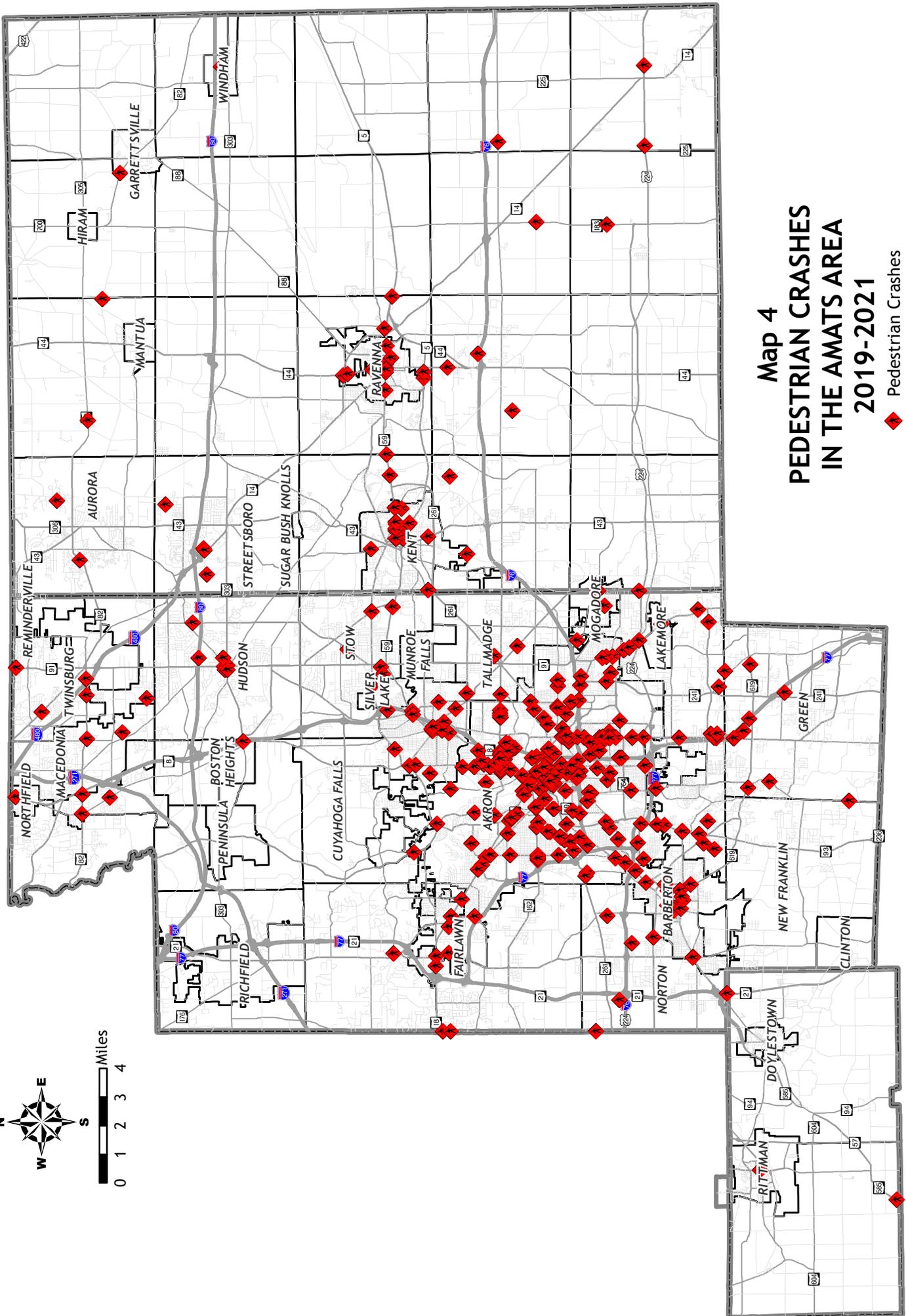
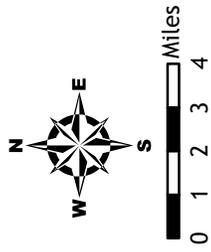


The following graph shows the month that pedestrian-related crashes occurred. October is traditionally the month with the most incidents. One might think that most of these incidents occur around Halloween; however, after examining the data closer we found that they are spread out throughout the month. One speculation about why October has the most incidents is the decreasing amount of daylight along with weather that is still reasonably nice. Pedestrians are still active but are harder to see in darkness even if streetlights are present.



