



**Akron Metropolitan Area Transportation Study
Policy Committee
The Venue
10 Tallmadge Circle
Tallmadge, Ohio 44278**

Thursday, January 25, 2024
1:30 p.m.

Agenda

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

2. **Minutes**
 - A. December 14, 2023 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. *Traffic Crashes and Safety Performance Measures (2020-2022).* Attachment 5A
– **Motion Required**

 - B. *Active Transportation Plan Update.* – **Discussion Only** Attachment 5B

 - C. Draft FY 2025 Transportation Planning Work Program and Budget. Attachment 5C
– **Motion Requested**

6. **Resolutions**
 - A. **Resolution 2024-01** – Approving Projects to be Funded under the Carbon Reduction program (CRP). – **Motion Required** Attachment 6A

Resolution 2024-02 – Approving Projects to be Funded under the Resurfacing program. – **Motion Required**

Resolution 2024-03 – Approving Projects to be Funded under the Transportation Alternatives Set Aside (TASA) program. – **Motion Required**

Resolution 2024-04 – Approving Transportation Alternative Set Aside Supplemental Project List for Possible Future Funding. – **Motion Required**

 - B. **Resolution 2024-05** – Approving the 2024 Update of the AMATS Area Federal Functional Classification of Highways. – **Motion Required** Attachment 6B

 - C. **Resolution 2024-06** – Adopting the AMATS Area Coordinated Public Transit - Human Services Transportation Plan. – **Motion Required** Attachment 6C

- OVER -

7. Other Business

8. Adjournment

Next Regular Meeting:

Thursday, March 28, 2024 - 1:30 PM

The Venue

10 Tallmadge Circle

Tallmadge, Ohio 44278

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



**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
The Venue
10 Tallmadge Circle
Tallmadge, Ohio 44278**

Thursday, January 18, 2024
1:30 p.m.

Agenda

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

2. **Minutes**
 - A. December 7, 2023 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. *Traffic Crashes and Safety Performance Measures (2020-2022).* Attachment 5A
– **Motion Required**

 - B. *Active Transportation Plan Update.* – **Discussion Only** Attachment 5B

 - C. Draft FY 2025 Transportation Planning Work Program and Budget. Attachment 5C
– **Motion Requested**

6. **Resolutions**
 - A. **Resolution 2024-01** – Approving Projects to be Funded under the Carbon Reduction program (CRP). – **Motion Required** Attachment 6A

Resolution 2024-02 – Approving Projects to be Funded under the Resurfacing program. – **Motion Required**

Resolution 2024-03 – Approving Projects to be Funded under the Transportation Alternatives Set Aside (TASA) program. – **Motion Required**

Resolution 2024-04 – Approving Transportation Alternative Set Aside Supplemental Project List for Possible Future Funding. – **Motion Required**

 - B. **Resolution 2024-05** – Approving the 2024 Update of the AMATS Area Federal Functional Classification of Highways. – **Motion Required** Attachment 6B

 - C. **Resolution 2024-06** – Adopting the AMATS Area Coordinated Public Transit - Human Services Transportation Plan. – **Motion Required** Attachment 6C

7. Other Business

8. Adjournment

Next Regular Meeting:

Thursday, March 21, 2024 - 1:30 PM

The Venue

10 Tallmadge Circle

Tallmadge, Ohio 44278

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



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

Thursday, January 18, 2024
6:30 p.m.

Agenda

1. **Welcome**
2. **Introductions**
3. **Items**
 - A. Presentation regarding Attachment 5A – *Traffic Crashes and Safety Performance Measures*.
 - B. Presentation regarding projects to be funded under the Carbon Reduction Program (CRP), Resurfacing, Transportation Alternatives Set Aside (TASA) Program, and TASA Supplemental Program.
 - C. *Active Transportation Plan* Update.
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**

Next Regular Meeting:
Thursday, March 21, 2024 - 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, December 14, 2023 – 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.

Chairman Neugebauer introduced Green Mayor-elect Rocco Yeargin and Tallmadge Mayor-elect Carol Siciliano-Kilway.

B. Audience Participation

None.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the September 21, 2023 meeting.

Motion

Linda Clark made a motion to approve the minutes and it was seconded by William B. Judge. The motion was approved by a voice vote.

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion

Bobbie Beshara made a motion to approve the Financial Progress Report and it was seconded by Sabrina Christian-Bennett. The motion was approved by a voice vote.

B. Technical Progress Report

Matt Stewart said that AMATS will distribute the 2024 Committee Membership Forms via email soon. **Mr. Stewart** asked the members to look for the forms and

return them with any changes to the agency in a timely manner, especially those communities with incoming administrations.

Federal Safe Streets for All (SS4A) Program grants were announced Dec. 13. **Mr. Stewart** noted that the city of Green's grant application was rejected by the federal government.

AMATS selected GPD Group to compile the Regional Signal Inventory for the Greater Akron area.

C. AMATS Federal Funds Report

Amy Prater presented Attachment 3C.

Ms. Prater presented tables concerning STBG, CRP, CMAQ, and TASA Funding Program and Balances dated November 28, 2023.

IV. Old Business

None.

V. New Business

A. Draft Surface Transportation Block Grant (STBG) Program, Resurfacing, Carbon Reduction Program (CRP), Transportation Alternatives Set Aside (TASA) Program, and TASA Supplemental Projects Application Scoring Review.

Amy Prater presented Attachment 5A.

Mayor Adamson asked if a future project list would require another review. The **mayor** also asked how many submitted projects will receive funding. **Ms. Prater** explained that projects are selected until funding is depleted. **Ms. Prater** added that project sponsors are limited to three applications under the *AMATS Funding Policy Guidelines*.

Mr. Baker and **Ms. Prater** explained that the agency routinely "over-programs" projects as a funding strategy and described how this strategy is pursued.

Ms. Prater said that the agency expects that most projects in the various funding categories will be selected by the Policy Committee in January 2024 with remaining projects to be selected in March.

B. Connecting Communities Notice of Funding Available.

Heather Davis Reidl presented Attachment 5B.

VI. Resolutions

- A. **Resolution 2023-13 – Approving Amendment #3 to the FY 2024-2027 Transportation Improvement Program to combine two Streetsboro projects into one Project Identification Number (PID) and to revise funding for one ODOT project.**

Ms. Prater presented Attachment 6A.

Motion

Sabrina Christian-Bennett made a motion to approve Resolution 2023-13 and it was seconded by Paul Adamson. The motion was approved.

- B. **Resolution 2023-14 – To Add Newly Awarded Funds for METRO RTA and PARTA (FY 2024-2027 TIP Amendment #4).**

Jeff Gardner presented Attachment 6B.

Mayor Adamson asked if these were competitive grants. Mr. Gardner explained that the transit authorities applied separately.

Motion

Linda Clark made a motion to approve Resolution 2023-14 and it was seconded by Larry Jenkins. The motion was approved.

- C. **Resolution 2023-15 – Approving New Projects to be funded under the CMAQ Funding Program.**

Mr. Stewart presented Attachment 6C.

Mayor Adamson asked if the CMAQ Funding Program represented federal funds coming into the AMATS region. Mr. Stewart said yes.

Motion

Joe Paradise made a motion to approve Resolution 2023-15 and it was seconded by Paul Adamson. The motion was approved.

- D. **Resolution 2023-16 – Concurrence with the Cleveland-Akron-Lorain Air Quality Nonattainment Area Conformity Determination for Two Projects: S. Arlington Rd (PID 116917) and IR 76 Kenmore Leg (PID 100713).**

Phyllis Jividen presented Attachment 6D.

Motion

David G. Kline made a motion to approve Resolution 2023-16 and it was seconded by Linda Clark. The motion was approved.

VII. Other Business

A. 2024 Officer Nominations.

Chairman Neugebauer asked for the report of the 2024 Nominating Committee.

Ms. Beshara presented the report of the 2024 Nominating Committee, which consisted of herself, Mayor Judge and Mr. Bowling. **Ms. Beshara** reported that the committee nominated Portage County Engineer Larry Jenkins and Barberton Mayor William B. Judge to be the 2024 chair and vice chair of the AMATS Policy Committee.

The report of the 2024 Nominating Committee motion was accepted.

Motion

***Chairman Neugebauer** asked for a vote on the nomination of Larry Jenkins to be the 2024 chair of the AMATS Policy Committee. The nomination was approved.*

Motion

***Chairman Neugebauer** asked for a vote on the nomination of William B. Judge to be the 2024 vice chair of the AMATS Policy Committee. The nomination was approved.*

B. Chair Recognition.

Mr. Baker presented Chairman Neugebauer with a Certificate of Appreciation from the AMATS Policy Committee recognizing his service as chair of the committee during 2022 and 2023.

Chairman Neugebauer praised the committee membership in his acceptance of the certificate.

VIII. Adjournment

A. Motion

***Bobbie Beshara** made a motion to adjourn the meeting and it was seconded by **Joe Paradise**. The motion was approved.*

The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m.** on **Thursday, January 25, 2024.**

Mr. Baker noted that the Policy Committee would no longer meet at the Hilton Garden Inn in 2024. The committee will meet at **The Venue** located at **10 Tallmadge Circle in Tallmadge.**

**AMATS POLICY COMMITTEE
2023 ATTENDANCE**

	Jan 26	Mar 23	May 18	Aug 10	Sept 21	Dec 14
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)						
BARBERTON - Mayor William B. Judge (Teodecki) (Wearstler)		M	M	M	M	M
BOSTON HEIGHTS - Mayor Bill Goncy (Antal)	M	M			M	
CLINTON - Mayor Clarissa Allega						
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)	A	A	A	A	A	A
DOYLESTOWN - Mayor Terry Lindeman (Kerr)						
FAIRLAWN - Mayor Russell Sharnsky (Visca) (Staten)				A	A	A
GARRETSVILLE - Mayor Rick Patrick (Klamer)						
GREEN - Mayor Gerard Neugebauer (Wax Carr)	M	M	M			
HIRAM - Mayor Lou Bertrand (J. McGee)						
HUDSON – Thomas Sheridan (Comeriato)	M				M	
KENT – City Mgr. David Ruller (Baker) (Bowling)	A	A	A	A	A	A
LAKEMORE – Mayor Richard Cole (Fast)	A	A	A	A	A	
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)						
MANTUA - Mayor Linda Clark (Klemm)		M	M	M		M
METRO – Dawn Distler (Baarson) (Shea)	A	A	M	A		
MOGADORE - Mayor Michael Rick						
MUNROE FALLS - Mayor Allen Mavrides (Bowery)						
NEW FRANKLIN - Mayor Paul Adamson (Kepler) (Kochheiser)	M	M	M	M	M	M
NORTHFIELD – Mayor Jenn Domzalski (Magistrelli)						
NORTON – Administrative Officer Philip Turske (Binsley)		M				
ODOT – Gery Noirrot (Phillis) (Root)	M	A		A	A	M
PARTA – Claudia Amrhein (Baba) (Forbes) (Proseus) (Schrader)	M	A	M	M	M	M
PENINSULA - Mayor Daniel R. Schneider, Jr.						
PORTAGE COUNTY COMM. - Anthony J. Badalamenti (Mann)						
PORTAGE COUNTY COMM. – Mike Tinlin (Long)						
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)	A	A			A	M
PORTAGE COUNTY ENGINEER – Larry Jenkins	A	A	M	M		M
RAVENNA - Mayor Frank Seman (Finney) (DiSalvo)	A	A	A			A
REMINDERVILLE - Mayor Sam Alonso (Krock)						
RICHFIELD - Mayor Michael Wheeler (Frantz) (Waldemarson)	A	A				
RITTMAN – City Mgr. Bobbie Beshara (Robertson) (Neumeyer)	M		M		M	M
SILVER LAKE - Mayor Bernie Hovey (Housley)						
STOW - Mayor John Pribonic (McCleary)	A	A	A		A	
STREETSBORO - Mayor Glenn M. Broska (Cieszkowski) (Czekaj)				A	A	A
SUGAR BUSH KNOLLS - Mayor John Guidubaldi						
SUMMIT COUNTY ENGINEER-AI Brubaker (Fulton) (Hauber) (Paradise)	A	A	A	M	A	A
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Tubbs)			A		A	
SUMMIT COUNTY COMM. & ECON. DEV. – Diane Miller-Dawson	M	M	M	M	M	M
SUMMIT COUNTY COMM. & ECON. DEV. – David Lukas	M					M
TALLMADGE - Mayor David G. Kline (Kidder)		M		M	M	M
TWINSBURG - Mayor Sam Scaffide (Mohr) (Finch)		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
2023 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Curtis Baker	AMATS
Mr. Seth Bush	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. Matt Stewart	AMATS
Mr. Chuck Hauber	Summit County Engineer's office
Mr. Steve Rebillot	CTL Engineering
Ms. Kelley Sayre	Signal Akron
Ms. Carol Siciliano-Kilway	Mayor-elect, City of Tallmadge
Mr. Rocco Yeargin	Mayor-elect, City of Green

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, December 7, 2023 – 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 September 13, 2023 meeting.

Motion

Wayne Wiethe made a motion to approve the minutes and it was seconded by Joseph Hadley, Jr. The motion was approved by a voice vote.

III. Staff Reports

A. **Financial Progress Report**

Curtis Baker presented Attachment 3A.

Motion

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

B. **Technical Progress Report**

Matt Stewart said that AMATS has started updating its *Active Transportation Plan (ATP)*. AMATS is updating the Greater Akron area’s bike network as part of the ATP update. The agency requests that communities share any changes to the bike network within their limits with the agency. **Mr. Stewart** advised those members with questions regarding the network update to contact AMATS GIS Coordinator Seth Bush and AMATS Mobility Planner Heather Davis Reidl.

The federal government is expected to announce which projects will receive funding from the Safe Streets for All (SS4A) Program. **Mr. Stewart** said that Green is the sole AMATS-area community seeking an SS4A grant.

AMATS selected GPD Group to compile the Regional Signal Inventory for the Greater Akron area.

C. AMATS Federal Funds Report

Amy Prater presented Attachment 3C.

Ms. Prater presented tables concerning STBG, CRP, CMAQ, and TASA Funding Program and Balances dated November 28, 2023.

Mr. Baker asked the members of the TAC TIP Subcommittee to remain at the conclusion of the TAC meeting to discuss scheduling a meeting of the subcommittee.

IV. Old Business

None.

V. New Business

A. Draft Surface Transportation Block Grant (STBG) Program, Resurfacing, Carbon Reduction Program (CRP), Transportation Alternatives Set Aside (TASA) Program, and TASA Supplemental Projects Application Scoring Review.

Ms. Prater presented Attachment 5A.

Joseph Hadley, Jr. asked about the origins of the name for the “Peanut” roundabout project in Barberton listed in Table 1. **Ms. Prater** explained that the name was due to the shape of the roundabout.

B. Connecting Communities Notice of Funding Available.

Heather Davis Reidl presented Attachment 5B.

VI. Resolutions

A. Resolution 2023-13 – Approving Amendment #3 to the FY 2024-2027 Transportation Improvement Program to combine two Streetsboro projects into one Project Identification Number (PID) and to revise funding for one ODOT project.

Ms. Prater presented Attachment 6A.

Motion

Jim Bowling made a motion to approve Resolution 2023-13 and it was seconded by **Justin Czepak**. The motion was approved.

B. Resolution 2023-14 – To Add Newly Awarded Funds for METRO RTA and PARTA (FY 2024-2027 TIP Amendment #4).

Jeff Gardner presented Attachment 6B.

Motion

Joe Paradise made a motion to approve Resolution 2023-14 and it was seconded by Jim Bowling. The motion was approved.

C. Resolution 2023-15 – Approving New Projects to be funded under the CMAQ Funding Program.

Mr. Stewart presented Attachment 6C. Mr. Stewart noted that the date listed in the second paragraph on page 4 of Resolution 2023-15 was corrected from “December 9, 2021” to “December 7, 2023.”

Motion

Wayne Wiethe made a motion to approve Resolution 2023-15 as corrected and it was seconded by Tony Demasi. The motion was approved.

D. Resolution 2023-16 – Concurrence with the Cleveland-Akron-Lorain Air Quality Nonattainment Area Conformity Determination for Two Projects: S. Arlington Rd (PID 116917) and IR 76 Kenmore Leg (PID 100713).

Phyllis Jividen presented Attachment 6D.

Motion

Robert Finney made a motion to approve Resolution 2023-16 and it was seconded by Jim Bowling. The motion was approved.

VII. Other Business

A. 2024 Officer Nominations.

Mr. Baker asked Jim Bowling for the report of the 2024 Nominating Committee. Jim Bowling reported that the committee nominated Ravenna City Engineer Robert Finney and Stow Assistant City Engineer Mike Jones to be the 2024 chair and vice chair of the TAC.

Motion

Jim Bowling made a motion that the TAC accept the report of the 2024 Nominating Committee and it was seconded by Amy Mohr. The motion was approved.

B. Mr. Baker noted that the TAC would no longer meet at the Hilton Garden Inn in 2024. The committee will meet at **The Venue located at **10 Tallmadge Circle** in **Tallmadge**.**

C. Chair Recognition.

Mr. Baker presented Chairman Kosco with a Certificate of Appreciation from the AMATS Technical Advisory Committee (TAC) recognizing his service as chair of the TAC during 2022 and 2023.

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, January 18, 2024.**

**AMATS TECHNICAL ADVISORY COMMITTEE
2023 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	Aug	Sept	Dec
A Denotes Alternate Present	19	16	11	3	13	7
AKRON ENGINEERING BUREAU - Christine Jonke (Solomon)	M	A	M	A	A	M
AKRON PLANNING DEPT. – Helen Tomic (Garritano)	A			A	A	
AKRON TRAFFIC ENGINEERING - Michael Lupica (Meyer)	M	M			M	M
AURORA - Harry Stark (Cooper)	A			A	A	
BARBERTON – Mike Teodecki (Shreve)			M	M	M	
BARBERTON – Pete Wearstler		M				
CUYAHOGA FALLS – Rob Kurtz (Paul)						
CUYAHOGA FALLS - Tony V. Demasi (Kaser)				M	M	M
DOYLESTOWN - Eng. Assoc. - Ronny Portz						
FAIRLAWN – Geary Visca (Staten)				M		
GREEN - Wayne Wiethe (Haring)	M	M	M		M	M
GREEN - Paul Pickett (Ciocca)	M					
HUDSON – Nick Sugar (Hannan)			M	M	M	M
HUDSON – Brad Kosco (Rapp)		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	A	A	A
MACEDONIA - Joseph Gigliotti (Sheehy)	M	M			M	
METRO – Valerie Shea (Baarson) (Mullen)	A	M	M	M	A	
MOGADORE – Vacant						
MUNROE FALLS – Vacant						
NEFCO – Joseph Hadley, Jr. (Lautzenheiser)	M	M	M	M	M	M
NEW FRANKLIN – Bryan Kepler (Ganoe)	M	A	M	M	M	M
NORTHFIELD – Daniel J. Collins						
NORTON – Brian Binsley (Hess)		A				
ODOT – Chad Root (Bruner) (Phillis)	A		A	A		M
PARTA – Claudia Amrhein (Baba) (Forbes) (Proseus) (Schrader)	A	A	A		A	A
PORTAGE COUNTY ENGINEER – Larry Jenkins (Collins)	M	M		M	M	A
PORTAGE CO. REG. PLANNING COMM. – Gail Gifford (Peetz)						
PORTAGE COUNTY SMALL VILLAGES – Tom Hardesty						
PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich (Derthick)					M	
RAVENNA - Robert Finney (DiSalvo)	M	A	M	M		M
RICHFIELD – Scott Waldemarson (Frantz) (Neumeyer)		M		M	M	M
RITTMAN – Bobbie Beshara (Neumeyer) (Robertson)		M	M		M	
SILVER LAKE – John Tutak						
STOW – Jim McCleary	M		M	M	M	
STOW – Nate Leppo (Jones)	A	A	M	A	A	A
STREETSBORO – John H. Cieszkowski, Jr. (Broska) (Czekaj)	A	A	M	A	A	A
SUMMIT CO. COMM. & ECON. DEV. – Diane Miller-Dawson (Tubbs)		M	M	M		M
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Hauber) (Paradise)	A	A		A	A	A
SUMMIT COUNTY SMALL VILLAGES – Brian Gorog	M	M		M		
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)						
TALLMADGE - Andrea Kidder (Kline)		M				M
TWINSBURG - Amy Mohr (Muter)		M			M	M
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)						
WINDHAM – Deborah Blewitt (Brown)						

**AMATS TECHNICAL ADVISORY COMMITTEE
2023 ATTENDANCE**

M Denotes Member Present
A Denotes Alternate Present

Jan Mar May Aug Sept Dec
19 16 11 3 13 7

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)

M

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

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

M M M M M M

TRUCKING INDUSTRY – Vacant

OBSERVERS AND STAFF MEMBERS PRESENT

NAME

REPRESENTING

Mr. Curtis Deibel

GPD Group

Mr. Ryan Gillespie

Michael Baker

Mr. George Maki

E.L. Robinson Engineering

Mr. Brian Olson

Summit County Engineer’s office

Ms. Amy Proseus

PARTA

Mr. Dave Pulay

EDG

Mr. Michael Rorar

City of Tallmadge

STAFF MEMBERS PRESENT

Mr. Seth Bush

AMATS

Ms. Heather Davis Reidl

AMATS

Mr. Jeff Gardner

AMATS

Ms. Amy Prater

AMATS

Mr. Kerry Prater

AMATS

Mr. Matt Stewart

AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, December 7, 2023 – 6:30 p.m.**

Meeting Summary

Attendees:

Rick Bohan
William Maki

Austen Rau
Bill Sepe

Cassandra Williams

Staff:

Curtis Baker, Director
Seth Bush, Geographic Information Systems (GIS) Coordinator
Heather Davis Reidl, Mobility Planner
Jeff Gardner, Transportation Planner

I. Welcome

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

II. Discussion Items

A. Mr. Baker presented Attachment 5A – Draft Surface Transportation Block Grant (STBG) Program, Resurfacing, Carbon Reduction Program (CRP), Transportation Alternatives Set Aside (TASA) Program, and TASA Supplemental Projects Application Scoring Review.

Bill Sepe asked how federal funding is allocated to metropolitan planning organizations (MPOs) and how the AMATS area compares to other regions with regards to allocations. **Mr. Baker** explained that federal allocations are based on the population of MPO service areas. **Mr. Baker** estimated that, with regards to the percentage of projects funded with available federal allocated resources, the AMATS area is slightly lower than the national average of about 30 percent funded projects.

Austen Rau asked if the project scorings presented in Attachment 5A are final or could change before funding is awarded. **Mr. Baker** said that the totals presented are the likely final scorings.

Mr. Rau noted that \$1.2 million in TASA funding is available in the current round of funding. **Mr. Rau** asked Mr. Baker what he anticipated future TASA funding levels to be. **Mr. Baker** said that TASA funding totals are variable due to changing project construction dates of various trail projects. **Mr. Baker** added that he hopes that TASA funding could increase to \$2.5 million.

Mr. Rau expressed concerns regarding funding for the Stow/Summit Street & Pedestrian Improvements and the Rubber City Heritage Trail Phase 3 listed in Table 4 as these projects were tied in project scoring. **Mr. Baker** explained that AMATS scored the projects in this manner so that they could proceed relatively on schedule despite any unanticipated scheduling and funding difficulties. **Mr. Rau** asked whether Mr. Baker expected AMATS to recommend that the top three TASA-funded projects listed in Table 4 be funded in this round. **Mr. Baker** said yes.

Mr. Rau asked how long AMATS may be willing to postpone funding for the Rail-to-Trails and the Boston Mill Road Trail projects in Hudson as listed in Table 4. **Mr. Rau** noted that various ownership issues regarding the sections are yet to be resolved. **Mr. Baker** said that the agency is willing to wait indefinitely due to their inclusion in the Transportation Improvement Program (TIP). The attendees discussed appraisal and scheduling issues related to the projects.

Mr. Rau asked how much CRP funding that AMATS anticipates being available to the region through the program. **Mr. Baker** said that the agency anticipates that about \$2.5 million in CRP funds will be available on a biennial basis.

- B. Heather Davis Reidl** presented the Connecting Communities Notice of Funding Available.

Mr. Rau asked whether the AMATS Connecting Communities Planning Grant Program could fund a feasibility study of the Veterans Trail and potential linkages along the trail if a sponsoring community opted to apply for program funding. **Mr. Rau** asked if the ownership questions concerning various sections could pose an obstacle to a grant application. **Mr. Baker** said that a community could apply for a grant, but its application would have to entail additional considerations beyond trail feasibility such as land use planning. **Mr. Baker** said that ownership issues should not impact an application's final score to the program. **Mr. Rau** said that he was considering suggesting that the city of Cuyahoga Falls apply to the program.

- C. Jeff Gardner** presented Attachment 6C – Resolution 2023-15 – Approving New Projects to be funded under the CMAQ Funding Program.

Mr. Gardner said that AMATS received 15 applications totaling \$57.5 million for potential AMATS-area CMAQ projects. AMATS selected four projects to receive \$13.7 million in CMAQ funds. The four projects are: East Avenue Phase 1 in Tallmadge; the Graham Road Corridor Signal Improvement in Stow; the state Route 8 and Highland Road Intersection Improvement in Macedonia; and the state Route 532/Albrecht Avenue Signalization Project in Mogadore.

- D. Mr. Baker** asked Cassandra Williams, a documenter for Signal Akron, to introduce herself and explain the purpose of Signal Akron. **Ms. Williams** said that Signal Akron is a local newsroom staffed by residents that covers meetings that may be overlooked by other journalists and media in the Akron area. **Mr. Baker** introduced Rick Bohan as another Signal Akron documenter observing the evening's CIC meeting.

Mr. Bohan asked for additional information regarding previously discussed projects. **Mr. Baker** suggested that Mr. Bohan and Ms. Williams provide their email addresses to receive meeting mailout material. **Ms. Davis Reidl** noted that meeting materials are also available on the agency website – amatsplanning.org. **Ms. Williams** said that Signal Akron launched its web site – signalakron.org – recently.

- E. William Maki** asked for a definition of the term “slip ramp” as mentioned in Attachment 6A – Resolution 2023-13 regarding the state Route 303/state Route 14/Ranch Road project in Streetsboro. **Mr. Baker** said that a slip ramp is like a right-turn lane, but one that provides greater length for drivers to merge left.
- F. Mr. Rau** asked Mr. Baker if he had stated in a previous CIC meeting that a 2004 feasibility study of the area encompassing the proposed Veterans Trail would not be considered for future TASA applications. **Mr. Baker** said yes as feasibility studies tend to become outdated after 20 years. The agency would prefer an updated feasibility study by 2025. **Mr. Baker** noted that the AMATS Connecting Communities Grant Program could fund such a study.

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, January 18, 2024.**

FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
December 31, 2023

Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	December Expenses
I. Short Range Planning	\$685,000	\$198,619	29%	\$13,658
FY2023 Carryover	185,000	184,961		0
FY2024	500,000	13,658		13,658
II. Transportation Improvement Program	\$250,000	\$95,883	38%	\$13,209
FY2024	250,000	95,883		13,209
III. Continuing Planning & Data Collection Transportation System Update	\$432,000	\$141,652	33%	\$13,614
FY2023 Carryover	132,000	130,903		2,864
FY2024	300,000	10,749		10,749
IV. Long Range Plan Activity	\$560,000	\$149,446	27%	\$45,153
FY2023 Carryover	110,000	104,293		0
FY2024	450,000	45,153		45,153
V. Service	\$665,000	\$151,598	23%	\$54,039
FY2023 Carryover	165,000	147,150		49,590
FY2024	500,000	4,449		4,449
VI. OhioRideshare and AQ Advocacy	\$180,000	\$61,727	34%	\$3,261
FY2024 OhioRideshare	80,000	25,764		0
FY2024 Air Quality	100,000	35,963		3,261
VII. Local	\$25,000	\$20,247	81%	\$156
AMATS local Costs	25,000	20,247		156
VIII. AMATS Transportation Quarterly	\$100,672	\$5,159	5%	\$0
FY2023 Carryover	4,000	3,972		0
FY2024	96,672	1,188		0
IX. GRAND TOTAL AMATS BUDGET	\$2,897,672	\$824,332	28%	\$143,090

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: January 25, 2023

AMATS is about halfway through the fiscal year and approximately 80% of all project funding is still not spent. Our STBG funds are overbudgeted by approximately \$1.4 million, while our TASA funds are underbudgeted by \$420,923 and CRP has no funds programmed in FY 2024. Our CMAQ funds are budgeted at the statewide level so that balance is not an issue locally.

As we begin the third quarter of the fiscal year AMATS still has 7 STBG projects to sell and two right-of-way phases to be encumbered. One of our largest STBG projects, Wooster Rd West Reconstruction, is scheduled to sell in the 3rd quarter.

CMAQ still has 3 construction projects that need to sell. TASA has 1 engineering phase, 2 right-of-way phases and 3 construction phases to be encumbered. Most CMAQ and TASA projects are scheduled to sell in the 3rd quarter, so hopefully these will be spent soon.

AMATS is expected to approve projects for CRP, TASA, and Resurfacing later at this meeting and those projects will be added to the funding sheets as they are programmed. STBG projects are scheduled to be selected and approved at the upcoming March meetings.

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM
STBG Funding Program and Balances**
January 8, 2024

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2024	Quarter	FY 2025	Quarter	FY 2026	FY 2027	Orig. Amt
	<i>Sold</i>									
112735	Hopocan Av/Norton Av/Snyder Av Resurfacing	Barberton	C	\$1,602,334	1					\$1,602,334
115360	N Chestnut St/S Prospect St Resurfacing	Ravenna	C	\$864,225	1					\$864,225
110743	SR 59-7.95 resurfacing (curb ramps)	Stow	C	\$150,000	1					\$150,000
102732	SR 59-6.80 resurfacing (curb ramps)	Ravenna	C	\$150,000	1					\$150,000
	<i>Pending</i>									
113161	Highland & Valley View Improvements	Macedonia	R(C)	\$64,000	1					\$64,000
102745	Darrow Rd Reconstruction	Stow	R(C)	\$160,000	2					\$160,000
102744	SR 18-9.75 resurfacing (curb ramps)	Akron	C	\$150,000	3					\$150,000
117105	S Main St Resurfacing	Green	C	\$787,500	3					\$787,500
108240	Wooster Rd West Reconstruction	Barberton	C	\$6,000,000	3					\$6,000,000
116539	Miller Rd Resurfacing	Akron	C	\$409,500	3					\$409,500
115358	Canton Rd Resurfacing	Summit Co	C	\$528,000	4					\$528,000
116932	Valley View Rd Resurfacing	Hudson	C	\$787,500	4					\$787,500
116479	Highland Rd Resurfacing	Twinsburg	C	\$522,000	4					\$522,000
116917	Arlington Rd Widening	Green	R(C)			\$674,602	1			\$674,602
116742	Wyoga Lake Rd	Cuyahoga Falls	R(C)			\$200,000	1			\$200,000
113175	Ravenna Rd Part 2 Resurfacing	Summit Co	C			\$600,000	1			\$600,000
113161	Highland & Valley View Improvements	Macedonia	(R)C			\$238,051	2			\$238,051
102745	Darrow Rd Reconstruction	Stow	(R)C			\$4,500,000	3			\$4,500,000
112716	N Main St Complete Streets	Akron	(R)C			\$6,000,000	3			\$6,000,000
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
116741	Hudson Dr Resurfacing	Cuyahoga Falls	C						\$700,000	\$700,000
116925	E Barlow Rd Resurfacing	Hudson	C						\$439,744	\$439,744
116703	Valley View Rd Resurfacing	Summit Co	C						\$787,500	\$787,500
116740	Bailey Rd Resurfacing	Cuyahoga Falls	C						\$700,000	\$700,000
117138	Cleveland Massillon Rd PH 3 Resurfacing	New Franklin	C						\$700,000	\$700,000
116620	Greenwich Rd Resurfacing	Norton	C						\$787,500	\$787,500
116855	Doylestown Rd/Portage St Resurfacing	Wayne Co	C						\$508,829	\$508,829
116557	S Main St Resurfacing	Summit Co	C						\$787,500	\$787,500
116505	Glenwood Dr Resurfacing	Twinsburg	C						\$787,500	\$787,500
116623	Graham Rd Resurfacing	Stow	C						\$787,500	\$787,500
116939	Cleveland/Diagonal/Ravenna Resurfacing	Portage Co	C						\$935,966	\$935,966
116556	Albrecht Ave Resurfacing	Mogadore/Summit Co	C						\$787,500	\$787,500
117631	N Main St Resurfacing	Rittman	C						\$400,261	\$400,262
115359	Old Forge Rd Resurfacing	Portage Co	C						\$628,362	\$628,362

				2024	2025	2026	2027
P = Engineering	Annual STBG Expenditures	\$12,775,916	\$12,212,653	\$9,088,934	\$9,738,162		
R = Right-of-Way	Annual STBG Allocations	\$11,356,784	\$11,192,704	\$11,416,572	\$11,416,572		
C = Construction	Balance	-\$1,419,133	-\$1,019,949	\$2,327,638	\$1,678,410		

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM
CRP Funding Program and Balances**
January 8, 2024

ODOT PID	CRP PROJECT NAME	SPONSOR	PHASE	FY 2024	Quarter	FY 2025	Quarter	FY 2026	FY 2027	Orig. Amt
112026	SR 59-2.14 (E Main St)	Kent	C			\$3,600,000	4			\$3,600,000

				2024	2025	2026	2027
P = Engineering	Annual CRP Expenditures	\$0	\$3,600,000	\$0	\$0		
R = Right-of-Way	Annual CRP Allocations	\$3,919,305	\$1,200,454	\$1,224,465	\$1,224,465		
C = Construction	Balance	\$3,919,305	-\$2,399,546	\$1,224,465	\$1,224,465		

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM
CMAQ Funding Program and Balances**
January 8, 2024

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2024	Quarter	FY 2025	Quarter	FY 2026	FY 2027	Orig. Amt
	<i>Sold</i>									
111429	Air Quality Advocacy Program	AMATS		\$100,000	1					\$100,000
111433	Rideshare Program	AMATS		\$80,000	1					\$80,000
113165	Ravenna & Shephard Improvements	Twinsburg	R(C)	\$116,996	1					\$116,996
113161	Highland & Valley View Improvements	Macedonia	R(C)	\$104,000	2					\$104,000
	<i>Pending</i>									
112245	METRO CNG Replacements (3 buses)	METRO	C	\$1,260,000	2					\$1,260,000
112244	PARTA CNG Replacements (2 buses)	PARTA	C	\$896,141	2					\$896,141
116924	Downtown Hudson Signal Improvements	Hudson	C	\$2,142,461	3					\$2,316,939
118654	Air Quality Advocacy Program	AMATS				\$100,000	1			\$100,000
118657	Rideshare Program	AMATS				\$80,000	1			\$80,000
116917	Arlington Rd Roundabouts	Green	R(C)			\$762,124	1			\$762,124
113161	Highland & Valley View Improvements	Macedonia	(R)C			\$1,703,131	2			\$1,704,800
113165	Ravenna & Shephard Improvements	Twinsburg	(R)C			\$1,252,292	2			\$1,252,292
116990	Kent Rd Signal Improvements	Stow	C			\$1,520,145	2			\$1,520,145
102745	Darrow Rd Signal Improvements	Stow	C			\$1,197,690	3			\$1,197,690
112716	N Main St Complete Streets	Akron	C			\$900,000	3			\$900,000
112026	SR 59-2.14 (E Main St)	Kent	C			\$5,301,065	4			\$5,301,065
118655	Air Quality Advocacy Program	AMATS						\$100,000		\$100,000
118658	Rideshare Program	AMATS						\$80,000		\$80,000
116917	Arlington Rd Roundabouts	Green	(R)C					\$3,305,666		\$3,305,666
105213	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
118656	Air Quality Advocacy Program	AMATS							\$100,000	\$100,000
118659	Rideshare Program	AMATS							\$80,000	\$80,000

			2024	2025	2026	2027
P = Engineering	Annual CMAQ Expenditures		\$4,768,261	\$12,816,447	\$6,999,933	\$180,000
R = Right-of-Way	Annual CMAQ Allocations		\$6,345,068	\$6,211,708	\$6,335,950	\$6,335,950
C = Construction	Balance		\$1,576,807	-\$6,604,739	-\$663,983	\$6,155,950

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM
TASA Funding Program and Balances**
January 8, 2024

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2024	Quarter	FY 2025	Quarter	FY 2026	FY 2027	Orig. Amt
	<i>Sold</i>									
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)	\$60,000	1					\$60,000
116841	Heartland Trail, Phase 4A	Wayne Co	P(C)	\$51,108	1					\$68,144
	<i>Pending</i>									
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)(R)C	\$340,000	3					\$340,000
116457	Springside Dr Sidewalks	Summit Co	(P)R(C)	\$10,000	3					\$10,000
116841	Heartland Trail, Phase 4A	Wayne Co	P(C)	\$14,071						\$68,144
105556	The Portage Trail - Ravenna Rd Bridge	Portage Co	(P)C	\$313,600	3					\$313,600
102796	Freedom Trail/Middlebury Connector	MetroParks/Tallmadge	C	\$700,000	4					\$700,000
102745	Darrow Rd Sidewalks	Stow	R(C)	\$140,000	2					\$140,000
107930	Freedom Trail Phase 4	MetroParks	C			\$700,000	1			\$700,000
102745	Darrow Rd Sidewalks	Stow	(R)C			\$560,000	3			\$560,000
116464	Rubber City Heritage Trail PH 2	Akron	C			\$700,000	4			\$700,000
112026	E Main St (SR 59) Improvements	Kent	C			\$700,000	4			\$700,000
116841	Heartland Trail, Phase 4A	Wayne Co	(P)C					\$590,584		\$590,583
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C						\$700,000	\$700,000
116868	Veteran's Trail Rails to Trails	Hudson	C						\$700,000	\$700,000
116457	Springside Dr Sidewalks	Summit Co	(P)(R)C						\$590,000	\$590,000

			2024	2025	2026	2027
P = Engineering	Annual TASA Expenditures		\$1,733,833	\$2,660,000	\$590,584	\$1,990,000
R = Right-of-Way	Annual TASA Allocations		\$2,154,756	\$1,204,431	\$1,228,521	\$1,228,521
C = Construction	Balance		\$420,923	-\$1,455,569	\$637,937	-\$761,479

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 2020-2022 Technical Memorandum

DATE: January 11, 2024

AMATS has completed its latest Traffic Crash Report covering years 2020, 2021 and 2022. This report is published annually and considers all crashes that occurred on non-freeway roadways in the AMATS study area over the three most recent years for which data is available.

The first section of the report explains how federal, state, and local agencies have changed their approach to safety planning in recent years. This section of the report also notes AMATS' recent Safe Streets for All process and how that safety analysis differs from the Traffic Crash Report.

The second section of the report details the AMATS area's crashes and explains the methodology and process of the data analysis. Over 47,000 crashes across the planning 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** within the report. **Map 1** and **Map 2** display the top 50 locations for section and intersection crashes, respectively.

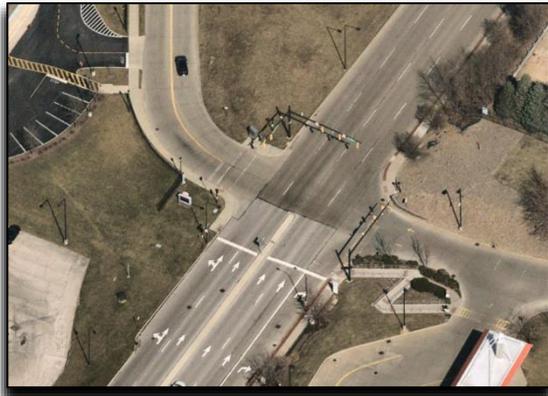
The third section of the report focuses on bicycle and pedestrian crashes. These crashes tend to occur more randomly and are usually not concentrated at specific locations. Therefore, this section of the memo is *trend oriented* and highlights some of the characteristics of bicycle and pedestrian crashes. **Map 3** shows the locations of each of the region's bicycle crashes and **Map 4** shows the region's pedestrian crashes.

The fourth and final section in the crash report is *performance oriented*. It describes safety performance measures that MPOs are 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.

Traffic Crashes and Safety Performance Measures 2020-2022

January 2024



Akron Metropolitan Area Transportation Study
1 Cascade Plaza, Suite 1300, Akron, Ohio 44308

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 Northeastern Wayne County. The contents of this report reflect the views of AMATS, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio and/or U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

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Section 1: Changing Approaches to Safety Planning

Introduction

Improving the safety of roadways has long been a top priority of governmental transportation agencies from the federal, state, and local levels. Significant progress has been made on many fronts yet many of the national and regional safety trends demonstrate that the most serious crashes have *increased* in recent years.

This trend has caused various transportation agencies, including the United States and Ohio Departments of Transportation (USDOT and ODOT) and AMATS, to rethink their approaches to improving safety. Fundamentally, such newer approaches to safety planning revolve around the concepts that fatal and serious injury crash reduction is far more important than the reduction of all crashes and that the elimination of the most serious crashes requires the acknowledgement and anticipation of human error.

Federal Trends: More Than Catchy Taglines

The current federal transportation bill, the Bipartisan Infrastructure Law (BIL) has put increased focus and funding toward some pre-existing concepts. Within the past decade, as fatal and serious injury



APPROACH

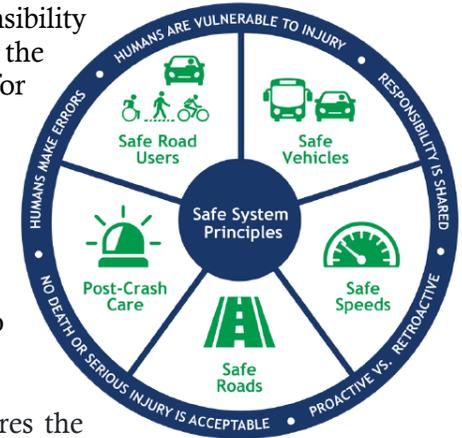
Zero is our goal. A Safe System is how we get there.

users bearing complete responsibility for their safety, Vision Zero

(FSI) crashes began to rise nationally, momentum began to build for a *Vision Zero* (sometimes billed as *Toward Zero Deaths*) approach. *Vision Zero* originated over 25 years ago in Europe, but its core principles have been adapted in myriad countries, including the United States. The ultimate goal of *Vision Zero* is that FSI crashes be eliminated and the central tenet is that one life lost or dramatically affected can never be ethically acceptable. Rather than road

emphasizes a shared responsibility between a road's users and the engineers and planners responsible for the transportation system's design.

To implement this vision in the United States, the USDOT's Federal Highway Administration (FHWA) has developed the *Safe System* approach. According to FHWA:



Reaching zero deaths requires the implementation of a *Safe System* approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a *Safe System*, those mistakes should never lead to death. Applying the *Safe System* approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.

There are six principles that form the basis of the *Safe System* approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Additional detail about the *Safe Systems* approach can be found on [FHWA's website](#) as well as the introductory chapter of AMATS' [2018-2020 Crash Report](#).

Implementing a *Safe Systems* involves an increasingly data-driven methodology of understanding what approaches work. FHWA provides many data-driven strategies to improve safety, which it has listed as

[Proven Safety Countermeasures \(PSCs\)](#). PSCs were first developed in 2008, but have been updated and refined several times since, most recently in 2021. All 28 PSCs are proven to provide significant, measurable safety benefits based on real-world case studies across the United States. PSCs are broken down into five categories:

- speed management
- pedestrian and bike
- roadway departure
- intersections
- crosscutting.

To promote FSI crash-reducing safety improvements, the BIL established a new funding source known as *Safe Streets for All* (SS4A). This program appropriates \$5 billion over five years to reduce FSI crashes. SS4A funding can go toward planning and demonstration grants, particularly the creation of SS4A Action Plans, and Implementation Grants used toward either larger, transformational projects or systemic improvements across a larger geographic area. Like many recent discretionary programs, a compliant plan (i.e. a SS4A Action Plan) must be in place by sponsoring agencies prior to receiving Implementation Grant funding.

The vision, approach, identified tools, and dedicated funding source detailed above are changing the way transportation safety professionals plan, fund, and build projects. Over time, federal transportation officials anticipate that serious crashes will be reduced and perhaps someday eliminated because of these efforts.

[Ohio: A National Leader in Safety Planning](#)

Within the past few years, ODOT has made major changes to its statewide safety program, changes that directly align with a greater focus on reducing and eliminating FSI crashes. In Ohio, federal [Highway Safety Improvement Program \(HSIP\) funding is managed and distributed via ODOT](#). Controlling HSIP through ODOT allows one centralized agency to target funds where they will be most effective at reducing FSI crashes. The competitive nature of these funds ensures that only the best projects are selected through a data-driven approach.

Approximately \$185 million is dedicated annually to improve severe

crash locations or locations with the potential for severe crashes. This includes about \$100 million from the federal government through HSIP formula funds, some additional allocation from various general federal funding that ODOT receives, as well as some of the funds from the state gas tax. While most of this funding (about 84%) is federal, the additional investment and control via ODOT lead to it being one of the largest safety programs per capita of any state.



Distribution of these funds is divided into three sub-programs:

- **HSIP Formal Safety program**—for higher-cost, more complex safety improvements that require a more detailed review. This program is meant to address locations with a history of fatal or injury crashes where low-cost safety improvements have failed to solve the problem.
- **HSIP Systemic Safety Funding program**—focused specifically on pedestrian-related and roadway departure-related crashes, systemic improvements are meant to be proactive and widely implemented across all or part of a community or region. The Systemic program incentivizes projects that would implement FHWA’s Proven Safety Countermeasures.
- **HSIP Abbreviated Safety Funding program**—a simplified process to allow for a quicker review and funding of less expensive, less complex safety improvements at locations with safety concerns and a pattern of crashes.

[AMATS: Continually Striving to Improve Safety](#)

Safety has been central to AMATS since its inception over 60 years ago. The first regional crash reports were produced over twenty 20 ago, and evaluation of the region’s roadway segments and intersections has occurred annually ever since. Knowing the details behind where and why crashes occur and their severity has allowed AMATS to rank its high-crash locations. This output, in turn, has been incorporated into the agency’s *Funding Policy Guidelines*, therefore incentivizing the improvement of numerous high-crash locations over the past two decades.

Two years ago, AMATS changed the methodology of its Annual Crash Reports (ACRs) to provide more weight to the most serious crashes. This is in line with changes made at the state level to emphasize FSI crashes. Specifically, at least 30% of a specific location’s crashes must be fatal or injury related to be included on a High Crash Section or Intersection list.

A more revolutionary change to AMATS’ safety planning occurred following the creation of its *Safe Streets for All (SS4A) Action Plan*. In mid-2022, AMATS decided to work alongside its members to create this plan. This planning process, which was finalized in May 2023, led to several new strategies to improve regional safety. Perhaps most notably, the Action Plan created a High Injury Network (HIN) that considers the locations of the area’s highest FSI-crash locations. The *SS4A Action Plan* differs from this ACR by: (1.) focusing more heavily—almost exclusively—on the HIN and by (2.) considering a five-year reportable period for crashes versus the three-year period in an ACR. Having differing timetables allows AMATS and its partners to understand and compare crash trends over two timelines.

Several other benefits were realized through the creation of the *SS4A Action Plan* including:

- **A more collaborative planning process**—A SS4A taskforce, comprised of AMATS members, directly guided the planning



process. Additionally, the process allowed significant outreach opportunities with a large number of stakeholders and the general public.