There is a spike in morning pedestrian-related crashes from 7-8 a.m. It is likely that this is a time when many pedestrians are commuting to work or school, often in dark conditions. Pedestrian crashes peak again in the afternoon and evening hours as seen in the table below.





Map 4
PEDESTRIAN CRASHES
IN THE AMATS AREA
2019-2021
 ◆ Pedestrian Crashes

Section 4: Safety Performance Measures and Targets

Safety performance management is part of the overall Transportation Performance Management (TPM) program. The Federal Highway Administration (FHWA) is requiring state DOTs and agencies like AMATS to develop a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

Recent federal legislation requires ODOT and AMATS to establish performance measures and set targets that demonstrate fatal and serious injury reductions on all public roads. The required performance measures for safety are:

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

AMATS is required to establish safety performance measures. There are two options available for satisfying this requirement: commit to a quantifiable target for each measure within the metropolitan area or approve of ODOT's statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of those goals. AMATS is committed to support the goals set forth by ODOT for the entire state, rather than develop separate targets and goals for our area.

After reviewing historical crash trends, external factors and through consultation with the state's Metropolitan Planning Organizations (MPOs), ODOT is recommending a 2 percent annual reduction target across all five safety categories. A state is considered to have met or made significant progress if at least four of the five targets are better than the baseline.

In accordance with federal regulations, AMATS used a five-year average to calculate the initial safety targets in 2015. These averages will become the benchmark to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short term year-to-year fluctuations in data.

The table below shows the calculation of the AMATS rolling averages for the five safety performance measures. The 2015 averages are the benchmark values that the 2021 values are compared to. In three out of the five safety performance measures AMATS has far exceeded the ODOT goal of reducing each category by two percent, when compared to 2015 averages.

	2015 5-year Avg	2016 5-year Avg	2017 5-year Avg	2018 5-year Avg	2019 5-year Avg	2020 5-year Avg	2021 5-year Avg	Percent Change
Number of Fatalities	46	46	49	48	48	52	56	21%
Fatalities Per 100 Million VMT	0.60	0.61	0.64	0.63	0.64	0.74	0.79	31%
Number of Serious Injuries	590	574	529	470	431	395	367	-61%
Serious Injuries Per 100 MVMT	7.79	7.58	6.94	6.20	5.73	5.47	5.15	-51%
Number of Non-motorized Fatalities and Serious Injuries	57.4	54.4	51.4	50.8	48.8	45.2	45.0	-22%

AKRON METROPOLITAN AREA TRANSPORTATION STUDY
MEMORANDUM

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2022-20 –Approving Amendment #23 to the FY 2021-2024 Transportation Improvement Program to add nine new projects, combine two Summit County Engineer projects into one and combine two Barberton projects into one.

DATE: December 1, 2022

The following three projects are being added to the FY 2021-2024 TIP in FY 2023.

SUM-SR 8-1.75 (91710) – Is a major bridge replacement project in Akron that carries SR 8 over the Cuyahoga River Valley. This project is funded with federal and state funds and AMATS has no direct funding in it. The total project cost is over \$169 million and construction is scheduled to begin in FY 2023.

SUM-CLEVELAND MASSILLON RD (117063) – Is a resurfacing project in Fairlawn from Ridgewood Rd to Kumho Dr and from Springside Dr to Ghent Rd. Construction is being advanced to FY 2023 using \$787,500 in STBG funds.

SUM-N MAIN ST BRIDGE – This is also a major bridge replacement project on N Main St at the Akron and Cuyahoga Falls border. This project is being sponsored by the Summit County Engineer and is in its early design stages. All funding thus far has been from the sponsor. A request was made to add it to the TIP so Summit County can more effectively pursue federal bridge funding.

The following six projects are being added to the FY 2021-2024 TIP in FY 2024.