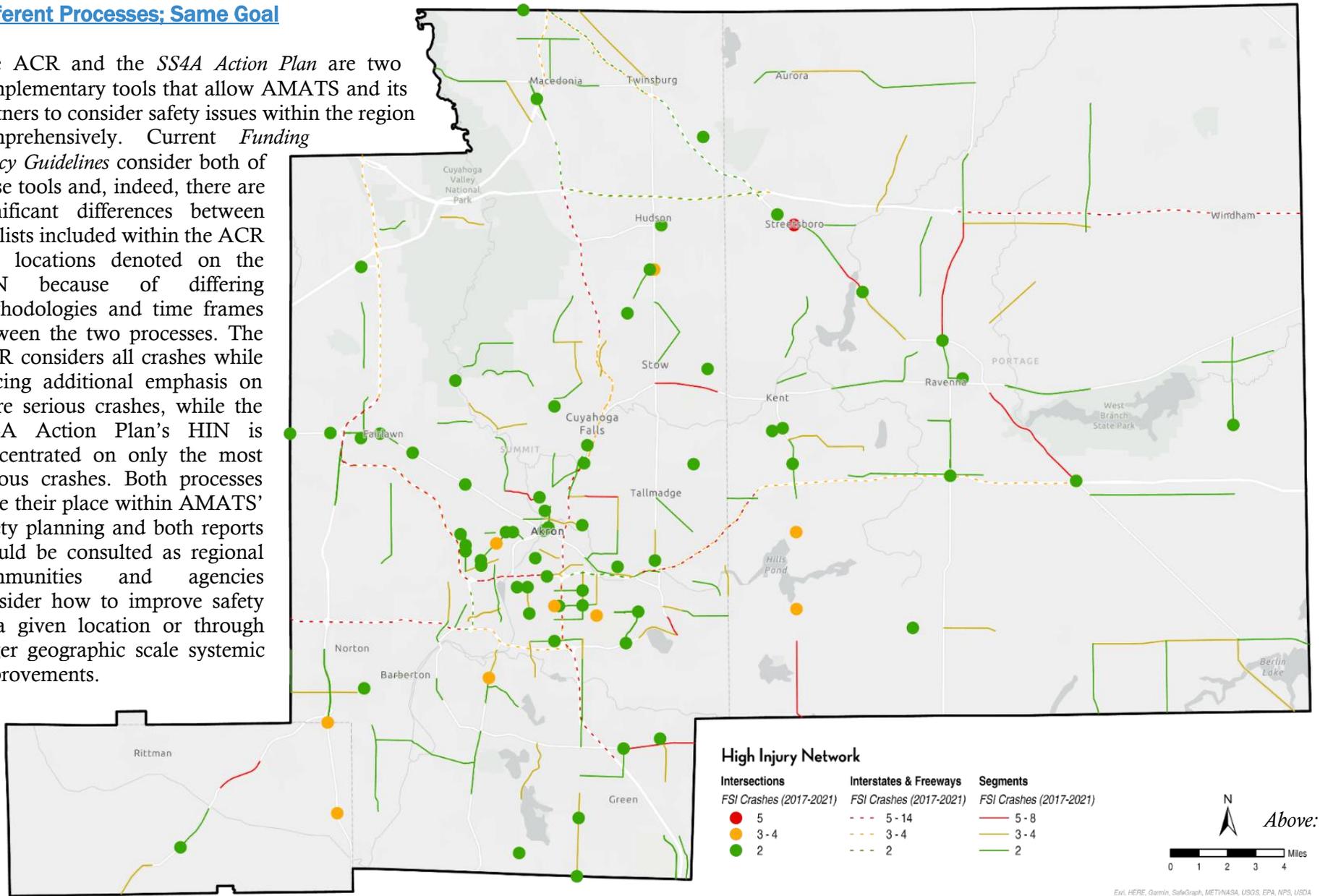
- **Detailed safety analysis**—Data were collected on how, where, when, and why crashes occurred throughout the region.
- **HIN webapp**—An [interactive web-based application](#) was developed to visually display the HIN and several other important components of regional safety and demographics.
- **Incorporation of equity**—Considerations of how various members of the population are affected by safety, and a greater focus of understanding where underserved populations exist.
- **Policy and process changes**—The plan assessed current policies and plans and identified new ideas on how to make safety a greater priority. (Subsequent to the plan’s approval, several changes were made to AMATS’ *Funding Policy Guidelines* to incorporate SS4A recommendations and the HIN).
- **Project recommendations**—A prioritized list of potential safety-related projects based directly off of the HIN was developed. Project recommendations also consider FHWA’s Proven Safety Countermeasures.
- **Strategy Recommendations**—Numerous strategy-based recommendations to improve behavior and reduce risks through a variety of initiatives were developed to generally align with Ohio’s Strategic Highway Safety Plan (SHSP) and its framework.
- **Transit-specific recommendations**—The Action Plan considered general project considerations related to transit, established a list of high-priority transit corridors, and a list of transit strategy recommendations aimed at improving coordination between regional transit agencies, AMATS, and the region’s communities.

[The final AMATS Safe Streets for All Action Plan can be found on AMATS website.](#)

Different Processes: Same Goal

The ACR and the *SS4A Action Plan* are two complementary tools that allow AMATS and its partners to consider safety issues within the region comprehensively. Current *Funding*

Policy Guidelines consider both of these tools and, indeed, there are significant differences between the lists included within the ACR and locations denoted on the HIN because of differing methodologies and time frames between the two processes. The ACR considers all crashes while placing additional emphasis on more serious crashes, while the SS4A Action Plan's HIN is concentrated on only the most serious crashes. Both processes have their place within AMATS' safety planning and both reports should be consulted as regional communities and agencies consider how to improve safety at a given location or through larger geographic scale systemic improvements.



Current [High Injury Network](#) from AMATS' 2023 *Safe Streets for All* Action Plan

Section 2: AMATS Area Crashes

Overview

The AMATS 2020-2022 Annual Crash Report (ACR) was prepared by reviewing 47,608 crash records obtained from the Ohio Department of Transportation (ODOT). 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.

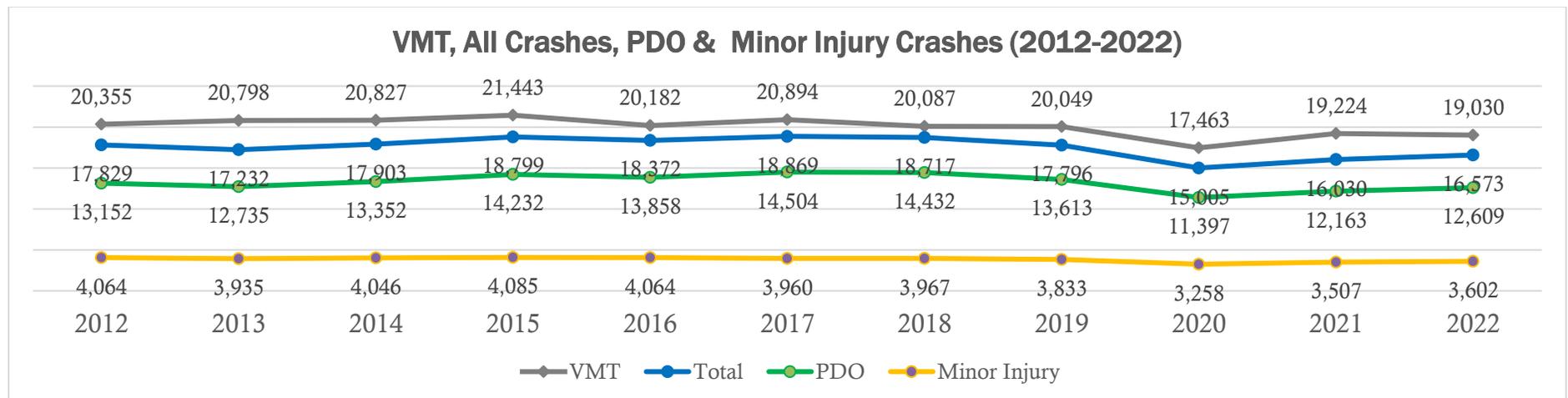
Crashes not included within this report include:

- Animal crashes and construction zone crashes were removed and not included in the analysis because they do not relate to the characteristics of the roadway.
- Freeway crashes are removed and instead are analyzed and ranked by the Ohio Department of Transportation. However, crashes occurring on freeways are accounted for within the charts within this section of the report.

Trends

The pandemic in 2020 created a substantial decrease in Vehicle Miles Traveled (VMT) and in overall crashes. VMT increased in 2021, but reduced again in 2022. VMT is shown with crash information in the graph below in thousands of daily vehicle miles traveled (kDVMT). VMT may never fully rebound completely from the pandemic as work from home and flex time makes combining trips easier. This data was obtained from the ODOT Office of Technical Services. In 2022, VMT was still down 5.4% from 2019 and 1% down from 2021.

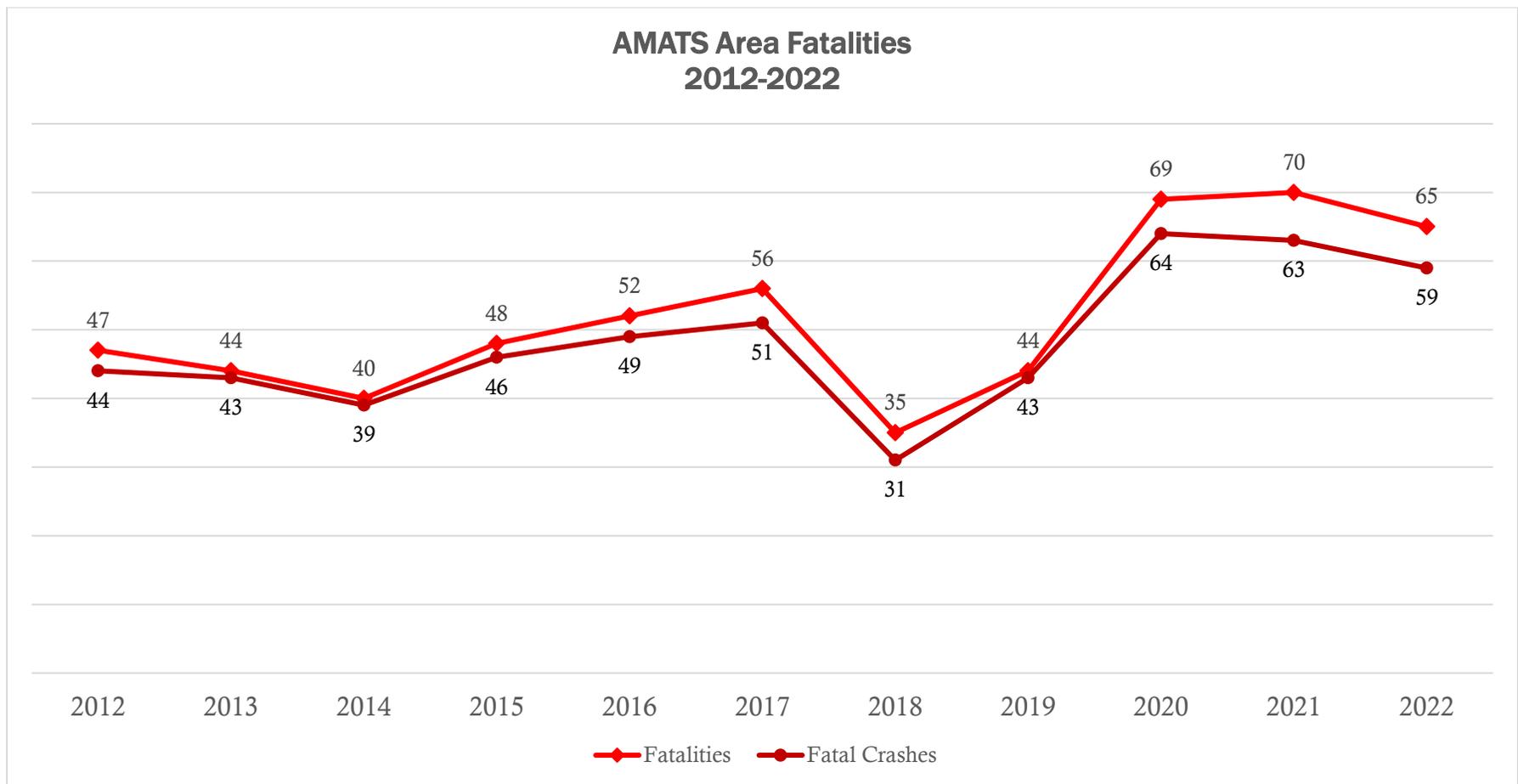
The graph also shows the number of total crashes, property damage only (PDO) crashes, and minor injury crashes in the AMATS area between 2012 and 2022. Fatal and serious injury crashes are not included on this graph as their values are too small to be effectively graphed with other crashes totals. These crashes are particularly important, so they appear on their own graphs for further examination.



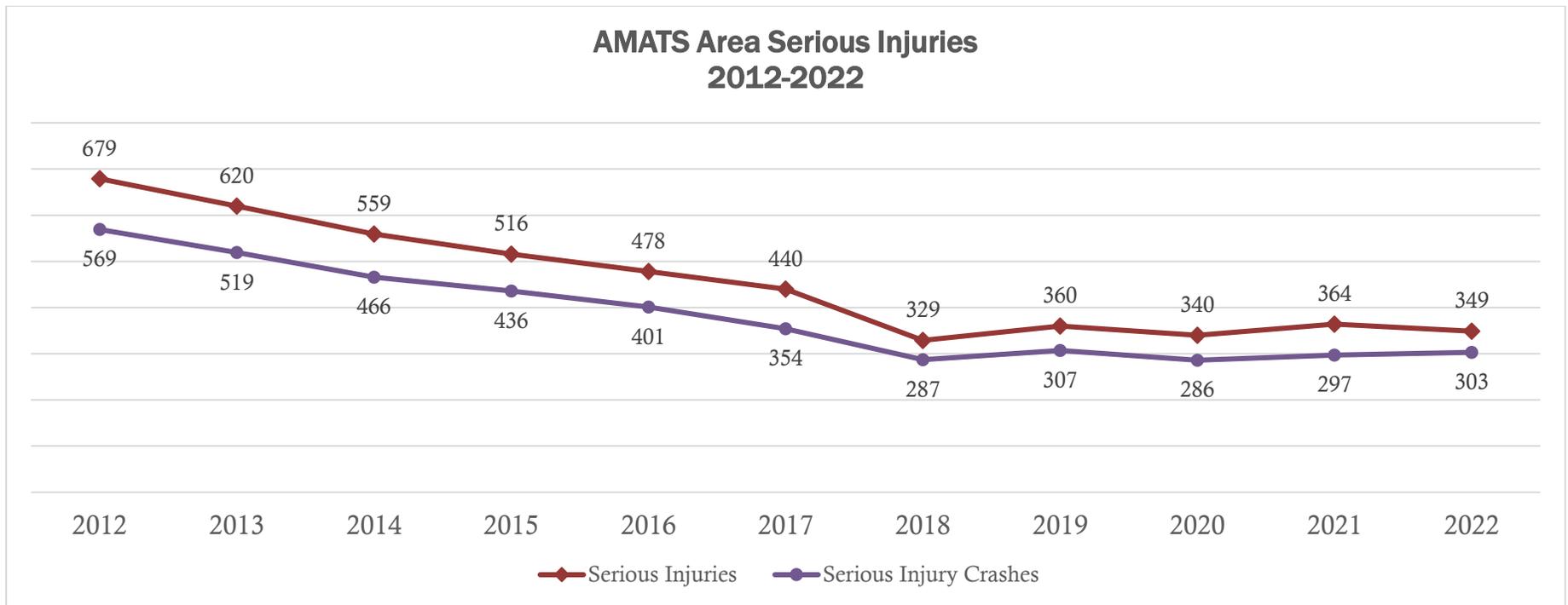
In 2022, the overall number of crashes in the AMATS area increased by 543 from 2021. This is approximately a 3.4% increase from 2021. Minor Injury crashes increased by 96 or 2.7% and PDO crashes increased by 446 or 3.7%.

The following graphs show the number of fatal crashes and serious injury crashes and the resulting fatalities and serious injuries between 2012 and 2022. A crash is one event, but it may involve multiple vehicles or multiple occupants and result in multiple fatalities or injuries. Fatal crashes are high since 2012, with 2020-2022 being the worst three-year period. Serious injury crashes remain about the same since 2018, which was the lowest serious injury crash year. Locations with a higher percentage of fatal and injury crashes are a main focus of ODOT and their safety program.

The number of fatalities in 2020 went up significantly, remained high in 2021, and finally started to reduce in 2022. As shown below, fatal crashes reduced by 4 and fatalities reduced by 5 from 2021 to 2022. There is no clear explanation for this phenomenon other than speculation that less traffic in 2020 led to higher speeds and more fatal crashes.



The number of serious injuries has not changed much since 2018. While serious injury crashes increased by 6 from 2021 to 2022, serious injuries decreased by 15 in the same timeframe. Unlike fatalities, serious injuries seem to remain stable in the last few years and reduced from 2012. A graph containing serious injury crashes and serious injuries is shown below.



Methodology

The 2020-2022 ACR uses Geographical Information System (GIS) coordinates to plot crashes. Occasionally, the coordinates are incorrect in the imported data and crashes must be manually moved to their proper location based on descriptions on police reports provided to AMATS. This is time-consuming, but necessary for an accurate report.

Another challenge is determining if crashes are section or intersection related. Not all crashes that occur near an intersection are classified as intersection related. An example would be a crash occurring as vehicles are departing an intersection. Another would be when crashes occur at a driveway near the intersection. The final decision made by AMATS 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 by AMATS 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 a GIS analysis is completed by AMATS, a list of high crash sections and intersections is produced. This criterion is focused on crash severity and the number to crashes. The following are the minimum criteria used to be considered a “high crash” location.

- The high crash criterion for roadway sections is three or more crashes per mile per year.
- The high crash criterion for intersections is nine or more crashes in the three-year period.
- A minimum of 30% of the crashes at a location must be non-PDO (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 a combined score of two ranks. The location is ranked according to total number of crashes and ranked according to the percentage of fatal and injury crashes. The lowest number once these ranks are combined is the worst. For example, ranks #3 plus #5 would be a worse location than ranks #10 and #12 combined.

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 144 high crash roadway sections that have three 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 144 high crash roadway sections ranked by composite score. This table also notes if any crashes were bicycle or pedestrian-related and if any of these segments are on the *Safe Streets for All High Injury Network (SS4A HIN)*. **Map 1** shows the top 50 high crash roadway sections. A location in **red** font indicates at least one fatality. There are 16 segments that had at least one fatality. There are 40 segments that are also on the SS4A HIN, representing approximately 27.8% of the high crash roadway sections in **Table 1**.



Two sections of SR 59 rank in the Top-5 Crash Sections. **Above:** MLK Blvd./SR 59 from W. Market St. to N. Broadway St. in Akron (#3); **Left:** SR 59 from Alpha Dr. to SR 261 in Franklin Township (#1).

Table 1
HIGH CRASH ROADWAY SECTIONS
Ranked by Score Based on Number of Crashes per Mile per Year and Percent of Fatal and Injury Crashes
2020-2022

Overall Rank	Roadway Section	Length (miles)	Total Crashes	Crashes per Mile per Year	Crashes per Mile per Year Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
1	SR 59 from Alpha Dr to SR 261	0.41	15	12.20	21	0.600	3	24	0	0	No	Portage-Franklin Twp
2	Massillon Rd (SR241) from Krumroy Rd (CR 130) to Oakes Dr / Akron SCL	0.29	11	12.64	20	0.545	12	32	0	0	No	Summit-Springfield Twp
3	M.L. King Blvd (SR 59) from W Market St Overpass to N Broadway St	0.18	21	38.89	2	0.429	40	42	0	0	Yes	Akron
4	Copley Rd (SR 162) from Storer Ave to East Ave	0.36	29	26.85	5	0.414	47	52	1	0	Yes	Akron
5	Vernon Odom Blvd (SR 261) from Collier Rd / Akron Corp Line to Romig Rd	0.36	8	7.41	46	0.500	15	61	0	2	No	Akron
6	E Main St (SR 59) from Freedom St (SR 88) to SR 14/SR 44	0.75	44	19.56	8	0.386	59	67	0	0	No	Portage-Ravenna Twp
7	Copley Rd (SR 162) from Collier Rd to St Micheals	0.50	9	6.00	58	0.556	9	68	0	0	No	Akron
8	Norton Ave/Fairview Ave from Wooster Rd N to 5th St NE (SR 619)	0.33	6	6.06	57	0.500	15	72	0	0	No	Barberton
8	E Turkeyfoot Lake Rd (SR 619) from S Main St to Arlington Rd	1.56	37	7.91	42	0.486	30	72	0	0	No	Green
10	State Rd from Cuyahoga Falls Corp Line to Broad Blvd	0.66	37	18.69	9	0.378	64	73	0	0	No	Cuyahoga Falls
11	Wooster Rd W from Johnson Rd to 31st St	0.29	7	8.05	40	0.429	40	80	0	0	No	Barberton
12	E Glenwood Ave from Howard St to SR 8	0.84	22	8.73	32	0.409	49	81	0	0	No	Akron
13	Massillon Rd/Geo Washington (SR 241) from Oaks Dr/Akron Corp Line to E Waterloo Rd (US 224)	0.55	18	10.91	24	0.389	58	82	0	0	No	Akron
13	Arlington Rd from Greensburg Rd to Turkeyfoot Lake Rd (SR 619)	1.68	35	6.94	48	0.457	34	82	0	0	No	Green
15	SR 43 from Kent North Corp Line to Streetsboro South Corp Line	2.40	61	8.47	38	0.410	48	86	0	0	Yes	Portage-Franklin Twp
16	E Thornton St from S Main St to Grant St	0.42	13	10.32	27	0.385	60	87	0	0	No	Akron
16	N Forge St from Fountain St to N Arlington St	0.70	13	6.19	54	0.462	33	87	0	0	No	Akron
18	Diagonal Rd from S Hawkins Ave to Superior Ave	0.59	11	6.21	53	0.455	35	88	0	0	No	Akron
18	Robinson Ave from 5th St (SR 619) to State St	1.05	28	8.89	31	0.393	57	88	0	0	No	Barberton
20	S Cleveland-Massillon Rd from I-77 to Rosemont Blvd/Elgin Dr	0.53	22	13.84	16	0.364	74	90	0	0	No	Fairlawn
21	E Waterloo Rd (US 224) from Geo Washington Blvd (SR 241) to Akron Corp Line	0.51	16	10.46	26	0.375	65	91	0	0	No	Akron
22	Sandy Knoll Dr from Corporate Woods Pkwy to Massillon Rd (SR 241)	0.13	2	5.13	75	0.500	15	93	0	0	No	Green
22	W Turkeyfoot Lake Rd (SR 619) from Green West Corp Line to S Main St	0.50	13	8.67	33	0.385	60	93	0	1	No	Green
24	N Main St (SR 261) from Olive St (W) to E Tallmadge Ave	0.32	14	14.58	12	0.357	82	94	0	0	No	Akron
25	Snyder Ave from Van Buren Ave to 5th St SE	0.65	9	4.62	82	0.556	9	95	0	0	No	Barberton
25	Wooster Rd N from Hopocan Ave to Norton Ave	0.67	15	7.46	45	0.400	50	95	0	0	No	Barberton
27	New Milford Rd from SR 5/SR 44 to Ravenna South Corp Line	0.41	6	4.88	78	0.500	15	96	0	0	No	Portage-Ravenna Twp
28	Akron-Cleveland Rd from Boston Heights SCL to Streetsboro Rd (SR303)	0.40	5	4.17	90	0.600	3	98	1	0	No	Portage-Ravenna Twp
28	SR 59 from Brady Lake Rd (CR 162) to Ravenna West Corp Line	0.45	20	14.81	10	0.350	88	98	0	0	No	Boston Heights
30	Triplet Blvd from Hilbish Ave to Canton Rd (SR 91)	0.92	15	5.43	66	0.467	32	101	0	0	No	Akron
31	Canton Rd (SR 91) from Waterloo Rd (US224) to Akron SCL	0.72	22	10.19	28	0.364	74	102	0	2	Yes	Akron
31	SR 14 from Diagonal Rd to Streetsboro East Corp Line	1.30	25	6.41	52	0.400	50	102	0	0	Yes	Streetsboro
33	W Turkeyfoot Lake Rd (SR 619) from State St to New Franklin East Corp Line	0.81	15	6.17	55	0.400	50	105	0	0	No	New Franklin
34	Wabash Ave from W Cedar St to W Exchange St	0.09	1	3.70	97	1.000	1	108	0	0	No	Akron
34	Carnegie Ave from Sarlson Ave to Manchester Rd (SR 93)	1.41	18	4.26	88	0.500	15	108	0	0	No	Akron
34	Russell Ave/Superior Ave from East Ave to Diagonal Rd	0.74	19	8.56	36	0.368	72	108	0	0	No	Akron
34	Arlington Rd (CR 15) from Killian Rd (CR135) to Bruce Rd/Akron SCL	1.51	66	14.57	13	0.333	95	108	1	1	Yes	Summit-Springfield Twp
38	W Thornton St from East Ave to Rhodes Ave	0.70	11	5.24	71	0.455	35	109	0	1	No	Akron
39	Prospect St (CR 74) from SR 5/44 to Hayes Rd (CR 138)	1.70	30	5.88	60	0.400	50	111	0	1	Yes	Portage-Rootstown Twp
40	W Main St (SR 59) from Diamond St to Sycamore St	0.37	15	13.51	18	0.333	95	113	0	0	No	Ravenna
41	W Streetsboro St (SR 303) from Nicholson Dr to Boston Mills Rd	0.79	16	6.75	51	0.375	65	116	0	0	No	Hudson
42	W Wilbeth Rd from Kenmore Blvd to Maryland Ave	0.77	11	4.76	79	0.455	35	117	0	0	No	Akron
42	Fairchild Ave from Majors Lane to Hudson Rd	0.33	12	12.12	22	0.333	95	117	0	0	No	Kent
44	Medina Rd (SR 18) from Medina Line Rd (CR 2) to S Hametown Rd (CR253)	1.00	29	9.67	29	0.345	92	121	0	0	No	Summit-Copley Twp
45	SR 44 from Hartville Rd (CR 69) to Tallmadge Rd (CR 18)	1.42	15	3.52	106	0.600	3	122	0	0	No	Portage-Rootstown Twp
45	Sycamore St from W Main St (SR 59) to Highland Ave	0.18	2	3.70	97	0.500	15	122	0	0	No	Ravenna
45	Sycamore St from Riddle Ave to W Main St (SR 59)	0.18	2	3.70	97	0.500	15	122	0	0	No	Ravenna
45	S Main St from Waterloo Rd to Wilbeth Rd (SR 764)	0.77	20	8.66	34	0.350	88	122	0	0	No	Akron
45	SR 14 from SR 303 (W) to SR 303 (E)	0.33	56	56.57	1	0.321	121	122	0	0	No	Streetsboro
50	Smith Rd from Ghent Rd to Owosso Ave	0.53	11	6.92	49	0.364	74	123	0	0	No	Akron/Fairlawn