SUM-CLEVELAND MASSILLON RD SIDEWALKS (112788) – Is a project to construct new sidewalks on the west side of Cleveland Massillon Rd in Bath Township from SR 18 to Springside Dr. Construction is being advanced to FY 2024 using \$368,000 of TASA funding.

SUM- SR 91 DARROW RD (102745) – Is a pavement reconstruction, traffic signal upgrade, and sidewalk project in Stow from the south corporation line to just south of Norton Rd. Right of Way is being advanced to FY 2024 using \$160,000 of STBG funds and \$140,000 of TASA funds.

SUM-HIGHLAND RD/VALLEYVIEW RD (113161) – Is a project in Macedonia to improve the intersection of Highland Rd and Valleyview Rd. Right of way is being advanced to FY 2024 using \$86,900 of STBG funds and \$104,000 of CMAQ funds.

SUM-RAVENNA/SHEPARD/BROADWAY (113165) – Is project in Twinsburg to improve the intersection of Ravenna Rd, Shepard Rd, and Broadway. Right of way is being advanced to FY 2024 using \$80,000 of CMAQ funds.

SUM-SPRINGSIDE DR SIDEWALKS (116457) – Is a project to construct new sidewalks on Springside Dr. in Bath Township. Right of way is being advanced to FY 2024 using \$10,000 of TASA funds

SUM-SWARTZ RD (113176) – Is a resurfacing project in Coventry Township from S. Main St. to Glenmount Ave. Construction is being advanced to FY 2024 using \$500,000 of STBG funds.

The following two projects in Northfield Center Township are adjacent to each other and are being combined into one project. The combined project will use PID 108141 Construction is scheduled in FY 2024. The combined projects will be funded with \$300,000 of STBG and \$260,000 of CMAQ.

SUM-VALLEY VIEW RD (108141) – Resurfacing from SR 8 to Olde Eight Rd
SUM-VALLEY VIEW RD/OLDE EIGHT RD (112797) – Intersection improvements

The following two projects in Barberton are adjacent to each other and are being combined into one project. The combined project will use PID 108240. Construction is scheduled in FY 2024. The combined projects will be funded with \$5,739,600 of STBG funds along with other non-AMATS federal and state funds.

SUM-WOOSTER RD WEST (108240) – Reconstruction from Hudson Run Rd to 2nd St NW.
SUM-WOOSTER RD WEST (112740) – Resurfacing from 31st St SW to Hudson Run Rd.

STAFF COMMENTS

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

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2022-20. This Resolution approves the amendment to the FY 2021-2024 TIP. The Staff recommends approval.

RESOLUTION NUMBER 2022-20

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

Approving Amendment #23 to the FY 2021-2024 Transportation Improvement Program to add nine new projects, combine two Summit County Engineer projects into one and combine two Barberton projects into one.

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

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

WHEREAS, this Committee has been requested to amend the AMATS FY 2021-2024 Transportation Improvement Program by making the following changes:

Add the following three projects in FY 2023.

SUM-SR 8-1.75 (91710) – Is a major bridge replacement project in Akron that carries SR 8 over the Cuyahoga River Valley. This large project is funded with federal and state funds and AMATS has no direct funding in it. The total project cost is over \$169 million and construction is scheduled to begin in FY 2023.

SUM-CLEVELAND MASSILLON RD (117063) – Is a resurfacing project in Fairlawn from Ridgewood Rd to Kumho Dr and from Springside Dr to Ghent Rd. Construction is being advanced to FY 2023 using \$787,500 in STBG funds.

SUM-N MAIN ST BRIDGE – This is also a major bridge replacement project on N Main St at the Akron and Cuyahoga Falls border. This project is being sponsored by the Summit County Engineer and is in its early design stages. All funding thus far has been from the sponsor. A request was made to add it to the TIP so Summit County can more effectively pursue federal bridge funding.

Add the following six projects in FY 2024.

SUM-CLEVELAND MASSILLON RD SIDEWALKS (112788) – Is a project to construct new sidewalks on the west side of Cleveland Massillon Rd in Bath Township from SR 18 to Springside Dr. Construction is being advanced to FY 2024 using \$368,000 of TASA funding.

SUM- SR 91 DARROW RD (102745) – Is a pavement reconstruction, traffic signal upgrade, and sidewalk project in Stow from the south corporation line to just south of Norton Rd. Right of Way being advanced to FY 2024 using \$160,000 of STBG funds and \$140,000 of TASA funds.