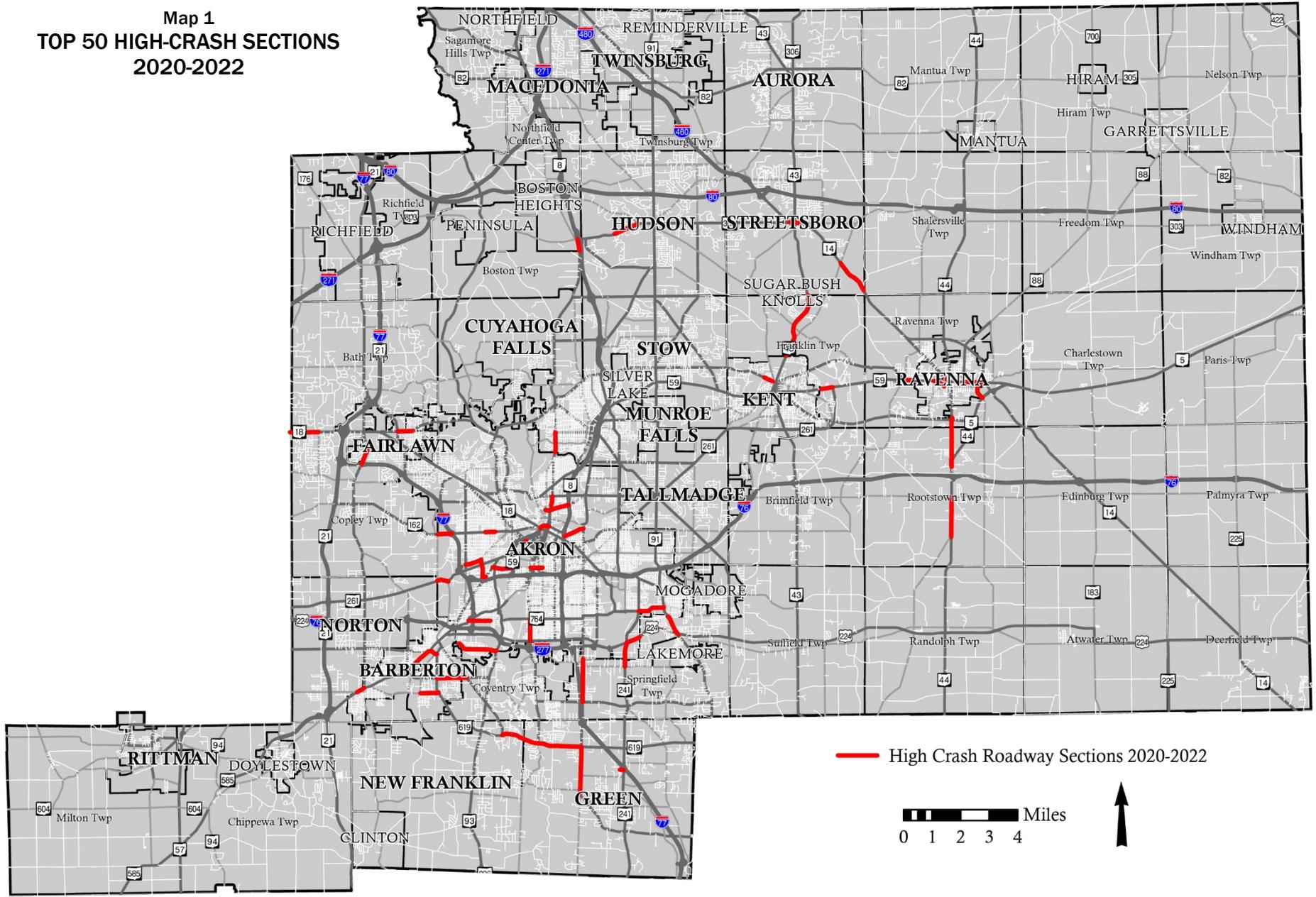
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51	SR 59 from SR 261 to Brady Lake Rd (CR 162)	2.55	66	8.63	35	0.348	91	126	0	0	Yes	Portage-Franklin Twp
51	W Market St (SR 18) from Miller Rd to Fairlawn East Corp Line	0.68	40	19.61	7	0.325	119	126	0	0	No	Fairlawn
53	SR 183 from German Church Rd (TR 49) to Waterloo Rd (US 224)	2.48	27	3.63	102	0.519	14	127	0	0	Yes	Portage-Atwater Twp
53	Portage Lakes Dr (CR 75) from S Turkeyfoot Rd (CR123) to S Main St (CR 50)	0.85	9	3.53	106	0.556	9	127	0	0	No	Summit-Coventry Twp
53	SR 303 from Diagonal Rd (Streetsboro) to Diagonal Rd (Shalersville Twp)	0.91	10	3.66	101	0.500	15	127	0	0	No	Streetsboro
53	W Aurora Rd (SR 82) from Cuyahoga County Line to Olde Eight Rd (CR 16)	2.69	36	4.46	86	0.444	38	127	0	0	Yes	Summit-Sagamore Twp
53	E Main St (SR 59) from Horning Rd to Kent East Corp Line	0.50	41	27.33	4	0.317	123	127	1	1	No	Kent
58	Lake St from N Water St to Kent ECL	1.08	14	4.32	88	0.429	40	131	0	0	Yes	Kent
58	S Main St from Center Rd to Turkeyfoot Lake Rd (SR 619)	2.24	27	4.02	95	0.481	31	131	0	1	Yes	Green
58	5th St NE (SR 619) from Robinson Ave to State St	1.15	29	8.41	39	0.345	92	131	0	0	No	Barberton
61	Brittain Rd from Independence Ave to Howe Ave	0.56	6	3.57	105	0.500	15	132	0	0	No	Akron
61	Wooster Rd W from 31st St to 14th St NW	1.01	43	14.19	15	0.326	117	132	0	0	No	Barberton
61	Merriman Rd/Riverview Rd from N Portage Path to Smith Rd	0.99	44	14.81	10	0.318	122	132	0	0	No	Akron
64	US422 from Geauga County Line to Trumbull County Line	1.93	19	3.28	114	0.579	6	133	0	0	No	Portage-Nelson Twp
64	E Archwood Ave from S Arlington St to Kelly Ave	0.49	8	5.44	66	0.375	65	133	0	1	Yes	Akron
64	Kent Rd (SR 59) from Darrow Rd (SR 91) to Fishcreek Rd	2.22	92	13.81	17	0.326	116	133	2	1	Yes	Stow
67	Hazel St from N Arlington St to Eastwood Ave/Garry Rd	0.95	10	3.51	108	0.500	15	135	0	0	No	Akron
67	Cuyahoga St from N Howard St to Memorial Pkwy/E Tallmadge Ave	0.76	8	3.51	108	0.500	15	135	0	0	No	Akron
67	N Cleveland Ave (SR 532) from Mogadore Rd to Mogadore North Corp Line	1.08	15	4.63	82	0.400	50	135	0	2	Yes	Mogadore
70	SR 43 from Streetsboro South Corp Line to SR 303	2.58	43	5.56	64	0.372	71	136	1	0	No	Streetsboro
70	Vernon Odum Blvd (SR 261) from East Ave (SR 93) to Rhodes Ave	0.50	12	8.00	41	0.333	95	136	0	0	No	Akron
70	S Arlington St from E Waterloo Rd to E Wilbeth Rd (SR 764)	0.70	69	32.86	3	0.304	133	136	0	2	No	Akron
73	SR 44 from SR 14 to SR 303	4.27	41	3.20	116	0.561	8	137	0	1	Yes	Portage-Shalersville Twp
73	Triplett Blvd (SR 764) from Seiberling St to Hilbish Ave	0.84	13	5.16	75	0.385	60	137	2	0	Yes	Akron
73	Rhodes Ave/Euclid Ave/Monroe from Euclid/Rhodes/Rhodes to W Exchange/SR 59/SR 59	0.64	11	5.73	62	0.364	74	137	0	0	No	Akron
76	E Waterloo Rd from S Main St to Brown St	0.87	38	14.56	14	0.316	124	138	0	0	Yes	Akron
76	8th St NW from Wooster Rd W to Hopocan Ave	0.39	4	3.42	110	0.500	15	138	0	0	No	Barberton
76	SR 14 from I-76 to SR 183	0.78	18	7.69	43	0.333	95	138	0	0	No	Portage-Edinburg
76	Manchester Rd (SR 93) from Robinson Ave to Carnegie Ave	1.04	75	24.04	6	0.307	132	138	0	4	Yes	Akron
80	Ravenna Rd from Shepard Rd to Chamberlin Rd	0.79	8	3.38	111	0.500	15	139	0	0	Yes	Twinsburg
81	W State St from W Bowery St to S Main St	0.40	4	3.33	112	0.500	15	140	0	1	No	Akron
81	SR 585 from Benner Rd to SR 57	1.20	12	3.33	112	0.500	15	140	0	0	No	Wayne-Milton Twp
81	Gorge Blvd from Tallmadge Ave (SR 261) to Cuyahoga Falls Ave	0.95	12	4.21	90	0.417	46	140	0	0	Yes	Akron
84	SR 183 from US 224 to Clark Rd (TR 121)	2.60	25	3.21	115	0.520	13	141	0	0	No	Portage-Atwater Twp
85	Hill St/E Buchtel Ave from University Ave to S Union St	0.33	3	3.03	121	0.667	2	142	0	0	No	Akron
85	Smith Rd (CR116) from Owasso Ave to Sand Run Rd	0.96	21	7.29	47	0.333	95	142	0	0	No	Akron
87	W Bath Rd from Akron/Cuy Falls CL to Northampton Rd	1.18	19	5.37	69	0.368	72	143	0	0	Yes	Cuyahoga Falls
88	SR 303 from Page Rd to Streetsboro East Corp Line	1.51	14	3.09	120	0.571	7	144	0	0	Yes	Streetsboro
88	Northampton Rd from Portage Trail to Bath Rd	2.36	27	3.81	97	0.444	38	144	0	0	No	Akron
90	W Aurora Rd/Ravenna Rd (SR 82) from Darrow Rd (SR 91) to Aurora Rd	1.16	24	6.90	50	0.333	95	145	0	0	No	Twinsburg
91	Goodyear Blvd from Kelly Ave to Brittain Rd	0.70	11	5.24	72	0.364	74	148	0	0	No	Akron
91	E State St (SR 619 part) from Wooster Rd N to Robinson Ave	1.63	20	4.09	93	0.400	50	148	0	0	No	Barberton
91	Albrecht Ave from Canton Rd (SR 91) to Akron Corp Line	0.70	11	5.24	72	0.364	74	148	0	0	Yes	Akron
94	E Highland Rd from Valley View Rd to Macedonia East Corp Line	0.99	18	6.06	56	0.333	95	151	0	0	No	Summit-Twinsburg Twp
95	N Main St (SR 91) from Munroe Falls Ave to N River Rd	0.39	13	11.11	23	0.308	130	153	0	0	No	Munroe Falls
95	Diagonal Rd (CR 155) from SR 303 to Menonite Rd	2.91	40	4.58	85	0.375	65	153	0	0	Yes	Portage-Shalersville Twp
97	Geo Washington Blvd (SR 241) from E Waterloo Rd (US 224) to Triplett Blvd	1.22	16	4.37	87	0.375	65	155	0	0	Yes	Akron
98	W State St from Wooster Rd N to Barberton Corp Line	0.86	33	12.79	19	0.303	137	156	0	0	Yes	Barberton
99	Smith Rd from Sand Run Rd to Riverview Rd	1.23	20	5.42	68	0.350	88	158	0	0	Yes	Akron
100	SR 5/44 from Prospect St to SR 14	3.04	33	3.62	104	0.424	44	159	0	0	No	Portage-Rootstown Twp

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101	E Archwood Ave from S Main St to Brown St	0.90	15	5.56	65	0.333	95	160	0	1	No	Akron
102	Mogadore Rd from E Market St (SR 18) to Canton Rd (SR 91)	0.92	30	10.87	25	0.300	138	163	0	0	Yes	Akron
103	E North St from N Howard St to N Arlington St	1.38	15	3.62	114	0.400	50	164	0	0	Yes	Akron
103	Diagonal Rd from Superior Ave to Copley Rd (SR 162)	1.35	31	7.65	44	0.323	120	164	0	0	Yes	Akron
105	Barber Rd from Norton Ave to I-76	1.11	17	5.11	79	0.353	86	165	0	0	No	Barberton
106	SR 14 from SR 5 to I-76	4.48	71	5.28	72	0.338	94	166	0	0	Yes	Portage-Ravenna Twp
107	SR 43 from Frost Rd to Streetsboro North Corp Line	1.02	26	8.50	37	0.308	130	167	0	0	No	Streetsboro
108	South St from S Broadway St to Wolf Ledges Pkwy/Bellows St	0.35	10	9.52	30	0.300	138	168	0	0	No	Akron
108	Annadale Ave from E Exchange St to Buchtel Ave	0.38	6	5.26	73	0.333	95	168	0	1	No	Akron
110	East Ave from Munroe Rd to Tallmadge ECL	1.21	17	4.68	84	0.353	86	170	0	1	No	Tallmadge
111	Darrow Rd (SR 91) from Twinsburg SCL (E-W) to E Highland Rd	0.90	11	4.07	99	0.364	74	173	0	0	No	Twinsburg
112	S Hawkins Ave from Mull Ave Circle to W Market St (SR 18)	0.81	12	4.94	80	0.333	95	175	0	0	No	Akron
113	SR 5 from SR 59 to Rock Spring Rd (CR 52)	3.01	28	3.10	136	0.429	40	176	0	1	Yes	Portage-Ravenna Twp
114	S Cleveland-Massillon Rd from Greenwich Rd/Norton Ave to I-76	0.94	11	3.90	103	0.364	74	177	0	0	No	Norton
115	North Ave (SR 91) from Tallmadge Circle to Howe Rd	1.14	14	4.09	97	0.357	82	179	0	0	No	Tallmadge
116	Orlando Ave from Courtland Ave to Copley Rd (SR 162)	0.87	12	4.60	87	0.333	95	182	0	1	No	Akron
117	Northfield Rd (SR 8) from Olde Eight Rd to Sagamore Rd/Northfield NCL	1.09	19	5.81	62	0.316	124	186	0	0	No	Northfield
117	North Ave / S Main St (SR 91) from Howe Rd to Northmoreland Ave	0.89	16	5.99	60	0.313	126	186	0	0	No	Tallmadge
119	SR 44 from Stark County Line to US 224	2.89	26	3.00	144	0.423	45	189	0	0	No	Portage-Randolph Twp
120	Olde Eight Rd (CR 16) from E Highland Rd (CR111) to Aurora Rd (SR 82)/Brandywine	1.69	29	5.72	64	0.310	129	193	0	0	Yes	Summit-Northfield Center
121	Massillon Rd (SR241) from Killian Rd (CR135) to Krumroy Rd (CR130)	1.39	13	3.12	134	0.385	60	194	0	0	No	Summit-Springfield Twp
122	E Turkeyfoot Lake Rd (SR 619) from Massillon Rd (SR 241) to Green East Corp Line	2.51	24	3.19	131	0.375	65	196	0	1	Yes	Green
122	Darrow Rd (SR 91) from Middleton Rd to Hudson North Corp Line	0.50	6	4.00	101	0.333	95	196	0	0	No	Hudson
122	Darrow Rd (SR 91) from Stow Rd to Fishcreek Rd	2.22	40	6.01	58	0.300	138	196	0	0	No	Stow
125	Canton Rd (CR 66) from Pontius Rd (CR 8) to Sanitarium Rd (CR136)	2.30	27	3.91	102	0.333	95	197	0	0	No	Summit-Springfield Twp
126	Portage Lakes Dr (CR 75) from Manchester Rd (SR 93) to S Turkeyfoot Rd (CR123)	1.38	23	5.56	65	0.304	133	198	0	0	Yes	Summit-Coventry Twp
127	White Pond Dr from I-77 to Frank Blvd	0.77	9	3.90	104	0.333	95	199	0	0	No	Akron
128	Russell Ave from Manchester Rd (SR 93) to Boulevard St	0.54	6	3.70	107	0.333	95	202	0	0	No	Akron
129	Norton Ave from Barberton WCL to 4th St/Barber Rd	0.84	9	3.57	116	0.333	95	211	0	0	No	Barberton
130	SR 585 from Fulton Rd to Benner Rd	1.61	23	4.76	82	0.304	133	215	0	0	Yes	Wayne-Milton Twp
131	Massillon Rd (SR 241) from Turkeyfoot Lake Rd (SR 619) to Killian Rd	1.50	14	3.11	135	0.357	82	217	0	0	No	Green
131	University Ave from S Main St to Hill St	0.29	3	3.45	122	0.333	95	217	0	0	No	Akron
133	Graybill Rd from Massillon Rd (SR 241) to Mayfair Rd	1.55	14	3.01	143	0.357	82	225	0	0	No	Green
134	E Glenwood Ave from SR 8 to Tallmadge Ave (SR 261)	0.63	6	3.17	132	0.333	95	227	0	0	No	Akron
135	SR 59 from SR 14/SR 44 to SR 5	0.78	10	4.27	92	0.300	138	230	0	0	No	Portage-Ravenna Twp
136	Main St (SR 303) from Peninsula West Corp Line to Riverview Rd	1.61	20	4.14	96	0.300	138	234	0	0	Yes	Peninsula
137	Copley Rd (SR162) from SR 21 centerline to Cleveland-Massillon Rd (CR 17)	0.66	6	3.03	140	0.333	95	235	0	0	No	Summit-Copley Twp
138	Northeast Ave (SR 261) from E Howe Rd/N Munroe Rd to Middlebury Rd	1.66	15	3.01	142	0.333	95	237	1	0	No	Tallmadge
139	Northeast Ave (SR 261) from Tallmadge Circle to E Howe Rd/N Munroe Rd	1.74	20	3.83	105	0.300	138	243	0	0	No	Tallmadge
140	S Seiberling St from Triplett Blvd (SR 764) to Martha Ave	0.90	10	3.70	107	0.300	138	245	0	0	No	Akron
141	SR 303 from SR 44 to SR 88	4.48	43	3.20	130	0.326	117	247	0	0	Yes	Portage-Shalerville Twp
142	Lauby Rd from Mt Pleasant Rd to Greensburg Rd	1.70	16	3.14	133	0.313	126	259	0	0	Yes	Green
143	Northwest Ave from Howe Ave/Brittain Rd to Tallmadge Circle	1.76	16	3.03	139	0.313	126	265	0	0	No	Cuyahoga Falls
144	Mogadore Rd (CR 81) from Tallmadge Rd (CR 18) to SR 261	2.52	23	3.04	138	0.304	133	271	0	0	No	Tallmadge

**Map 1
TOP 50 HIGH-CRASH SECTIONS
2020-2022**



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 233 intersections (223 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 233 high crash intersections ranked by composite score. This table also notes if any crashes were bicycle or pedestrian-related and if any of these segments are also on the Safe Streets for All High Injury Network (SS4A HIN). **Map 2** shows the top 50 high crash intersections. A location in **red** font indicates at least one fatality. There are 16 intersections that had at least one fatality. There are only 28 intersections that are also on the SS4A HIN, or just over 12% of the crashes listed in **Table 2**.



Above: Medina Rd. (SR 18) and Medina Line Road Intersection (#3).

High Crash Freeway Locations

The analysis of freeway crashes in the AMATS area is done by the central office of ODOT in Columbus. ODOT's analysis of freeways is done using methodology from the American Association of State Highway and Transportation Officials' (AASHTO's) 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.



The AMATS area only has three rural freeway segments in Portage County area on ODOT's 2021 HSIP Priority Locations list—the most recent list available—and they are not in the top 50. AMATS has 21 urban freeway segments in Summit County on this list and none are in the top 50. Further information about top freeway crash locations along with other 2021 HSIP Priority Locations from ODOT can be found at the following link:

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

The AMATS *SS4A Action Plan's* HIN also considers freeway locations, albeit with a different methodology and timeframe as detailed earlier in this report. Again, the HIN only includes crashes involving fatalities and serious injuries, though the [HIN web map](#) allows for a detailed look at the freeway crashes within the region.

Table 2
HIGH CRASH INTERSECTIONS
Ranked by Score Based on Number of Crashes and Percent of Fatal and Injury Crashes
2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
1	SR 14 and SR 44/N Chestnut St	37	8	0.568	25	33	0	1	Yes	Portage-Ravenna Twp
2	Riverview Rd and Ira Rd	20	48	0.650	14	62	1	0	No	Cuyahoga Falls
3	Medina Rd (SR 18) and Medina Line Rd	26	27	0.500	36	63	0	0	Yes	Summit-Bath/Copley Twp
3	N Howard St and Glenwood Ave	23	37	0.565	26	63	1	0	Yes	Akron
5	S Broadway St and Rosa Parks Dr	24	35	0.500	36	71	0	0	Yes	Akron
6	S High St and Bartges St	25	32	0.480	48	80	0	0	No	Akron
7	Wadsworth Rd (SR 57) and Easton Rd (SR 604)	15	80	0.800	3	83	0	0	No	Wayne-Chippewa Twp
8	SR 261 and Mogadore Rd	20	48	0.500	36	84	0	0	No	Kent
8	Cleveland Massillon Rd and Eastern Rd	20	48	0.500	36	84	0	0	No	Norton
10	US 224 and SR 225	23	37	0.478	49	86	0	0	No	Portage-Deerfield Twp
11	SR 14 and Alliance Rd	15	80	0.667	7	87	0	0	No	Portage-Atwater Twp
11	Bartges St and Dart Ave	15	80	0.667	7	87	0	0	No	Akron
13	SR 59 and SR 261	24	35	0.458	55	90	0	0	No	Portage-Franklin Twp
14	S Arlington Rd and Chenoweth Rd/I-77 NB On-ramp	22	39	0.455	56	95	0	0	No	Summit-Springfield Twp
15	SR 261 and Summit Rd	18	63	0.500	36	99	0	1	No	Portage-Franklin Twp
15	SR 21 and Eastern Rd	18	63	0.500	36	99	0	1	Yes	Wayne-Chippewa Twp
17	Perkins St (SR 59) and SR 8 SB Ramps / Goodkirk St	37	8	0.405	96	104	0	1	No	Akron
18	Brown St and Archwood Ave	19	57	0.474	50	107	0	0	Yes	Akron
19	S Arlington Rd and I-77 SB Ramps	35	11	0.400	97	108	0	0	No	Green
20	Waterloo Rd and Portage Line Rd	16	73	0.500	36	109	0	0	No	Summit-Springfield Twp
20	Killian Rd and Pressler Rd	14	94	0.643	15	109	0	0	No	Summit-Springfield Twp
22	Medina Line Rd and Granger Rd	15	80	0.533	33	113	0	0	No	Summit-Bath Twp
22	Copley Rd (SR 162) and Madison Ave	20	48	0.450	65	113	1	0	No	Akron
22	W Market St (SR 18) and Valley St	15	80	0.533	33	113	2	1	No	Akron
22	Eastern Rd and Rittman Rd	15	80	0.533	33	113	0	0	No	Wayne-Chippewa Twp
26	SR 44 and Tallmadge Rd	14	94	0.571	23	117	0	0	No	Portage-Rootstown
26	SR 57 and SR 585	14	94	0.571	23	117	0	0	Yes	Wayne-Chippewa Twp
28	S Main St and Thornton St	39	6	0.385	112	118	0	0	No	Akron
29	SR 82 and Mantua Center Rd	17	68	0.471	51	119	0	0	No	Mantua
30	S Maple St (SR 162) and W Cedar St	27	26	0.407	95	121	0	2	Yes	Akron
31	W Market St (SR 18) and Rhodes Ave	21	43	0.429	81	124	0	2	No	Akron
31	W Market St (SR 18) and Revere Rd	21	43	0.429	81	124	0	0	No	Akron
33	S Arlington Rd and Krumroy Rd/Thierry Ave	13	106	0.615	19	125	0	0	No	Summit-Coventry Twp
33	Hudson Dr and Steels Corners Rd/Allen Rd	13	106	0.615	19	125	0	0	No	Stow
33	E Aurora Rd (SR 82) and Chamberlin Rd	13	106	0.615	19	125	0	0	No	Twinsburg

Table 2
HIGH CRASH INTERSECTIONS
Ranked by Score Based on Number of Crashes and Percent of Fatal and Injury Crashes
2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
36	SR 261 and Franklin Ave/Sunnybrook Rd	12	124	0.750	5	129	0	1	Yes	Kent
36	S Arlington St and S Case Av/Johnston St	31	18	0.387	111	129	0	1	No	Akron
36	Kent Rd (SR 59) and Fishcreek Rd	18	63	0.444	66	129	0	0	No	Stow
36	West Ave (SR 261) and Thomas Rd	18	63	0.444	66	129	0	1	No	Tallmadge
40	Myersville Rd and Killian Rd	14	94	0.500	36	130	0	0	No	Summit-Springfield Twp
41	US 224 and Martin Rd	12	124	0.667	7	131	0	0	No	Portage-Suffield Twp
42	Manchester Rd (SR 93) and Carnegie Ave	35	11	0.371	121	132	1	0	No	Akron
43	Rhodes Ave and W Thornton St	13	106	0.538	31	137	0	0	No	Akron
43	US 224 and E Waterloo Rd	13	106	0.538	31	137	0	0	No	Summit-Springfield Twp
45	SR 14/44 and N Freedom St (SR 88)	26	27	0.385	112	139	0	0	No	Ravenna
45	SR 5/44 and Lynn Rd	29	21	0.379	118	139	0	0	No	Portage-Rootstown
47	SR 59 and Rhodes Rd/Ashton Ln	11	143	0.818	2	145	1	0	No	Portage-Franklin Twp
47	SR 14 and Infirmary Rd	20	48	0.400	97	145	0	0	No	Portage-Ravenna Twp
47	US 224 and Portage Line Rd (SR 532)	20	48	0.400	97	145	0	0	No	Summit-Springfield Twp
50	MLK Jr. Blvd (SR 59) and N High St (SR 261)	39	6	0.359	140	146	0	0	No	Akron
51	Portage Trail and Lillis Dr	16	73	0.438	80	153	0	0	No	Cuyahoga Falls
52	N Howard St and North St	43	3	0.349	153	156	0	0	No	Akron
53	S Arlington St and 2nd St/Martin St/I-76 WB Off-ramp	13	106	0.462	52	158	0	0	No	Akron
53	Kenmore Blvd and Old Manchester Rd	13	106	0.462	52	158	1	0	No	Akron
53	Killian Rd and Pickle Rd	13	106	0.462	52	158	0	0	No	Summit-Springfield Twp
56	Randolph Rd and Martin Rd	11	143	0.636	16	159	0	0	No	Portage-Suffield Twp
56	S Arlington Rd and Mount Pleasant Rd	11	143	0.636	16	159	0	0	Yes	Green
56	Doylestown Rd and Seville Rd	11	143	0.636	16	159	0	0	No	Wayne-Milton Twp
59	SR 14 and SR 225	12	124	0.500	36	160	0	0	No	Portage-Deerfield Twp
59	SR 14 and Mondial Pkwy/Singletary Dr	47	1	0.340	159	160	0	0	No	Streetsboro
59	S Broadway St (SR 261) and E Exchange St	44	2	0.341	158	160	0	0	No	Akron
59	E Market St (SR 18) and E Exchange St	12	124	0.500	36	160	1	0	No	Akron
59	Darrow Rd (SR 91) and Terex Rd	21	43	0.381	117	160	0	0	Yes	Hudson
64	Brown St and Lamparter St	17	68	0.412	93	161	0	0	No	Akron
64	W Market St (SR 18) and Elmdale Ave/Kenilworth Dr	17	68	0.412	93	161	0	0	No	Akron
66	Glenwood Ave and SR 8 NB Off Ramp/Gorge Blvd	31	18	0.355	148	166	1	1	No	Akron
66	S Main St and E Miller Ave	28	25	0.357	141	166	0	0	Yes	Akron
68	S Arlington St and E Waterloo Rd	36	10	0.333	160	170	0	0	No	Akron
69	N Arlington St and E North St	10	170	0.900	1	171	0	0	Yes	Akron
69	Kent Rd (SR 59) and Darrow Rd (SR 91)	25	32	0.360	139	171	1	0	No	Stow

Table 2
HIGH CRASH INTERSECTIONS
Ranked by Score Based on Number of Crashes and Percent of Fatal and Injury Crashes
2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
71	E Market St (SR 18) and Goodkirk St	11	143	0.545	29	172	0	0	No	Akron
71	Mayfair Rd and Wise Rd	11	143	0.545	29	172	0	0	No	Green
73	E Wilbeth Rd (SR 764) and Coventry St/I-77 SB Ramp	32	17	0.344	157	174	0	0	No	Akron
74	E Market St (SR 18) and Fountain St	14	94	0.429	81	175	0	0	No	Akron
74	E Exchange St and Grant St	14	94	0.429	81	175	0	0	No	Akron
76	SR 21 and Clinton Rd	10	170	0.700	6	176	0	0	Yes	Wayne-Chippewa Twp
77	E Main St (SR 59) and Freedom St (SR 88)	15	80	0.400	97	177	0	1	No	Ravenna
77	Vernon Odom Blvd (SR 261) and Superior Ave	29	21	0.345	156	177	0	1	Yes	Akron
77	S Hawkins Ave and Delia Ave	15	80	0.400	97	177	0	0	No	Akron
77	Kent Rd (SR 59) and Charring Cross Rd	15	80	0.400	97	177	0	0	No	Stow
81	SR 43 and I-76 EB Ramps	19	57	0.368	122	179	0	0	No	Portage-Brimfield Twp
81	W Market St (SR 18) and Maple St	19	57	0.368	122	179	0	2	No	Akron
81	S Main St and Swartz Rd/US 224 EB Ramps	19	57	0.368	122	179	0	0	No	Akron
81	S Arlington Rd and Swartz Rd	19	57	0.368	122	179	0	0	No	Summit-Springfield Twp
85	S Hawkins Ave and Diagonal Rd	26	27	0.346	154	181	0	1	No	Akron
85	MLK Jr. Blvd (SR 59) and N Broadway St (SR 261)	26	27	0.346	154	181	0	0	Yes	Akron
87	Russell Ave and Boulevard St	16	73	0.375	119	192	0	0	No	Akron
87	S Arlington Rd and Nimisila Rd	10	170	0.600	22	192	0	0	Yes	Green
87	W Streetsboro Rd (SR 303) and Terex Rd	16	73	0.375	119	192	0	0	No	Hudson
90	S Prospect St and Sandy Lake Rd	9	194	0.778	4	198	0	0	No	Portage-Rootstown
91	SR 43 and Old Forge Rd	11	143	0.455	56	199	0	0	Yes	Portage-Brimfield Twp
91	SR 59 and Apple Blossom Dr	11	143	0.455	56	199	0	1	No	Portage-Franklin Twp
91	US 224 and Waterloo Rd (E Jct)	11	143	0.455	56	199	0	0	No	Portage-Randolph Twp
91	SR 5/44 and Hayes Rd	11	143	0.455	56	199	0	0	No	Portage-Ravenna Twp
91	Brown St and Lovers Lane	20	48	0.350	151	199	0	0	No	Akron
91	W Cedar St and Rand Ave	20	48	0.350	151	199	0	0	No	Akron
91	S Arlington St and Lovers Lane	11	143	0.455	56	199	0	0	Yes	Akron
91	Akron Peninsula Rd and W Bath Rd	11	143	0.455	56	199	0	0	No	Akron
91	Bailey Rd and Munroe Falls Ave	11	143	0.455	56	199	0	0	No	Cuyahoga Falls
91	Canton Rd and Tisen Rd	11	143	0.455	56	199	0	0	No	Summit-Springfield Twp
101	Tallmadge Rd and Sandy Lake Rd	9	194	0.667	7	201	0	0	No	Portage-Brimfield Twp
101	SR 14 and I-76 WB Ramps	9	194	0.667	7	201	0	0	Yes	Portage-Edinburg Twp
101	SR 43 and Trares Rd	9	194	0.667	7	201	0	0	Yes	Portage-Suffield Twp
101	SR 21 and Edwards Rd	9	194	0.667	7	201	0	0	No	Wayne-Chippewa Twp

Table 2
HIGH CRASH INTERSECTIONS
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2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
105	US 224 and SR 43	21	43	0.333	160	203	0	0	No	Portage-Suffield Twp
105	Portage Trail and 4th St	21	43	0.333	160	203	1	0	No	Cuyahoga Falls
107	Cleveland Rd and Infirmiry Rd/Wall St	10	170	0.500	36	206	0	0	No	Portage-Ravenna Twp
107	S Main St and Wilbeth Rd (SR 764)	41	4	0.317	202	206	0	0	No	Akron
107	Graham Rd and Wyoga Lake Rd/Oakwood Dr	41	4	0.317	202	206	0	0	No	Cuyahoga Falls
107	Howe Ave and Ritchie St	10	170	0.500	36	206	0	0	No	Cuyahoga Falls
111	SR 14 and SR 303 (W Jct)	12	124	0.417	85	209	0	0	No	Streetsboro
111	Bellows St and Steiner Ave	12	124	0.417	85	209	0	0	No	Akron
111	Cuyahoga Falls Ave and N Howard St	12	124	0.417	85	209	0	0	No	Akron
111	W Exchange St and Dart Av	12	124	0.417	85	209	0	0	No	Akron
111	E Waterloo Rd and Coventry St/I-77 SB Off-ramp	12	124	0.417	85	209	0	0	No	Akron
111	Center Rd and Renninger Rd	12	124	0.417	85	209	0	0	No	New Franklin
111	Massillon Rd (SR 241) and Krumroy Rd	12	124	0.417	85	209	0	0	No	Summit-Springfield Twp
111	Ravenna Rd and Bellmeadow Dr/Chamberlin Rd	12	124	0.417	85	209	0	0	No	Twinsburg
119	Copley Rd (SR 162) and S Hawkins Ave	34	14	0.324	197	211	0	1	No	Akron
120	S Arlington St and Archwood Ave	35	11	0.314	205	216	0	3	Yes	Akron
121	E Waterloo Rd and Brown St	17	68	0.353	149	217	0	1	Yes	Akron
121	Archwood Ave and Inman St	17	68	0.353	149	217	0	0	No	Akron
123	SR 88 and SR 305	13	106	0.385	112	218	0	0	No	Portage-Nelson Twp
123	W Thorton St and Channelwood Cir	13	106	0.385	112	218	0	0	No	Akron
123	Barber Rd and I-76 EB Ramps	13	106	0.385	112	218	0	0	No	Norton
126	Copley Rd (SR 162) and Noble Ave	9	194	0.556	27	221	0	1	No	Akron
126	S Broadway St (SR 261) and University Ave	9	194	0.556	27	221	0	3	No	Akron
128	Brittain Rd and Newton St	18	63	0.333	160	223	0	0	No	Akron
129	SR 14/44 and SR 59	29	21	0.310	209	230	0	0	No	Portage-Ravenna Twp
129	E Market St (SR 18) and Arlington St	29	21	0.310	209	230	0	0	No	Akron
129	E Aurora Rd (SR 82) and I-480/SR 14 EB Ramps	25	32	0.320	198	230	0	0	No	Twinsburg
132	S Main St and Waterloo Rd	33	15	0.303	219	234	0	0	No	Akron
132	E Tallmadge Ave (SR 261) and Gorge Blvd/SR 8 NB Off-ramp	33	15	0.303	219	234	0	1	No	Akron
134	Mantua St (SR 43) and W Main St	14	94	0.357	141	235	0	0	No	Kent
134	N Chestnut St and Highland Ave	14	94	0.357	141	235	1	0	No	Ravenna
134	Diagonal Rd and East Ave	14	94	0.357	141	235	0	0	Yes	Akron
134	Eastwood Ave and Morningview Ave	14	94	0.357	141	235	0	0	No	Akron
134	Cuyahoga St and N Howard St/E Lods St	14	94	0.357	141	235	0	0	No	Akron
134	Broad Blvd and 4th St	14	94	0.357	141	235	0	0	No	Cuyahoga Falls

Table 2
HIGH CRASH INTERSECTIONS
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2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
140	S Maple St (SR 162) and W Exchange St	22	39	0.318	199	238	1	0	No	Akron
140	E Cuyahoga Falls Ave and Front St/Gorge Blvd	22	39	0.318	199	238	0	0	No	Akron
140	Medina Rd (SR 18) and Flight Memorial Dr	22	39	0.318	199	238	0	0	No	Summit-Bath Twp
140	North Ave (SR 91) and Howe Rd	26	27	0.308	211	238	0	0	No	Tallmadge
144	Haymaker Pkwy and Pearl St	15	80	0.333	160	240	0	0	No	Kent
144	S Broadway St and E Thornton St	15	80	0.333	160	240	0	0	No	Akron
144	Brittain Rd and Evans Ave	15	80	0.333	160	240	0	0	No	Akron
144	Copley Rd (SR 162) and Frederick Blvd	15	80	0.333	160	240	0	0	Yes	Akron
144	Carroll St and Goodkirk St	15	80	0.333	160	240	0	0	No	Akron
149	S Miller Rd and Ridgewood Rd /I-77 Ramps	30	20	0.300	221	241	0	0	No	Akron
150	S Water St (SR 43) and Bowman Dr/Cherry St	9	194	0.444	66	260	0	0	No	Kent
150	SR 82 and Chamberlain Rd	9	194	0.444	66	260	0	0	No	Mantua
150	S Prospect St and E Lake Ave	9	194	0.444	66	260	0	0	No	Ravenna
150	SR 14 and Diagonal Rd	9	194	0.444	66	260	0	0	No	Streetsboro
150	E Market St (SR 18) and Summit St	9	194	0.444	66	260	1	1	No	Akron
150	Vernon Odom Blvd (SR 261) and Rand St/Rhodes Ave	9	194	0.444	66	260	0	0	No	Akron
150	Copley Rd (SR 162) and Wildwood Ave	9	194	0.444	66	260	0	0	No	Akron
150	E Market St (SR 18) and Adams St (E Jct)	9	194	0.444	66	260	0	2	No	Akron
150	Kelly Ave and 4th Ave/I-76 EB Off-ramp	9	194	0.444	66	260	0	0	No	Akron
150	Wadsworth Rd (SR 261) and S Hametown Rd	9	194	0.444	66	260	0	0	No	Norton
150	Stow Rd and Call Rd	9	194	0.444	66	260	0	0	No	Stow
150	North Ave (SR 91) and Overdale Dr	9	194	0.444	66	260	0	0	No	Tallmadge
162	Medina Rd (SR 18) and Heritage Woods Dr	19	57	0.316	204	261	0	0	Yes	Summit-Copley Twp
163	Diagonal Rd and Frost Rd	10	170	0.400	97	267	0	0	No	Portage-Shalersville Twp
163	E Wilbeth Rd (SR 764) and Brown St	10	170	0.400	97	267	0	0	No	Akron
163	E Tallmadge Ave (SR 261) and Dayton St	10	170	0.400	97	267	0	0	No	Akron
163	Portage Trail and 3rd St	10	170	0.400	97	267	0	0	No	Cuyahoga Falls
163	W Market St (SR 18) and Morewood Rd/Summit Mall Entrance	10	170	0.400	97	267	0	1	No	Fairlawn
163	Massillon Rd (SR 241) and Corporate Woods Cir/Thorn Dr	10	170	0.400	97	267	0	0	No	Green
163	Ravenna Rd and Stow Rd	10	170	0.400	97	267	0	0	No	Hudson
163	E Waterloo Rd (US 224) and Kubler Trail	10	170	0.400	97	267	1	0	No	Summit-Springfield Twp

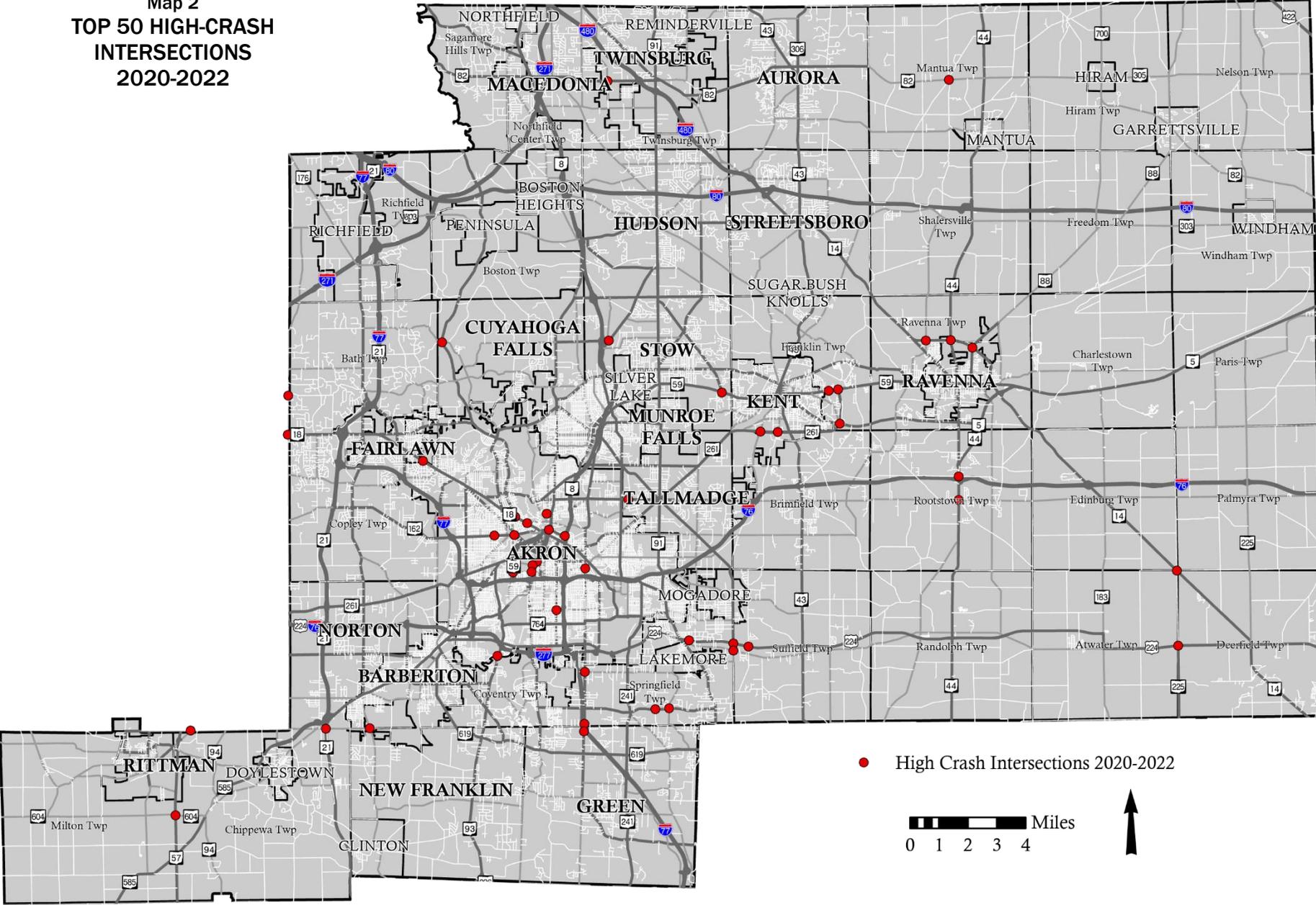
Table 2
HIGH CRASH INTERSECTIONS
Ranked by Score Based on Number of Crashes and Percent of Fatal and Injury Crashes
2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
171	Summit St and Loop Rd	11	143	0.364	126	269	1	1	No	Kent
171	S Water St (SR 43) and Beryl Dr	11	143	0.364	126	269	1	0	Yes	Kent
171	Haymaker Pkwy (SR 59) and S Depeyster St	11	143	0.364	126	269	0	0	No	Kent
171	Main St (SR 59) and Chestnut St	20	48	0.300	221	269	3	2	No	Ravenna
171	SR 14 and SR 303 (E Jct)/Ranch Rd	11	143	0.364	126	269	0	0	No	Streetsboro
171	N Main St and Medford Ave	11	143	0.364	126	269	0	0	No	Akron
171	W Market St (SR 18) and Sand Run Rd	11	143	0.364	126	269	1	0	No	Akron
171	S Arlington St and 5th Ave	11	143	0.364	126	269	0	0	No	Akron
171	W Market St (SR 18) and Frank Blvd	11	143	0.364	126	269	0	0	No	Akron
171	Grant St and Archwood Ave	11	143	0.364	126	269	0	0	No	Akron
171	State Rd and Sackett Ave	11	143	0.364	126	269	0	0	No	Cuyahoga Falls
171	E Streetsboro Rd (SR 303) and Stow Rd	11	143	0.364	126	269	0	0	No	Hudson
171	Middleton Rd and Stow Rd	11	143	0.364	126	269	0	0	No	Hudson
171	Graham Rd and Baumberger Rd	11	143	0.364	126	269	0	0	No	Stow
185	S Arlington St and 6th Ave	16	73	0.313	206	279	0	0	No	Akron
185	Manchester Rd (SR 93) and W Thornton St	16	73	0.313	206	279	1	0	No	Akron
185	Broad Blvd and Front St	16	73	0.313	206	279	3	0	No	Cuyahoga Falls
188	East Ave and Clearview Ave	12	124	0.333	160	284	0	0	No	Akron
188	E Exchange St and Goodkirk Rd	12	124	0.333	160	284	0	0	No	Akron
188	Garman Rd and Castle Blvd	12	124	0.333	160	284	0	0	No	Akron
188	S Main St and I-76 WB ramps	12	124	0.333	160	284	0	0	No	Akron
188	Wooster Rd N (SR 619) and W Waterloo Rd	12	124	0.333	160	284	0	0	No	Barberton
188	Copley Rd (SR 162) and SR 21 NB Ramps	12	124	0.333	160	284	0	0	No	Summit-Copley Twp
188	Portage Trail and North Haven Blvd	12	124	0.333	160	284	1	0	No	Cuyahoga Falls
195	SR 14 and Cleveland Rd	13	106	0.308	211	317	0	0	No	Portage-Ravenna Twp
195	Portage Trail and Treetop Trail (W Jct)	13	106	0.308	211	317	0	0	No	Akron
195	E Waterloo Rd/US 224 and Hilbish Ave	13	106	0.308	211	317	0	0	No	Akron
195	S Arlington St and Palmetto St	13	106	0.308	211	317	0	0	No	Akron
195	S Main St and Portage Lakes Dr	13	106	0.308	211	317	0	0	No	Summit-Coventry Twp
195	State Rd and Chestnut Blvd	13	106	0.308	211	317	0	0	No	Cuyahoga Falls
195	S Arlington Rd and Interstate Pkwy	13	106	0.308	211	317	0	0	No	Green