SUM-HIGHLAND RD/VALLEYVIEW RD (113161) – Is a project in Macedonia to improve the intersection of Highland Rd and Valleyview Rd. Right of way is being advanced to FY 2024 using \$86,900 of STBG funds and \$104,000 of CMAQ funds.

SUM-RAVENNA/SHEPARD/BROADWAY (113165) – Is project in Twinsburg to improve the intersection of Ravenna Rd, Shepard Rd, and Broadway. Right of way us being advanced to FY 2024 using \$80,000 of CMAQ funds.

RESOLUTION NUMBER 2022-20 (Continued)

SUM-SPRINGSIDE DR SIDEWALKS (116457) – Is a project to construct new sidewalks on Springside Dr. in Bath Township. Right of way is being advanced to FY 2024 using \$10,000 of TASA funds

SUM-SWARTZ RD (113176) – Is a resurfacing project in Coventry Township from S. Main St. to Glenmount Ave. Construction is being advanced to FY 2024 using \$500,000 of STBG funds.

Combine the following two projects in Northfield Center Township that are adjacent to each other into one project. The combined project will use PID 108141 Construction is scheduled in FY 2024. The combined projects will be funded with \$300,000 of STBG and \$260,000 of CMAQ.

SUM-VALLEY VIEW RD (108141) – Resurfacing from SR 8 to Olde Eight Rd
SUM-VALLEY VIEW RD/OLDE EIGHT RD (412797) – Intersection improvements

Combine the following two projects in Barberton that are adjacent to each other into one project. The combined project will use PID 108240. Construction is scheduled in FY 2024. The combined projects will be funded with \$5,739,600 of STBG funds along with other non-AMATS federal and state funds.

SUM-WOOSTER RD WEST (108240) – Reconstruction from Hudson Run Rd to 2nd St NW.
SUM-WOOSTER RD WEST (412740) – Resurfacing from 31st St SW to Hudson Run Rd.

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

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

RESOLUTION NUMBER 2022-20 (Continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the Transportation Improvement Program FY 2021-2024 as previously specified.
2. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.
3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.
5. That this Committee affirms conformity with environmental justice requirements.
6. That this Committee affirms consistency with Transportation Outlook, the Regional Transportation Plan.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Gerard Neugebauer, 2022 Chairman
Metropolitan Transportation Policy Committee

Date

AMENDMENT # 23 - 12/01/22
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024

PID #	CO-RTE-SECTION	LENGTH (MILES)	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
91710	SUM-SR 8-1.75 (Add New Project)	0.92	AKRON SR 8 BRIDGE BETWEEN PERKINS ST AND GLENWOOD AVE OVER CUYAHOGA RIVER VALLEY	REPLACEMENT OF ONE MAIN BRIDGE WITH TWO NEW DIRECTIONAL BRIDGES	FED STATE BONDS	C C C			96,980.4 25,144.0 32,500.0		169,469.3	ODOT	EXEMPT
112788	SUM-CLEVELAND MASSILLON RD SIDEWALK (Add New Project)	0.41	BATH TOWNSHIP CLEVELAND MASSILLON RD FROM SR 18 TO SPRINGSIDE DR	NEW SIDEWALKS ON WEST SIDE OF ROAD	TASA LOCAL	C C				368.0 92.0	650.0	SUMMIT COUNTY ENGINEER	EXEMPT
117063	SUM-CLEVELAND MASSILLON RD (FAIRLAWN) (Add New Project)	1.39	FAIRLAWN CLEVELAND MASSILLON RD FROM RIDGEWOOD RD (SOUTH INTERSECTION) TO KUMHO DR AND FROM SPRINGSIDE DR TO GHENT RD	RESURFACING	STBG LOCAL	C C			787.5 223.6		1,030.4	FAIRLAWN	EXEMPT
102745	SUM-SR 91 DARROW RD (Add New Project)	3.50	STOW SR 91 DARROW RD FROM THE SOUTH CORP LINE TO JUST SOUTH OF NORTON RD	RECONSTRUCTION WITH SIDEWALKS AND TRAFFIC SIGNALS	STBG TASA LOCAL	R R R				160.0 140.0 75.0	9,974.1	STOW	EXEMPT
113161	SUM-HIGHLAND RD/VALLEY VIEW RD (Add New Project)	0.01	MACEDONIA HIGHLAND RD/VALLEY VIEW RD INTERSECTION	INTERSECTION IMPROVEMENTS	STBG TRC CMAQ LOCAL	R R R R				56.9 7.1 104.0 33.1	2,980.1	MACEDONIA	EXEMPT
	SUM-N MAIN ST BRIDGE (Add New Project)	0.15	AKRON/CUYAHOGA FALLS N MAIN ST BRIDGE OVER CUYAHOGA RIVER	BRIDGE REPLACEMENT	LOCAL	P			400.0		60,000.0	SUMMIT COUNTY ENGINEER	EXEMPT
113165	SUM-RAVENNA/SHEPARD RD/BROADWAY (Add New Project)	0.01	TWINSBURG INTERSECTION OF SHEPARD RD/RICHMOND RD/ BROADWAY AVE/RAVENNA RD	INTERSECTION IMPROVEMENTS	CMAQ LOCAL	R R				80.0 20.0	3,513.0	TWINSBURG	EXEMPT
116457	SUM-SPRINGSIDE DR (CR 537-0.19) (Add New Project)	0.81	BATH TOWNSHIP SPRINGSIDE DR FROM SR 18 TO CLEVELAND MASSILLON RD	SIDEWALKS	TASA LOCAL	R R				10.0 30.6	934.6	SUMMIT COUNTY ENGINEER	EXEMPT
113176	SUM-SWARTZ RD (CR 155-0.00) (Add New Project)	0.65	COVENTRY TOWNSHIP SWARTZ RD FROM S MAIN ST TO GLENMOUNT AVE	RESURFACING	STBG LOCAL	C C				500.0 125.0	636.3	SUMMIT COUNTY ENGINEER	EXEMPT

AMENDMENT # 23 - 12/01/22
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024

PID #	CO-RTE-SECTION	LENGTH (MILES)	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
108141	SUM-VALLEY VIEW RD (Combine with 112797 Olde Eight & Valley View and Revise Funding Totals)	0.45	NORTHFIELD CENTER TOWNSHIP VALLEY VIEW FROM SR 8 TO OLDE EIGHT RD VALLEY VIEW RD/OLDE EIGHT RD INTERSECTION	RESURFACING FROM SR 8 TO OLDE EIGHT INTERSECTION IMPROVEMENTS AT VALLEY VIEW AND OLDE EIGHT RD	STBG CMAQ LOCAL	C C C			300.0 75.0	300.0 260.0 140.0	873.3	SUMMIT COUNTY ENGINEER	EXEMPT
442797 108141	SUM-VALLEY VIEW RD/OLDE EIGHT RD (CR 16-16.40) (Combine with 108141 Valley View Rd)	0.01	NORTHFIELD CENTER TOWNSHIP VALLEY VIEW RD/OLDE EIGHT RD INTERSECTION	INTERSECTION IMPROVEMENTS	CMAQ LOCAL CMAQ LOCAL	R R C C				32.0 8.0 228.0 57.0	333.2	SUMMIT COUNTY ENGINEER	EXEMPT
108240	SUM-WOOSTER RD WEST (Combine with 112740 Wooster Rd W and Revise Funding Totals)	2.15	BARBERTON 31ST ST SW TO 2ND ST NW	RESURFACING FROM 31ST ST SW TO HUDSON RUN RD AND RECONSTRUCTION WITH POSSIBLE ROAD DIET FROM HUDSON RUN RD TO 2ND ST NW	STBG FED STATE LOCAL	C C C C				5,739.6 1,648.50 236.3 2,418.2	10,681.5	BARBERTON	EXEMPT
442740 108240	SUM-WOOSTER RD WEST (Combine with 108240 Wooster Rd West)	0.22	BARBERTON 31ST ST SW TO HUDSON RUN RD	RESURFACING	STBG LOCAL	C C				231.8 58.0	295.0	BARBERTON	EXEMPT

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 2022-21 – Approving FY 2023 Elderly and Disabled Program Project Awards (FY 2021-2024 TIP Amendment #24).