Table 2
HIGH CRASH INTERSECTIONS
Ranked by Score Based on Number of Crashes and Percent of Fatal and Injury Crashes
2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
202	Ravenna Rd and Shepard Rd	9	194	0.333	160	354	0	0	No	Twinsburg/Macedonia
202	SR 43 and E Howe Rd	9	194	0.333	160	354	0	0	Yes	Portage-Brimfield Twp
202	E Main St (SR 59) and Luther Ave/Terrace Dr	9	194	0.333	160	354	0	1	No	Kent
202	W Main St (SR 59) and Oakwood St	9	194	0.333	160	354	0	1	No	Ravenna
202	S Chillicothe Rd (SR 43) and Crane Center Dr/Ethan Dr	9	194	0.333	160	354	0	0	No	Streetsboro
202	State St and Grand Blvd	9	194	0.333	160	354	0	0	No	Akron
202	Copley Rd (SR 162) and Nome Ave	9	194	0.333	160	354	0	1	No	Akron
202	N Main St and Iuka Ave	9	194	0.333	160	354	0	0	No	Akron
202	Vernon Odom Blvd (SR 261) and Raymond St	9	194	0.333	160	354	0	0	No	Akron
202	E Exchange St and Sumner St	9	194	0.333	160	354	0	2	No	Akron
202	Grant St and E Thornton St	9	194	0.333	160	354	0	0	No	Akron
202	S High St (SR 261) and E Mill St	9	194	0.333	160	354	1	1	No	Akron
202	Archwood Ave and Sylvan Ave	9	194	0.333	160	354	0	0	No	Akron
202	Bellows St and Emerling Ave	9	194	0.333	160	354	0	0	No	Akron
202	Manchester Rd (SR 93) and Russell Ave	9	194	0.333	160	354	0	0	No	Akron
202	Smith Rd and Bath Hills Blvd/Corunna Ave	9	194	0.333	160	354	0	0	No	Fairlawn
202	Massillon Rd (SR 241) and Town Park Blvd	9	194	0.333	160	354	0	0	No	Green
202	Cleveland Massillon Rd and Vanderhoof Rd	9	194	0.333	160	354	0	0	No	New Franklin
202	Canton Rd and Sanitarium Rd	9	194	0.333	160	354	0	0	No	Summit-Springfield Twp
202	Steels Corners Rd and Wyndham Ridge Dr	9	194	0.333	160	354	0	0	No	Stow
202	Steels Corners Rd and SR 8 SB Ramps	9	194	0.333	160	354	0	0	No	Stow
223	Mayfair Rd and Mount Pleasant Rd	10	170	0.300	221	391	0	0	No	Green
223	E Market St (SR 18) and I-76 WB Ramps	10	170	0.300	221	391	0	0	No	Akron
223	Kenmore Blvd and W Wilbeth Rd	10	170	0.300	221	391	0	0	No	Akron
223	W Market St (SR 18) and Wallhaven Cir	10	170	0.300	221	391	0	0	No	Akron
223	E Market St (SR 18) and Main St	10	170	0.300	221	391	1	0	Yes	Akron
223	East Ave and Morse Rd	10	170	0.300	221	391	0	0	No	Akron
223	Johnston St and Inman St	10	170	0.300	221	391	0	0	No	Akron
223	S Hawkins Ave and Stoner St	10	170	0.300	221	391	0	0	No	Akron
223	State St and Robinson Ave	10	170	0.300	221	391	0	0	No	Barberton
223	Bailey Rd and Erie St/Lincoln Ave	10	170	0.300	221	391	0	0	No	Cuyahoga Falls
223	Graham Rd and Bailey Rd	10	170	0.300	221	391	0	0	No	Cuyahoga Falls

**Map 2
TOP 50 HIGH-CRASH
INTERSECTIONS
2020-2022**



Section 3: Bicycle and Pedestrian Crashes

Overview

As biking and walking increase in popularity, 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. A sound planning approach to counter this randomness is to pursue improvements along a corridor rather than a specific location.

Education is an important tool to help curb bicycle and pedestrian-related crashes. Many bicycle riders, pedestrians, and drivers are not fully aware of the rules that they must observe as they travel. ODOT has developed a [Bicycle, Pedestrian & Micromobility Law Guide](#) to identify pertinent traffic laws for non-vehicular travel modes. The guide also summarizes information regarding traveling and interacting with others using the transportation system.

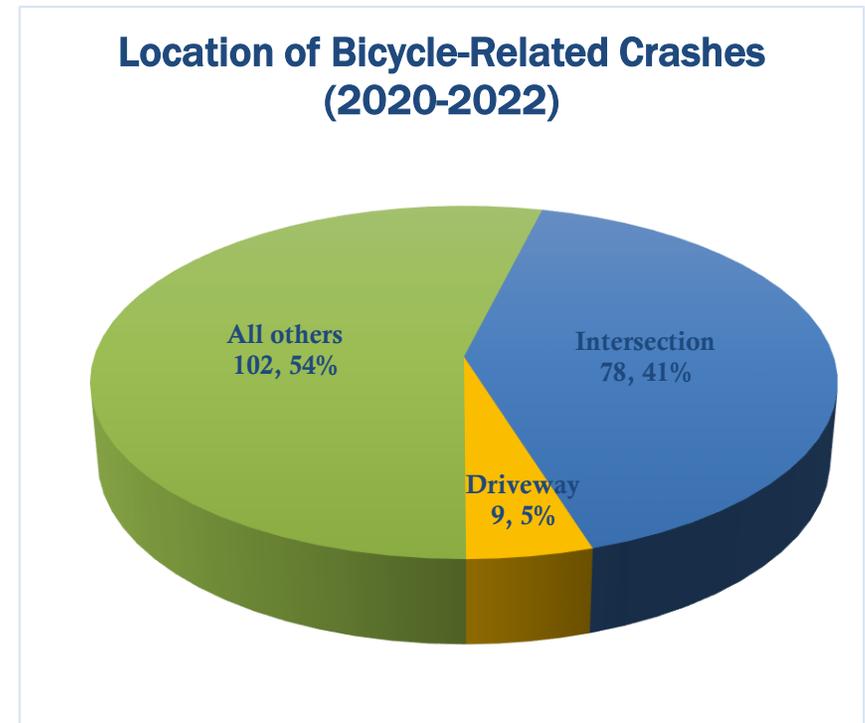
Bicycle and pedestrian-related crashes have a high percentage of injuries.

- Out of the 189 bicycle-related crashes that occurred in 2020, 2021 and 2022, 174 of them or 92% resulted in an injury and three of them in a fatality.
- There were 352 pedestrian-related crashes in this same time-period with 312 or 88.6% of them resulting in an injury and 24 of them in a fatality. Pedestrians accounted for over 13% of all fatalities that occurred between 2020 and 2022.

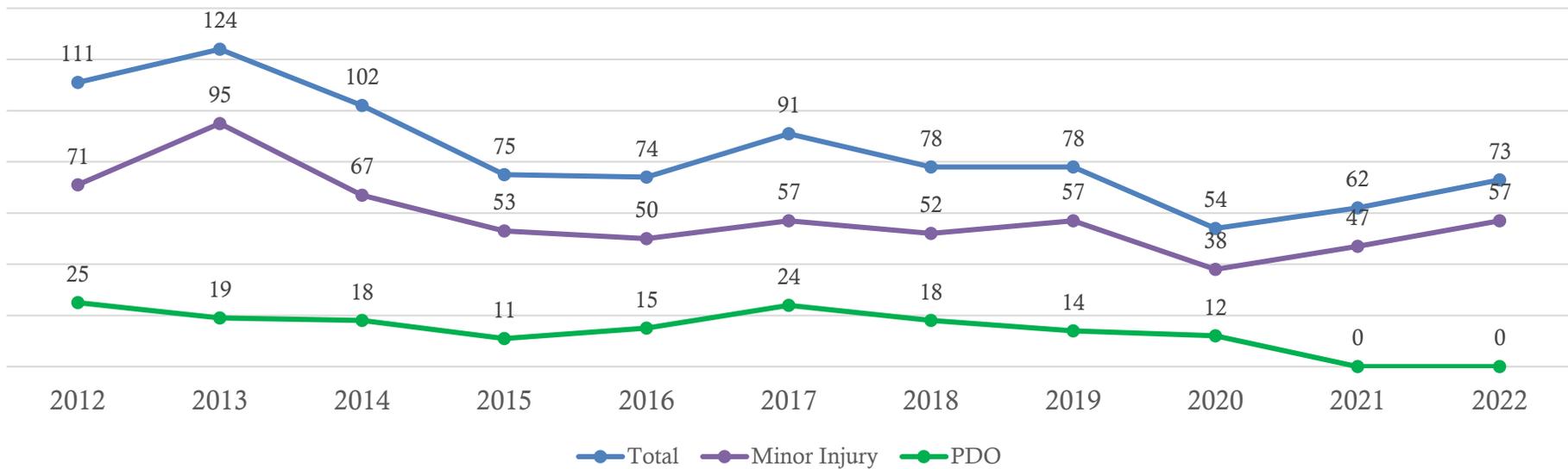
Bicycle-Related Crashes

In 2022, total bicycle-related crashes increased by 11 and injuries increased by 11. There was one fatal bicycle-related crash in 2022. Bicycle-related crashes over the past decade are shown in the charts on the following page.

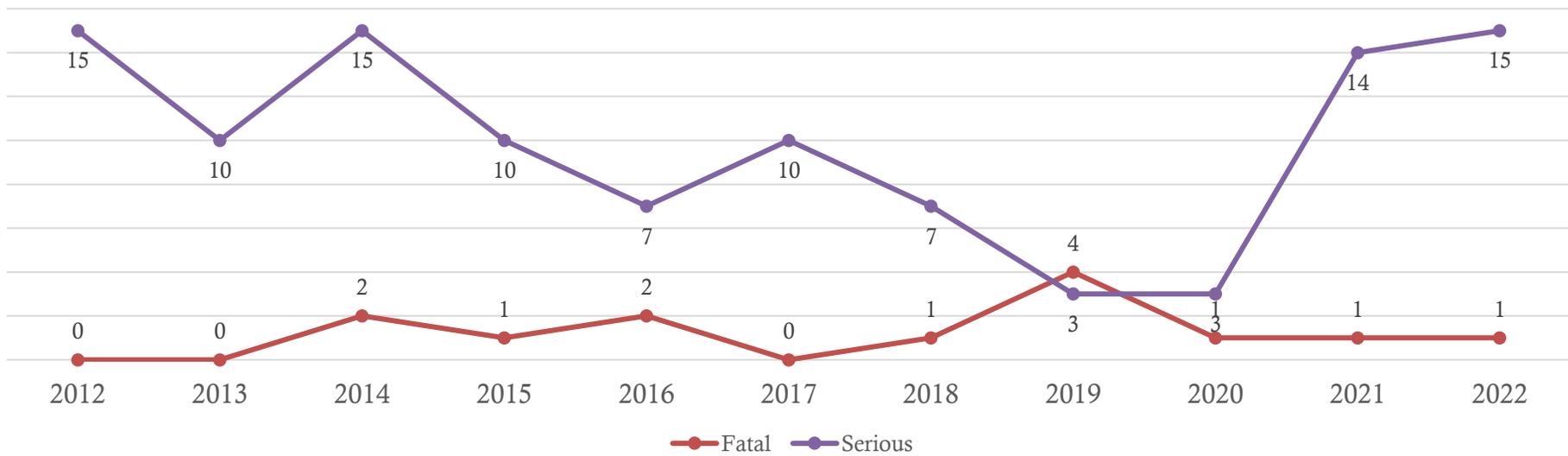
The chart to the right shows where most bicycle-related crashes occur. A sizable proportion of crashes occur at intersections. Many bicycle riders, especially younger ones, may not obey stop signs and traffic signals which leads to intersection-related crashes. Often a vehicle does not see a bicycle because of their narrow profile and turns into it or pulls in front of it. Sometimes a driver is not expecting a bicycle in the crosswalk or misjudges its approach speed. If a rider is bicycling 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.



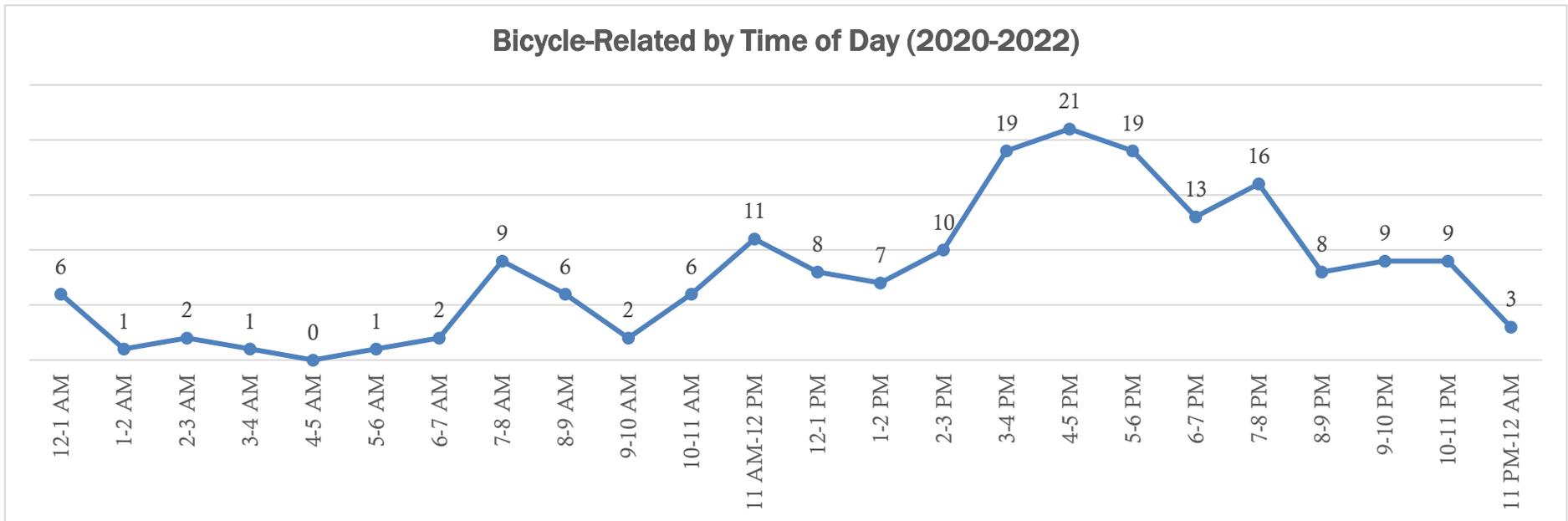
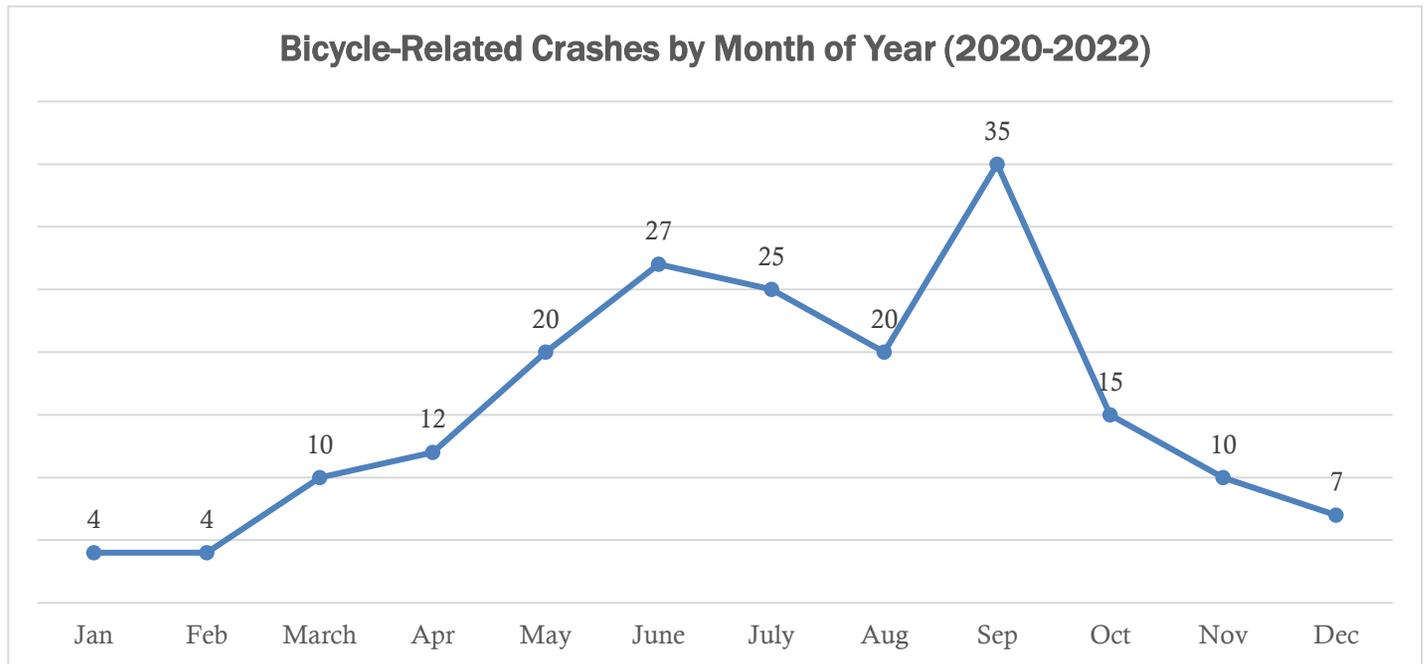
Bicycle-Related Crashes (2012-2022)



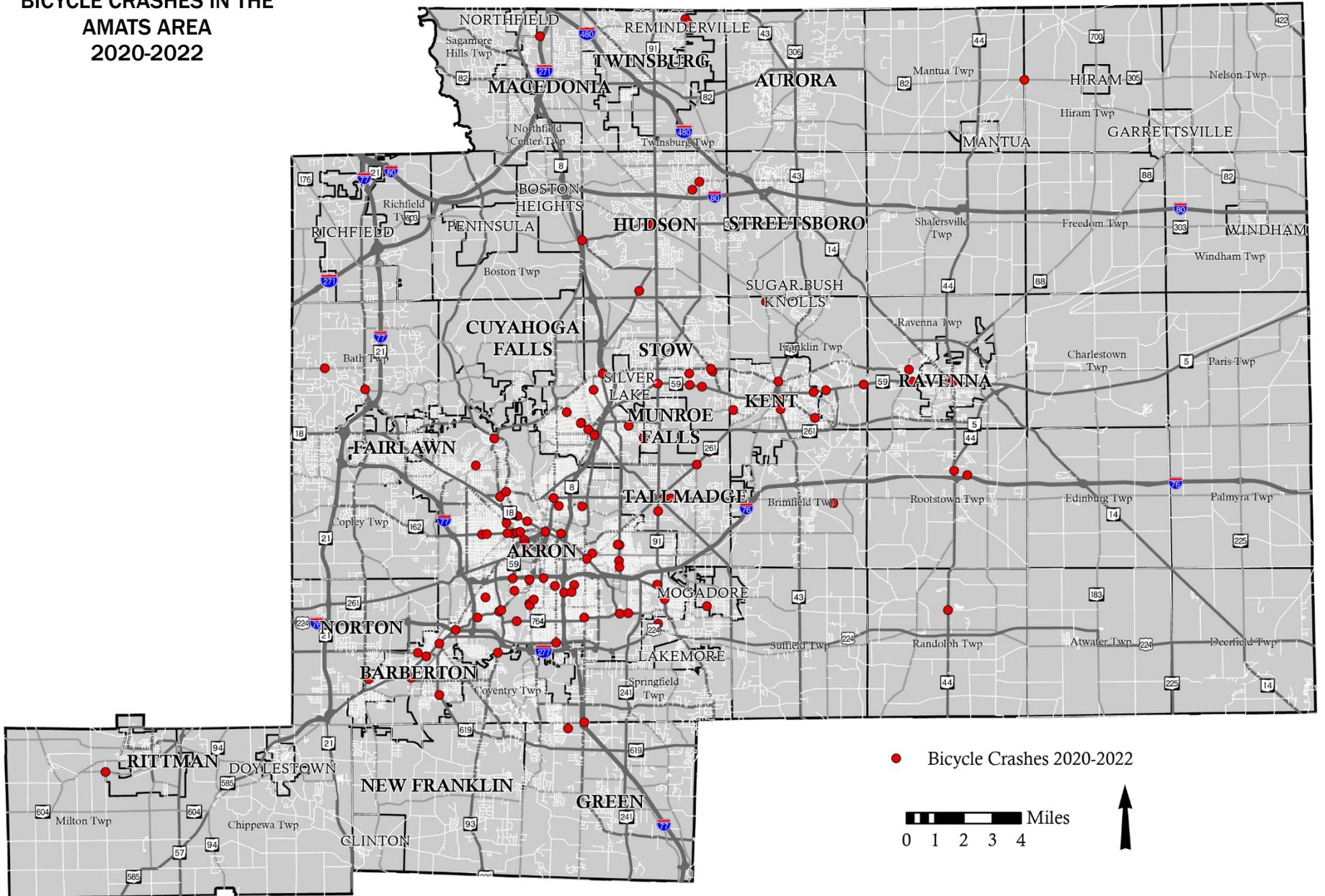
Fatal & Serious Injury Bicycle-Related Crashes (2012-2022)



The charts on this page show bicycle-related crashes by month and by time of day. Unlike other crashes, those involving bicycles tend to be concentrated in the warmer months. Most crashes occur in summer and early fall when bicycle riding conditions are most favorable. Crashes are also more common later in the afternoon and into early evening than during other times of day.

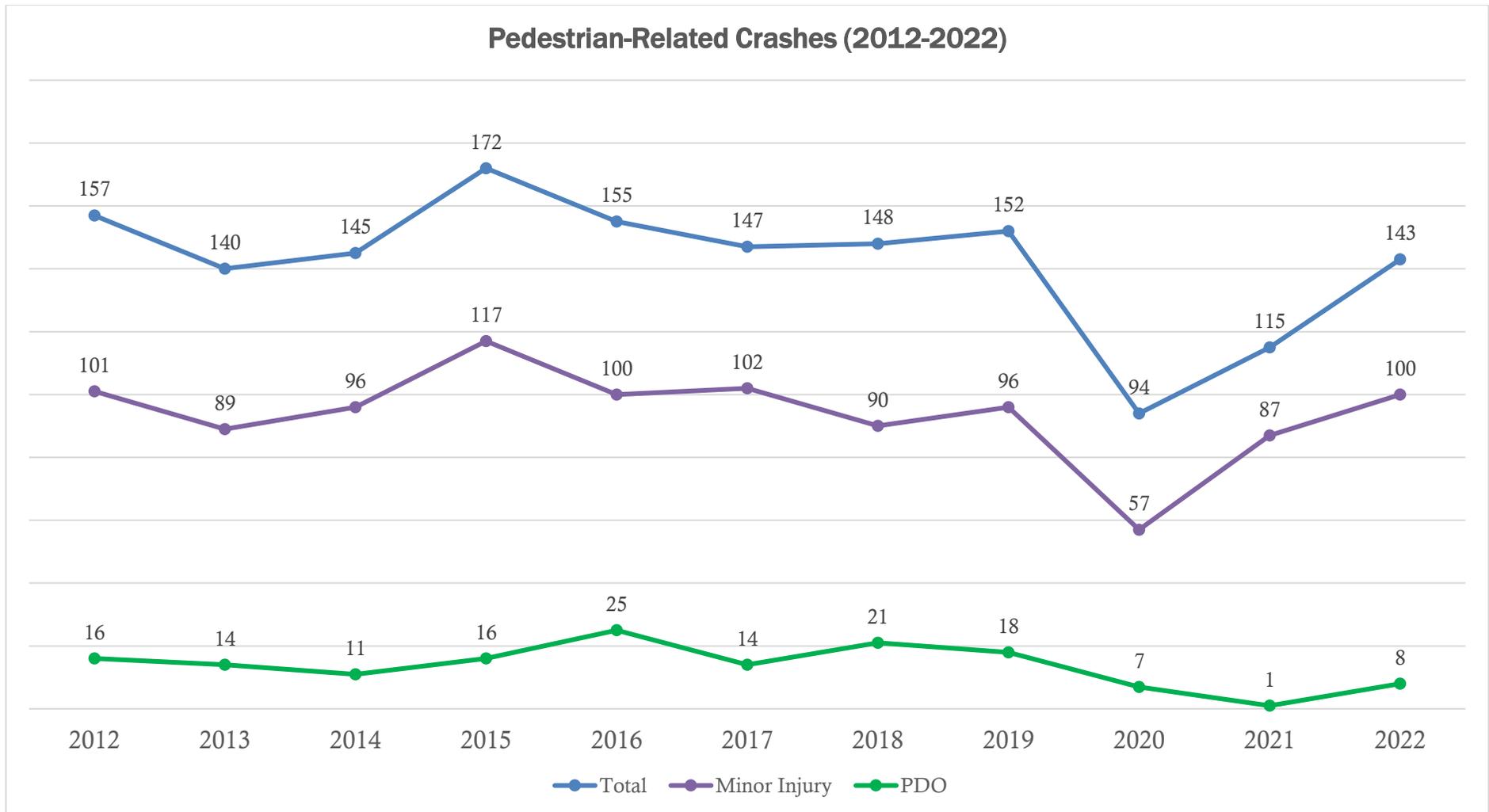


Map 3
BICYCLE CRASHES IN THE
AMATS AREA
2020-2022

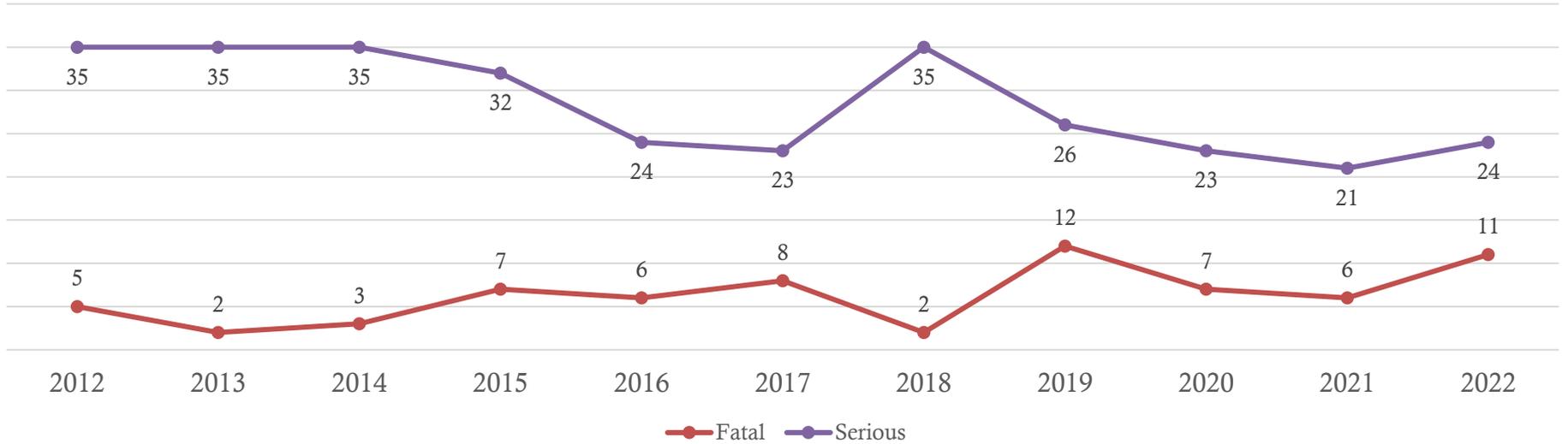


Pedestrian-Related Crashes

The number of pedestrian-related crashes and injuries have increased significantly since the atypically low number of such crashes in 2020, but remain below 2019 levels. Between 2020 and 2022 there were 352 pedestrian-related crashes with 312 (serious and minor) injuries and 24 fatalities. This means that over 95% 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 24 out of 204, or nearly 12%, of all fatalities over the three-year period. The two charts below and on the following page show pedestrian related crashes by year going back to 2012. Pedestrian crashes are broken down into two charts to show the different severity levels of crashes.

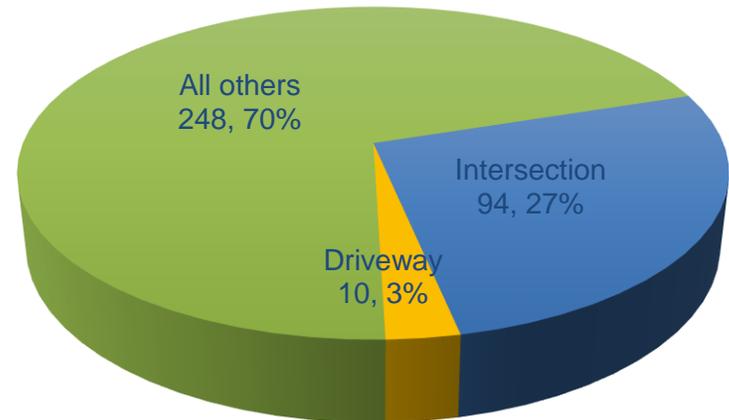


Fatal & Serious Injury Pedestrian-Related Crashes (2012-2022)



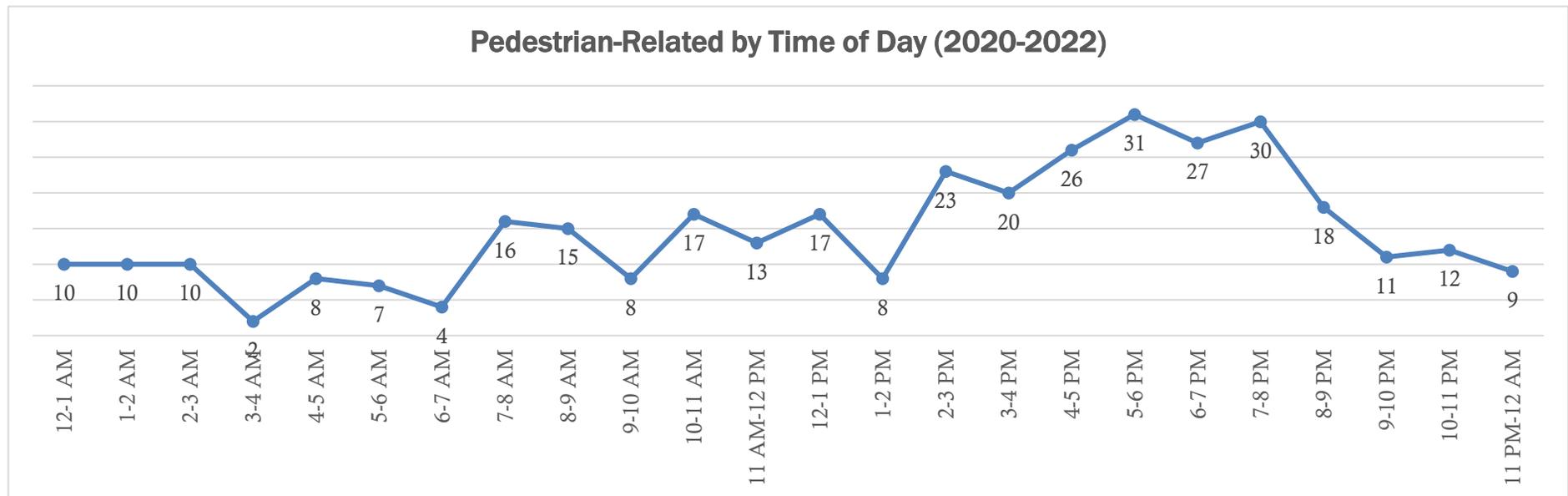
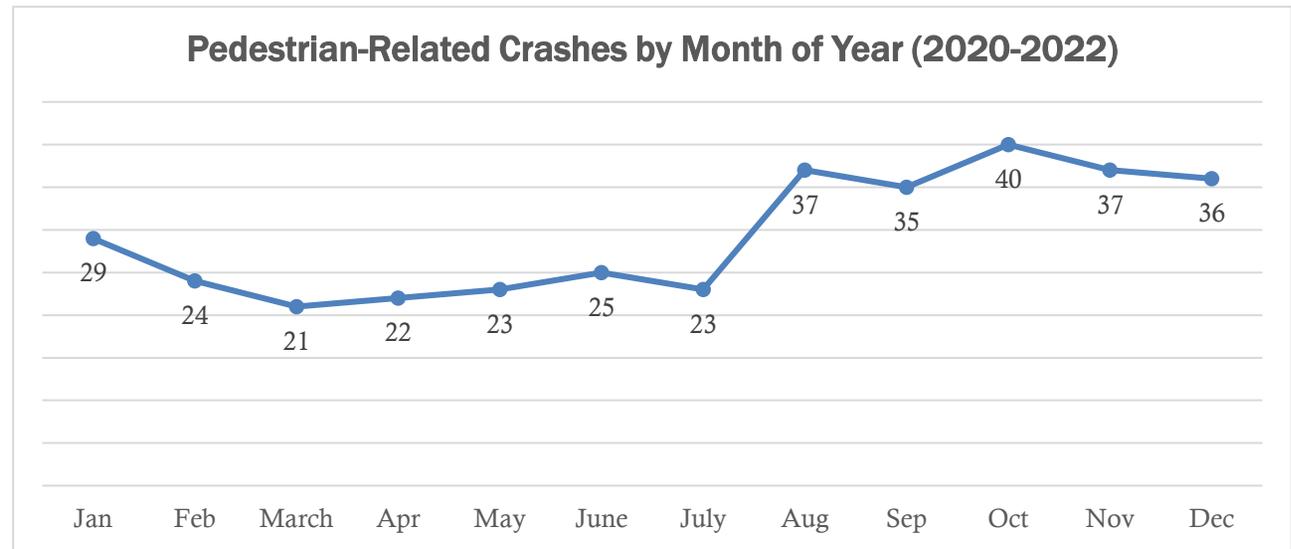
Pedestrian crashes occur more often away from intersections. Roughly one in four pedestrian crashes occurred at an intersection within the 2020-2022 timeframe. Many pedestrian crashes that are intersection-related occur as a vehicle is turning and does not see the pedestrian. Others involve pedestrians crossing the street against traffic signals. **Map 4** shows where pedestrian-related crashes occurred in the AMATS area.

Location of Pedestrian-Related Crashes (2020-2022)

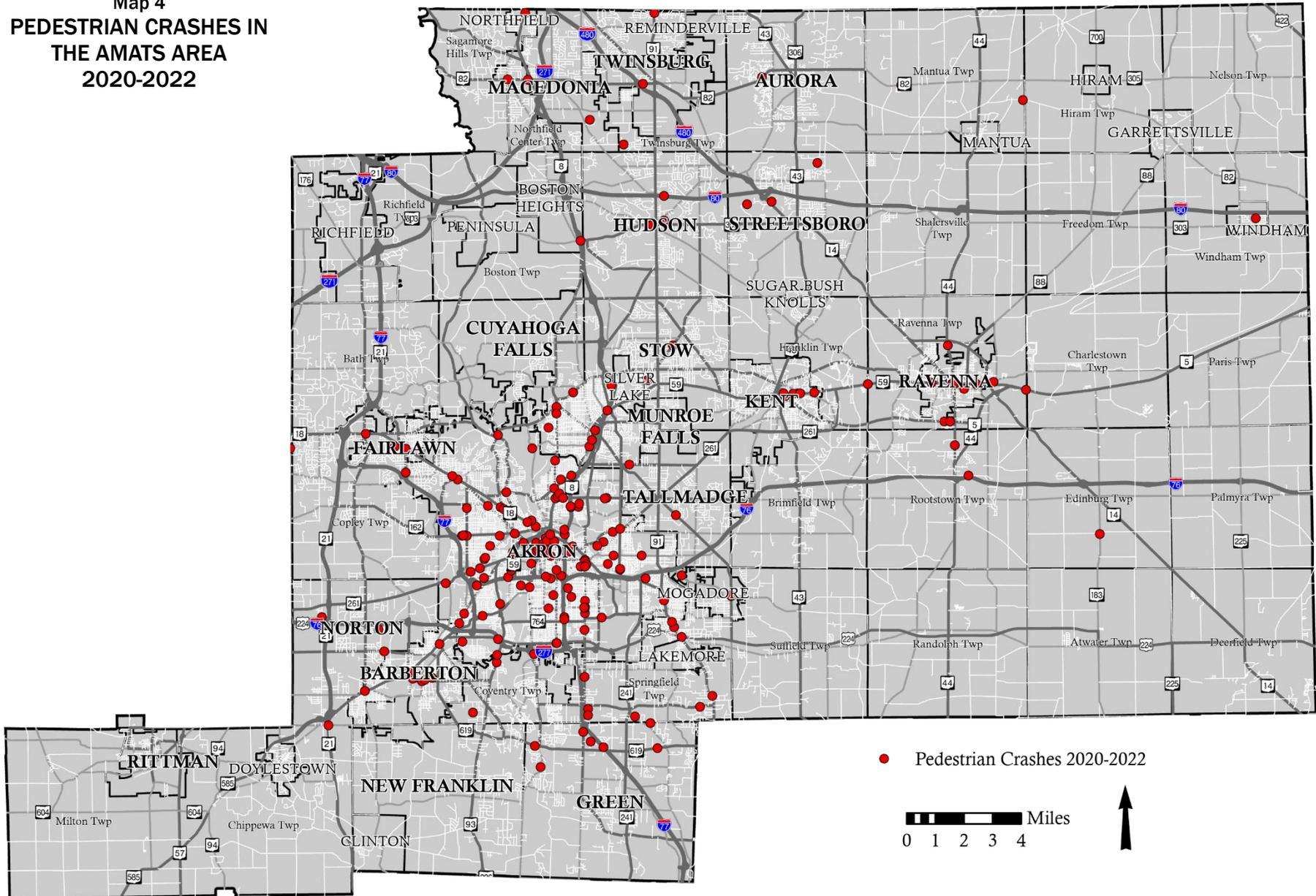


The graphs on this page show the month and time of day that pedestrian-related crashes occurred. October is traditionally the month with the most incidents. One might think that most of these incidents occur around Halloween; however, after examining the data closer AMATS found that they are spread out throughout the month. A possible reason that 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.

Similar to bicycle-related crashes, pedestrian crashes are most common in the later afternoon and especially the early evening hours. Pedestrian crashes commonly occur during dusk and into the earlier hours of darkness, during times when larger numbers of pedestrians are still active but when light conditions are less than optimal. There is a much less-pronounced spike in morning pedestrian-related crashes from 7-9 a.m. It is likely that this is a time when many pedestrians are commuting to work or school, often in dark conditions.



**Map 4
PEDESTRIAN CRASHES IN
THE AMATS AREA
2020-2022**



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) requires 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, ODOT is recommending a 2% 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 numbers.

In accordance with federal regulations, AMATS used a five-year average (2017-2021) to calculate the initial safety targets for 2022. 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 to the right shows the calculation of the AMATS rolling averages for the five safety performance measures. The 2021 averages are the benchmark values that the 2022 values are compared to. In two out of the five safety performance measures, AMATS has met or exceeded the ODOT goal of reducing each category by 2% when compared to 2021 averages.

Year	Crashes					2021 5-Year Ave	2022 Crashes	Percent Change
	2017	2018	2019	2020	2021			
Number of Fatalities	56	35	44	69	70	54.8	64	14%
Fatalities Per 100 Million VMT	0.73	0.48	0.60	1.08	1.00	0.78	0.92	15%
Number of Serious Injuries	440	329	360	340	364	366.6	349	-5%
Serious Injuries Per 100 MVMT	5.77	4.49	4.92	5.33	5.19	5.14	5.02	-2%
Number of Non-motorized Fatalities and Serious Injuries	43	48	47	35	42	43.0	54	20%

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: Active Transportation Plan update

DATE: January 11, 2024

AMATS staff has begun work on the update to the *2019 Active Transportation Plan (ATP)*. The ATP is a key input document for the upcoming long-range plan. Its purpose is to define the goals and strategies that AMATS will use to improve the area's bicycle and pedestrian networks.

As a vital step in the process, AMATS staff is requesting assistance with the list of project recommendations to be included in the new ATP. Members will receive an email with a link to a webmap where future projects and details can be added. Staff is asking that this map be checked for accuracy, as well as any new projects added. Staff is requesting these updates be completed by **February 16, 2024**.

The Shared-Use Path Recommendations list from the last ATP is attached, with the exception of projects that have been funded since 2019. These projects are included in the webmap and will be included in the new ATP unless noted otherwise.

For any questions regarding the webmap, please contact Seth Bush at 330-375-2436 ext. 3569 or Sbush@akronohio.gov.

SHARED-USE PATH RECOMMENDATIONS

from 2019 Active Transportation Plan

Recommended Shared-Use Path	From	To
3 Creeks - Pigeon Creek / Wolf Creek Trail	Copley High School (Copley Township)	RECOMMENDED 3 Creeks - Silver Creek Trail (Hopocan Ave in Barberton)
3 Creeks - Silver Creek Trail	EXISTING Interurban Trail (Medina County)	FUNDED Magic Mile (Barberton)
Arsenal South Trail	RECOMMENDED Conrail Freedom Secondary Trail (S Main St in Charlestown Township)	Trumbull County Line (Paris Township)
Berlin Lake Trail North	EXISTING Berlin Lake Trail (Deerfield Township)	Trumbull County Line (Paris Township)
Berlin Lake Trail South	Mahoning County Line (Deerfield Township)	EXISTING Berlin Lake Trail (Deerfield Township)
Bike & Hike Trail Extension	Hudson Rd (Franklin Township)	Ravenna Rd (Franklin Township)
Conrail Freedom Secondary Trail	EXISTING The Portage Hike & Bike Trail (Peck Rd in Ravenna Township)	RECOMMENDED Arsenal South Trail (S Main St in Charlestown Township)
County Line Trail North	EXISTING County Line Trail (Rittman)	EXISTING Interurban Trail (Medina County)
Everett Road Trail	Farmstead Rd (Bath Township)	EXISTING Towpath Trail (Boston Township)
Freeway Trail	Middlebury Trailhead (Kent)	EXISTING Esplanade Trail (Kent)
Front Street Connector Trail	RECOMMENDED Highbridge Connector Trail (Easton Dr in Akron)	RECOMMENDED Veterans Trail (Front St / Hudson Dr in Cuyahoga Falls)
Headwaters Bikeway East	EXISTING Headwaters Bikeway (SR-82 in Garrettsville)	Horn Rd (Windham Township)
Heights to Hudson Trail	EXISTING Bike & Hike Trail (Boston Heights)	Veterans Way (Hudson)
Heritage Trail	EXISTING Heritage Trail (Marshallville North Corporation Limit - Chippewa Township)	EXISTING Towpath Trail (Clinton)
Highbridge Connector Trail	EXISTING Towpath Trail (Akron)	RECOMMENDED Front Street Connector Trail (Easton Dr in Akron)
Hiram Trail	EXISTING Hiram Trail (Hiram East Corporation Limit)	EXISTING Headwaters Bikeway (Garrettsville)
Magic Mile West	5th St / Park Ave (Barberton)	4th St / W Wooster Rd (Barberton)
Mogadore Lake (W & LE)	EXISTING The Portage Hike & Bike (Kent)	Mogadore Reservoir (Brimfield Township)
Southgate Connector Trail	Portage Lakes Career Center (Green)	Boettler Park (Green)
Nimisila Bikeway West	EXISTING Nimisila Reservoir Trail (Green)	Caston Rd (Green)
Park Loop Trail	EXISTING Center Valley Bikeway (Twinsburg)	EXISTING Center Valley Parkway (Twinsburg)
Portage Lakes Trail	EXISTING Towpath Trail (New Franklin)	EXISTING Nimisila Reservoir Trail (Green)
Railroad Corridor Trail	EXISTING Freedom Trail (Akron)	Stark County Line (Green)
Rubber City Heritage Trail East	EXISTING Rubber City Heritage Trail (Akron)	RECOMMENDED Spartan Trail West (Akron)
Rubber City Heritage Trail West	EXISTING Towpath Trail (Akron)	EXISTING Rubber City Heritage Trail (Akron)
Sagamore Hills Bike & Hike Connector	EXISTING Towpath Trail (Cuyahoga County)	EXISTING Bike & Hike Trail (Sagamore Hills Township)
Spartan Trail West	RECOMMENDED Rubber City Heritage Trail (Akron)	EXISTING Spartan Trail (Springfield Township)
Veterans Trail South	EXISTING Freedom Trail (Akron)	EXISTING Bike & Hike Trail South (Stow)
Headwaters Bikeway West	Geauga County Line (Aurora)	SR 82 (Aurora)

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: Draft FY 2025 Transportation Planning Work Program and Budget

DATE: January 10, 2024

A draft Transportation Planning Work Program and Budget is submitted annually to ODOT for review. The Work Program identifies the AMATS staff planning activities that will take place in the upcoming fiscal year and describes the funding sources that will be used to pay for them. Once ODOT completes its review of the Work Program, it is presented to the Policy Committee for final adoption in May.

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

The major source of funding for staff activities listed in the Work Program is United States Department of Transportation (USDOT) Consolidated Planning funding. Other sources of revenue include federal Congestion Mitigation/Air Quality (CMAQ) funds, as well as state and local funds.

It has been estimated that \$1,528,733 in federal Consolidated Planning Grant (CPG) funds will be available to AMATS for planning activities in FY 2025. These funds must be matched by state and local funds at a percentage rate of 80/10/10, yielding a total FY 2025 base budget of \$1,910,917. Remaining funds from this fiscal year (FY 2024) will be carried over on July 1 and may be used through December 31, 2024.