DATE: November 30, 2022

Executive Summary

This memorandum discusses the latest round of funding for ODOT's Elderly and Disabled Program. The staff is recommending that the Policy Committee approve **\$602,733** in federal funds from the Elderly and Disabled Program for handicap-accessible buses and associated equipment for United Disability Services, Family & Community Services and PARTA. The approved projects will be programmed into FY 2023 of the TIP (PID #117716).

Introduction

In February 2022, the Ohio Department of Transportation (ODOT) posted an announcement that it would be accepting applications to award funding under the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). Eligible sponsors include non-profit organizations, state or local government authorities, and operators of public transportation services, including private operators of public transportation for services in Summit County, Portage County, or the AMATS portions of Wayne County.

Projects awarded through the Elderly and Disabled Program must be included in, or consistent with, the AMATS Area Coordinated Public Transit Human Services Transportation Plan. The AMATS Policy Committee approved the current Coordinated Plan in May 2018. The function of the Coordinated Plan is to improve transportation services for persons with disabilities, older Americans, and individuals with lower incomes.

The AMATS Policy Committee approved an initial set of awards in June with Resolution 2022-12. Funds were awarded to United Disability Services, Family & Community Services, Easter Seals of Northern Ohio and Hattie Larlham at that time. ODOT then provided additional funds for the program and awarded those projects in August.

Background

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

Project Awards

ODOT received four applications for funding. United Disability Services (UDS), Hattie Larlham, Easter Seals of Northern Ohio, and Family & Community Services (FCS) submitted applications. All four agencies are eligible to submit applications under this program. The projects awarded total **\$602,733** in federal funds.

Program guidance and scoring criteria should be found on the ODOT Office of Transit website. Projects are scored based on project type, level of coordination with other agencies, project effectiveness, the management capacity of the applicant, and the completeness of the application.

Staff Comment

As with all TIP amendments, considerations with respect to public participation, financial capability, air quality, environmental justice and Regional Transportation Plan consistency are important. Sufficient funding is forecasted from federal and state sources for this amendment. The new projects listed meet all amendment requirements mentioned above. Therefore, this amendment is considered free of negative impact.

Recommendations

The projects awarded by ODOT utilize the anticipated amount of funding available to the AMATS area at the time of application. Funding is provided to all four applicants. These projects are to be programmed under ODOT PID# **117716** in FY 2023.

Attached to this memo is Resolution 2022-21. This resolution approves the ODOT project awards and the requested changes to FY 2023 of the TIP, as described above. The Staff recommends approval.

RESOLUTION NUMBER 2022-21

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

**APPROVING FY 2023 ELDERLY AND DISABLED PROGRAM PROJECT AWARDS (FY
2021-2024 TIP AMENDMENT #24)**

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

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

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

WHEREAS, ODOT refers to the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program as the Specialized Transportation Program; and

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

WHEREAS, ODOT has reviewed and scored these applications; and

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

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

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

WHEREAS, the requested TIP amendment described above was posted online via several media, as well as presented to the AMATS Citizens Involvement Committee (CIC) on December 8, 2022; and

WHEREAS, this Committee has reviewed the public comments collected prior to the December 15, 2022, Policy Committee meeting; and

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

RESOLUTION NUMBER 2022-21 (continued)

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

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

WHEREAS, this Committee has been requested to amend FY 2023 of the AMATS FY 2021-2024 Transportation Improvement Program as discussed in the accompanying memorandum.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the Transportation Improvement Program FY 2021-2024, as specified above.
2. That this Committee authorizes that United Disability Services (UDS) receive \$101,396 in federal funds from the Elderly and Disabled Program in support of their acquisition of computer software.
3. That this Committee authorizes that Family & Community Services (FCS) receive \$120,692 in federal funds from the Elderly and Disabled Program in support of their acquisition of two vehicles.
4. That this Committee authorizes that the Portage Area Regional Transportation Agency (PARTA) receive \$380,645 from the Elderly and Disabled Program in support of their acquisition of three vehicles.
5. That this Committee considers the Citizens Involvement Committee meeting of December 8, 2022, and online public notices as adequately providing an opportunity for public involvement.
6. 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 Gerard Neugebauer, 2022 Chairman
Metropolitan Transportation Policy Committee

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: 2022-22 Connecting Communities Planning Grant

DATE: November 29, 2022

As part of the Connecting Communities Initiative, AMATS developed a grant program that made grant funding available for planning studies. In September 2022, AMATS solicited applications for the grant. AMATS received two applications prior to the September 30, 2022 deadline.

The AMATS staff initially met to score and discuss the applications. The Connecting Communities Planning Grant Task Force met on October 18, 2022 to review the applications and recommend award recipients. Both applications were submitted by the Village of Lakemore, one being a joint application with Springfield Township to study the Spartan Trail Extension, and one to study improved connections within the Village of Lakemore.

Although two separate applications, the Task Force discussed the similarities and overlap between them. After weighing multiple options, the Task Force recommends combining the applications into one \$52,000 planning grant, the combined request for both applications. The “Living in Lakemore/Spartan Trail Extension” planning study will be a joint effort between the Village of Lakemore and Springfield Township to better connect the neighborhoods within the village to the future Spartan Trail Extension, as well as other locations.

Attached to this memo is a more in-depth description of both proposals submitted by the Village of Lakemore.

The staff and the Connecting Communities Planning Grant Task Force recommend the Policy Committee approve Resolution 2022-22 awarding the Connecting Communities Planning Grant to the Village of Lakemore and Springfield Township for the “Living in Lakemore/Spartan Trail Extension” Planning Study.

RESOLUTION NUMBER 2022-22

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

Approving one Connecting Communities Planning Grant to be awarded to the Village of Lakemore and Springfield Township for a planning study.

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 2023* 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 two applications requesting funding prior to the deadline of September 30, 2022, and

WHEREAS, the Connecting Communities Planning Grant Task Force met on October 18, 2022 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 as a joint study:

- 1. Village of Lakemore: Living in Lakemore** – to create a sidewalk network to connect people to parks, shopping, bus stops, schools and a trail in the Village of Lakemore, and improve the quality of life for residents.
- 2. Village of Lakemore/Springfield Township: Spartan Trail Extension** –the study will identify solutions for better access to the trail within both the Village of Lakemore and Springfield Township, and recommend improvements to the condition of the trail, creating a safe route for students to travel to school.

RESOLUTION NUMBER 2022-22 (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 Village of Lakemore/Springfield Township Planning Study.
2. That this Committee affirms that sufficient federal funding is available in the *Transportation Planning Work Program and Budget FY 2023* 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 Gerard Neugebauer, 2022 Chairman
Metropolitan Transportation Policy Committee

Date

Living in Lakemore - Village of Lakemore

The Village of Lakemore would like to improve connectivity between its residential neighborhoods and the commercial, recreational and governmental sites within the community by adding safe alternatives to the current travel modes. Other than at the west end of Sanitarium Road and one newer development, there are no sidewalks in the Village. The lack of sidewalks limit residents' access to the nearby Spartan Trail, which connects to Springfield Lake, a large commercial plaza on Canton Road, a park, and Springfield High School and Junior High. Additionally, there is no school transportation for students at Springfield High School and Junior High. Many students walk to school using Sanitarium Road, walking in the street due to lack of sidewalks. This study will identify locations for sidewalks to improve safe access to the parks, bus stops, shopping, schools, and trail within the village limits. The Village of Lakemore requests \$12,000 of AMATS grant funding for this study.

Spartan Trail Extension - Village of Lakemore/Springfield Township

The Village of Lakemore and Springfield Township share a school system, Springfield Local Schools. Both communities would like to improve connectivity between the residential neighborhoods and Springfield High School and Junior High by improving the undeveloped sections of the Spartan Trail. School transportation for these students has been eliminated, so many students walk to school along Canton Road and Sanitarium Road, with no protection from traffic. Access to the Spartan Trail is impossible in some places, and large portions of the trail are without lighting and pavement. In addition, there are no dedicated bicycle lanes in the village. It is the goal of this study to improve the trail and create a safe route for students to get to school, while increasing accessibility to the METRO bus system. The Village of Lakemore and Springfield Township request \$40,000 of AMATS grant funding for this study.