The local match for FY 2025 is calculated to be \$198,736. Local share funds may also be used in matching federal CMAQ dollars as part of the Rideshare and Air Quality Programs, where applicable.

Table 1 shows the draft local share calculation for each individual member of AMATS. Each member's contribution is based on the dues structure established by the Policy Committee in 2005. The dues structure is based on population. Local share amounts were modified following the release of the 2020 Census figures in December 2021.

As a result, the FY 2025 per capita assessment for each community has been set at \$0.232. In addition, METRO and PARTA will be assessed collectively \$33,733.

Table 2 shows the work elements and major planning tasks for FY 2025. Key activities include:

- Maintaining the Transportation Improvement Program (FY 2024-2027)
- Begin developing the new Transportation Improvement Program (FY 2026-2029)
- Providing the annual Congestion Management Process update
- Participating in the Statewide CMAQ Discretionary Funds Program
- Directing the Gohio Commute and Air Quality Advocacy Programs
- Continuing to integrate performance measures as part of the Plan and TIP processes
- Reviewing Title VI Civil Rights and Environmental Justice documentation
- Documenting public participation activities
- Continuing the Pavement Condition Data Collection and Analysis Program
- Continuing the newest round of Connecting Communities Planning Grants
- Continuing the Regional Signal Inventory Analysis
- Continued implementation of the Infrastructure Investment and Jobs Act (IIJA)

Table 3 summarizes all funds budgeted in the Work Program by source. Also included in Table 3 are planning activities performed by METRO and PARTA.

The Staff is requesting approval of the draft *FY 2025 Transportation Planning Work Program and Budget* and asks for permission to submit it to ODOT for review. The Staff will then meet with ODOT in March to discuss any comments. A final version of the Work Program will be submitted for Policy Committee approval in May. The state fiscal year begins on July 1.

TABLE 1

**AMATS
LOCAL SHARE CALCULATION*
SFY 2025 WORK PROGRAM**

MEMBERS	2020 POP (CENSUS)	LOCAL SHARE PERCENT	CY 2024 LOCAL SHARE
METRO RTA	N/A	14.5%	\$28,909
PARTA	N/A	2.4%	\$4,824
<u>SUMMIT COUNTY</u>			
AKRON	190,469	22.2%	\$44,162
BARBERTON	25,191	2.9%	\$5,841
CUYAHOGA FALLS	51,114	6.0%	\$11,851
FAIRLAWN	7,710	0.9%	\$1,788
GREEN	27,475	3.2%	\$6,370
HUDSON	23,110	2.7%	\$5,358
LAKEMORE	2,926	0.3%	\$678
MACEDONIA	12,168	1.4%	\$2,821
MOGADORE	3,811	0.4%	\$884
MUNROE FALLS	5,044	0.6%	\$1,170
NEW FRANKLIN	13,877	1.6%	\$3,218
NORTHFIELD	3,541	0.4%	\$821
NORTON	11,668	1.4%	\$2,705
REMINDERVILLE	5,412	0.6%	\$1,255
RICHFIELD	3,729	0.4%	\$865
SILVER LAKE	2,516	0.3%	\$583
STOW	34,483	4.0%	\$7,995
TALLMADGE	18,394	2.1%	\$4,265
TWINSBURG	19,248	2.2%	\$4,463
SUMMIT CO. UNINCORP.	76,699	8.9%	\$17,784
<u>PORTAGE COUNTY</u>			
AURORA	17,239	2.0%	\$3,997
KENT	28,215	3.3%	\$6,542
RAVENNA	11,323	1.3%	\$2,625
STREETSBORO	17,260	2.0%	\$4,002
PORTAGE CO. UNINCORP.	80,133	9.3%	\$18,580
<u>WAYNE COUNTY</u>			
DOYLESTOWN	3,051	0.4%	\$707
RITTMAN	6,131	0.7%	\$1,422
WAYNE COUNTY ENGINEER	9,708	1.1%	\$2,251
TOTAL	721,109		
TOTAL CONTRIBUTING MEMBERS	711,645		\$198,736

* \$0.232 per person

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

**TABLE 2
AMATS STAFF
FY 2025 MAJOR PLANNING TASKS**

<u>Work Element</u>	<u>Budget</u>	<u>Funding Source</u>
601.51 Short Range Planning	\$400,000	CPG
<ol style="list-style-type: none"> 1. Safety and Congestion Studies 2. Assistance with major project studies 3. Prioritize AMATS area applications for TRAC 4. Assist with the Coordinated Public Transit / Human Services Transp. Plan 5. Coordinate with Other Agencies and Local Governments 6. Transit Planning and Coordination 7. Bike and Pedestrian Planning 8. Freight Planning and Coordination 9. High Crash Locations and Safety Performance (2021-2023) Memorandum 10. Land Use Transportation Coordination 11. Safe Streets 4 All assistance 12. Implement the Infrastructure Investment and Jobs Act (IIJA) 		
602.51 Transportation Improvement Program	\$250,000	CPG
<ol style="list-style-type: none"> 1. Maintain the FY 2024-2027 TIP 2. Develop the new FY 2026-2029 TIP 3. Manage STBG and TASA allocations 4. Manage Federal Transit Administration funding 5. Participate in the Statewide CMAQ Discretionary Program 6. Maintain Performance Measures for the TIP consistent with the current federal guidance 		
605.51 Transportation System Update	\$300,000	CPG
<ol style="list-style-type: none"> 1. Maintain data, including: land use and zoning, population, employment, dwelling unit, and other Census data, motor vehicle registrations, transit ridership, traffic counts, and road and street conditions 2. Seasonal traffic counting, including bicycle and pedestrian counts 3. Continue the Pavement Condition Data Collection and Analysis program 4. Regional Signal Inventory Analysis 		
610.51 Transportation Plan Update	\$450,000	CPG
<ol style="list-style-type: none"> 1. Maintain the current Regional Transportation Plan: <i>Transportation Outlook 2045</i> 2. Develop the upcoming 2050 Regional Transportation Plan 3. Maintain the travel demand model 4. Develop the Congestion Management Process update 5. Integrate Performance Measures in the Regional Transportation Plan Process 		

<u>Work Element</u>	<u>Budget</u>	<u>Funding Source</u>
625.51 Service	\$450,000	CPG
<ol style="list-style-type: none"> 1. Plan implementation assistance 2. Assist ODOT in reviewing design traffic analyses 3. Provide data for use by others 4. Review transportation impacts of zoning changes and subdivision proposals 5. Assist Ohio EPA by Reviewing EPA Permits to Install 6. Air Quality Coordination 7. AMATS website maintenance 8. Connecting Communities Planning Grant Program 9. Assist communities with applications to secure grants through the BIL 		
667.51 Gohio Commute Program	\$80,000	CMAQ
<ol style="list-style-type: none"> 1. Ridesharing assistance 2. Marketing and promotional advertisements 3. Manage the Gohio Commute website and branding 4. Highway Sign replacement 		
667.52 Air Quality Advocacy Program	\$100,000	CMAQ
<ol style="list-style-type: none"> 1. Advocate for alternative modes of transportation 2. Coordinate Bike & Brainstorm events 3. Commuter Alternatives – Bicycle and Pedestrian Advocacy 		
682.51 Local	\$25,000	LOCAL
<ol style="list-style-type: none"> 1. Miscellaneous local expenses 2. Travel and miscellaneous meeting/hospitality expenses 3. AMATS Annual Meeting (October 2024) 4. The initial purchase of capital items (as needed) 5. Vehicle maintenance and repair 		
697.51 AMATS Transportation Newsletter / Annual Report	\$60,917	CPG
<ol style="list-style-type: none"> 1. July - December Newsletter 2. January - June Newsletter 3. Monthly Web Updates 4. 2024 Annual Report 		

**TABLE 3
AMATS DRAFT FY 2025 WORK PROGRAM
FUNDING BY SOURCE**

<u>AMATS AGENCY ONLY</u>	<u>FY 2025</u>
USDOT Consolidated Planning Grant	\$1,528,733
ODOT Match	\$191,092
AMATS Local Share (Match)	<u>\$191,092</u>
SUBTOTAL	\$1,910,917
AMATS Local Expenses	\$25,000
FY 2024 Carryover (Estimated)	\$300,000
FHWA/CMAQ (Gohio Commute & AQ)	<u>\$180,000</u>
TOTAL	\$2,415,917
<u>METRO RTA PLANNING</u>	
METRO Planning (Local METRO Funds)	\$825,000
<u>PARTA PLANNING</u>	
PARTA Planning (Local PARTA Funds)	<u>\$65,000</u>
GRAND TOTAL	\$3,305,917

**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 2024-01** - Approving Projects to be Funded under the Carbon Reduction Program (CRP) program.

Resolution 2024-02 - Approving Projects to be Funded under the Resurfacing program.

Resolution 2024-03 - Approving Projects to be Funded under the Transportation Alternative Set Aside (TASA) program.

Resolution 2024-04 – Approving Transportation Alternative Set Aside Supplemental Project List for Possible Future Funding.

DATE: January 11, 2024

The AMATS Policy Committee administers the Carbon Reduction Program (CRP), Resurfacing and Transportation Alternative Set Aside (TASA) funding programs. These programs provide much needed funds for area highway, bike and pedestrian projects. As part of administering these funds, the Policy Committee has assigned the TAC-TIP Subcommittee the responsibility of reviewing and maintaining a viable program and to make recommendations to the Policy committee as needed. Staff assistance is provided to the TAC- TIP Subcommittee in performing these duties.

The TAC-TIP Subcommittee met on December 6, 2023, to review the recently submitted project applications, approve evaluation criteria, and develop a list of project recommendations for CRP, Resurfacing and TASA programs. Selected projects will be added to the 2024-2027 Transportation Improvement Program (TIP) or a future TIP depending on the project schedule. Eighty-two applications were received for these funding sources from member communities totaling approximately \$73.7 million in requests for federal funds. However, only 27 projects could be funded with just over \$25.5 million of federal funds allocated to AMATS.

Project Funding Recommendations

Carbon Reduction Program (CRP)

The attached Table 1 summarizes all 17 projects that were submitted under the CRP funding program. Four projects, totaling approximately \$8 million, are being recommended for funding and are listed in bold type above the red line on the table. The TAC-TIP Subcommittee recommended that the Wooster Rd/Hopocan Ave Roundabout be funded over the other two projects ranked as a #4 because Summit County already received a project in the program and this Barberton project would be fully funded. The project summaries include total project scores based on criteria contained in AMATS Funding Policy Guidelines.

Resurfacing Program

The attached Table 2 summarizes all 41 projects that were submitted under the Resurfacing program, totaling over \$32.3 million. Twenty projects, totaling over \$15.2 million, are being recommended for funding. The project summaries also include total project scores. Projects with strikethroughs were withdrawn from consideration because of a three-project limit per sponsor as specified in the AMATS Funding Policy Guidelines.

Transportation Alternatives Set Aside

The attached Table 3 summarizes all 23 projects that were submitted under the TASA funding program. Applications requested a total of almost \$17.7 million. Three projects, totaling \$2.3 million, are being recommended for funding.

Transportation Alternatives Set Aside Supplemental

Table 4 summarizes the 6 projects applied for TASA supplemental funding, totaling \$2.97 million. There is no budgeted funding for this program; however, if funding becomes available these projects will be given supplemental funding based on the year of funding and their rank on the table. The resolution for these projects is not to fund them but to approve the supplemental list for possible future usage. If funding becomes available, it will be added through a future TIP amendment.

Staff Comments

As with all AMATS project decisions, considerations with respect to public involvement, financial capability, environmental justice, and air quality are important.

Public Involvement

One of the eligibility requirements for funding projects with AMATS suballocated funds is that the project be included in the Regional Transportation Plan. All of the projects recommended for funding are consistent with the Plan, which gives priority to preserving the existing transportation system, and therefore have gone through public involvement in accordance with

AMATS Public Participation Plan.

This process includes a notification in the Akron Beacon Journal that these resolutions will be presented for comment at a Citizens Involvement Committee meeting scheduled for January 18, 2024. Any comments on these projects will then be forwarded to the Policy Committee meeting on January 25.

Financial Capability

Newly selected for projects will be programmed in fiscal years towards the end the current TIP or beyond. In most cases the new projects will be programmed in FY 2027-2029. Trading funds with other MPOs may be pursued to possibly advance some projects.

Environmental Justice

These projects have gone through an environmental scan as part of the development of the Regional Transportation Plan and do not to have any adverse environmental impacts on minorities and/or low-income people.

Air Quality

Finally, all selected projects can be viewed as exempt from air quality and are in compliance with the Clean Air Act.

STAFF RECOMMENDATIONS

Attached to this memo are Resolution Numbers 2024-01, 2024-02 and 2024-03 approving projects to be funded under the CRP, Resurfacing and TASA funding programs and included in the Transportation Improvement Program FY 2024-2027 where applicable. Also, attached is Resolution Number 2024-04, which would approve the TASA supplemental list for possible future funding. The TAC TIP Subcommittee and Staff recommend approval.

RESOLUTION NUMBER 2024-01

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

**Approving New Projects to be Funded under AMATS Carbon Reduction Program (CRP)
and Adding Them to the Transportation Improvement Program.**

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 area of Wayne County, and

WHEREAS, this Committee has been requested to approve funding for the following new projects as discussed in the accompanying memorandum:

Approved CRP Projects (See Table 1 for a full description)

1. Killian Rd/Pickle Rd , Roundabout, Summit County	\$1,990,000
2. Arlington Rd , Corridor Improvements, Green	\$2,000,000
3. N Mantua St , Corridor Improvements, Kent	\$2,000,000
4. Wooster Rd/Hopocan Ave , Roundabout, Barberton	\$1,987,852
Total	\$7,977,852

WHEREAS, the Citizens Involvement Committee held a meeting on January 18, 2024 to review this amendment consistent with its Public Participation Plan and,

WHEREAS, the request has been judged to be air quality neutral and is, therefore, excluded from the 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.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee agrees to fund the four previously described projects with federal CRP funds suballocated to the AMATS Policy Committee.
2. That this Committee considers the Citizens Involvement Committee meeting held on January 18, 2024 as adequately providing for public involvement.

RESOLUTION NUMBER 2024-01 (Continued)

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 2045 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.

Larry Jenkins, P.E., P.S., 2024 Chairman
Metropolitan Transportation Policy Committee

Date

**Table 1
2023 CRP Funding Program Project Summary**

Available Funding: Approximately \$8,000,000

Project cap is \$2 million

Updated 1-4-24

RANK	SPONSOR	PROJECT	LOCATION & TERMINI	LENGTH (MILES)	DESCRIPTION	TOTAL PROJECT COST	AMATS CRP FUNDS REQUESTED			RUNNING TOTAL	TOTAL SCORE
							R/W	CONST	TOTAL		
1	Summit Co	Killian Rd/Pickle Rd Roundabout	Killian Rd at Pickle Rd	0.25	Roundabout at intersection and reprofile eastern approach for improved sight distance	\$2,747,500	\$240,000	\$1,750,000	\$1,990,000	\$1,990,000	54
2	Green	Arlington Rd Corridor Improvements	Arlington Rd from 800' south of Boettler Rd to SR 619 & Boettler Rd from Arlington Rd to Kenway Blvd	1.49	Build two roundabouts, one at Boettler and Arlington and one at Southwood and Arlington. Widen Arlington Rd from 2 to 4 lanes with access management via divided median between Boettler & SR 619. Includes 10 proven safety measures.	\$18,784,432	\$0	\$2,000,000	\$2,000,000	\$3,990,000	50
2	Kent	North Mantua St Improvements	Signalized entrance to Roosevelt HS to north corp limit	0.35	Roundabout at Davey Tree's entrance, road diet, install ped crossing at Riverbend, access management at non-signalized HS driveway/Riverbend, new regional trail from school campus to Davey Tree campus	\$5,400,000	\$0	\$2,000,000	\$2,000,000	\$5,990,000	50
4	Barberton	Wooster Rd/Hopocan Ave Roundabout	Wooster Rd/Hopocan Ave Intersection	0.25	Roundabout	\$2,810,735	\$274,400	\$1,713,452	\$1,987,852	\$7,977,852	49
4	Barberton	Wooster Rd/Norton Ave Intersection Upgrade	Norton Ave/Wooster Rd Intersection	0.40	Peanut Roundabout	\$6,795,999	\$0	\$2,000,000	\$2,000,000	\$9,977,852	49
4	Summit Co	Valley View Rd/Chaffee Rd Roundabout	Valley View Rd at Chaffee Rd	0.20	Roundabout at intersection	\$2,325,000	\$80,000	\$1,600,000	\$1,680,000	\$11,657,852	49
7	METRO	Electric Bus Deployment	Summit County	N/A	Purchase two 40' battery powered electric buses to replace two 40' CNG (2014) buses	\$1,900,000	\$0	\$1,520,000	\$1,520,000	\$13,177,852	44
8	Akron	W Portage Trail Sidewalk	N Portage Path to Treetop Trail	0.35	6' sidewalk	\$300,000	\$0	\$208,000	\$208,000	\$13,385,852	43
9	Macedonia	Highland Rd/Valley View Rd Intersection Improvement	Highland Rd at Valley View Rd	0.60	Add NB & SB left turn lanes, add exclusive rights on all approaches, add left turn lane onto Shepard Rd, new traffic signal, repave intersection	\$3,533,502	\$0	\$563,382	\$563,382	\$13,949,234	40
9	Stow	Darrow Rd Reconstruction	South corp limit to north corp limit	3.28	Reconstruction of roadway, replace signals with coordinated system, improve ped crossings	\$13,400,000	\$0	\$2,000,000	\$2,000,000	\$15,949,234	40
9	Stow	SR 59 Signals	Sycamore Dr to Fishcreek Rd	2.46	Replace and upgrade signals with new poles, mast arms, controllers, heads, preemption, actuation, and ped upgrades	\$3,390,181	\$32,000	\$999,855	\$1,031,855	\$16,981,089	40
12	Barberton	Robinson Ave Road Diet & Pedestrian Enhancements	Wooster Rd North to Van Buren Ave	0.35	Reconstruct Robinson for road diet and add a widened sidewalk to accommodate pedestrian and bicycle traffic from downtown	\$6,596,051	\$65,600	\$1,934,400	\$2,000,000	\$18,981,089	39
13	Akron	Rubber City Heritage Trail Ph 3	East Exchange St/ Hunting Ave Intersection to Brown St /Johnston St Intersection	0.84	Multi-use trail along former ABC rail line, wayfinding signage, conduits for fiber optic network expansion, trail amenities (benches, trash cans, bike racks, info kiosks), enhanced crossings where appropriate, possible trailhead	\$2,015,000	\$0	\$600,000	\$600,000	\$19,581,089	38
13	Akron	Rubber City Heritage Trail Ph 4	Brown St/Johnston St Intersection to Lafollette St	0.53	Multi-use trail along former ABC rail line, wayfinding signage, conduits for fiber optic network expansion, trail amenities (benches, trash cans, bike racks, info kiosks), enhanced crossings where appropriate, possible trailhead	\$2,774,000	\$0	\$800,000	\$800,000	\$20,381,089	38
15	Cuyahoga Falls/Akron	Akron Peninsula Rd Multi-Use Trail	West Portage Trail to Riverwoods development	0.82	10' wide multi-use trail	\$1,250,000	\$0	\$880,000	\$880,000	\$21,261,089	37
16	Akron	Citywide Signals	16 Citywide corridors	55.00	Corridors will be analyzed including traffic counts to determine possible locations to improve	\$600,000	\$0	\$432,000	\$432,000	\$21,693,089	36
17	Stow	Graham Rd Upgrade	SR 91 to Newcomer Rd	2.43	Widen to 3 lanes with TWLTL. New sidewalks, bus shelters, and a shared use path on the northside of the corridor	\$14,500,000	\$0	\$2,000,000	\$2,000,000	\$23,693,089	35

RESOLUTION NUMBER 2024-02

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

Approving New Projects to be Funded under AMATS Resurfacing Program and Adding Them to the Transportation Improvement Program.

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 area of Wayne County, and

WHEREAS, this Committee has been requested to approve funding for the following projects as discussed in the accompanying memorandum:

Approved Resurfacing Projects (See Table 2 for a full description)

1. S Main St , Akron	\$800,000
2. Chamberlain Rd / Mennonite Rd , Portage County Engineer	\$900,000
3. Krumroy Rd Part 1 , Summit County Engineer	\$720,000
4. Munroe Falls Ave , Cuyahoga Falls	\$855,000
5. Doylestown Rd , Wayne County Engineer	\$900,000
6. Brecksville Rd , Richfield	\$900,000
7. Mogadore Rd , Mogadore	\$632,727
8. Munroe Rd , Tallmadge	\$889,850
9. Liberty Rd (north) , Reminderville	\$615,600
10. S Main St , Rittman	\$698,067
11. S Turkeyfoot Rd , New Franklin	\$633,391
12. Liberty Rd (south) , Twinsburg	\$787,500
13. Eastern Rd / Portage St , Norton	\$791,264
14. Tuscarawas Ave / Lake Ave , Barberton	\$900,000
15. Krumroy Rd Part 2 , Summit County Engineer	\$720,000
16. White Pond Dr , Akron	\$400,000
17. Fishcreek Rd Ph 1 , Stow	\$900,000
18. Krumroy Rd Part 3 , Summit County Engineer	\$855,000
19. Eastwood Ave , Tallmadge	\$582,120
20. Graybill Rd , Green	\$774,000

Total **\$15,254,519**

WHEREAS, the Citizens Involvement Committee held a meeting on January 18, 2024 to review this request consistent with its Public Participation Plan and,

WHEREAS, the request has been judged to be air quality neutral and is, therefore, excluded from the regional air quality conformity analysis and,

RESOLUTION NUMBER 2024-02 (Continued)

WHEREAS, the environmental justice impacts of this request 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 it to be consistent with Transportation Outlook, the Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee agrees to fund the twenty previously described projects with federal STBG funds suballocated to the AMATS Policy Committee.
2. That this Committee considers the Citizens Involvement Committee meeting held on January 18, 2024 as adequately providing for public involvement.
3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.
5. That this Committee affirms conformity with environmental justice requirements.
6. That this Committee affirms consistency with Transportation Outlook, the 2045 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.

Larry Jenkins, P.E., P.S., 2024 Chairman
Metropolitan Transportation Policy Committee

Date

Table 2
2023 Resurfacing Funding Program Project Summary

Available Funding: Approximately \$15,000,000
 Project cap is \$800,000, \$900,000 with PDIP (PS&E due Dec 2025)
 Updated 1-4-24

RANK	SPONSOR	PROJECT	TERMINI	LENGTH	DESCRIPTION	TOTAL PROJECT COST	AMATS STBG FUNDS REQUESTED (CONST. ONLY)	CONST TRC (PDIP)	TOTAL	RUNNING TOTAL	TOTAL SCORE	PDIP PROJECT
1	Akron	S Main St Resurfacing	US 224 to Wilbeth Rd	1.01	Resurfacing	\$1,564,000	\$800,000	\$0	\$800,000	\$800,000	84.00	No
2	Portage County	Chamberlain Rd & Mennonite Rd Resurfacing	Chamberlain Rd-Mennonite Rd to SR 82; Mennonite Rd-Aurora corp limit to Mantua village limit	5.16	Resurfacing	\$1,100,085	\$800,000	\$100,000	\$900,000	\$1,700,000	81.29	Yes
3	Summit Co	Krumroy Rd Part 1 Resurfacing	Massillon Rd to east of Hilbish Ave	0.48	Resurfacing	\$895,000	\$640,000	\$80,000	\$720,000	\$2,420,000	81.11	Yes
4	Cuyahoga Falls	Munroe Falls Ave Resurfacing	Bailey Rd to east corp limit	1.00	Resurfacing	\$1,025,000	\$760,000	\$95,000	\$855,000	\$3,275,000	80.75	Yes
5	Wayne Co	CR 70 (Doylestown Rd) Resurfacing	Jordan Rd to Decourcey St	4.29	Resurfacing	\$1,162,160	\$800,000	\$100,000	\$900,000	\$4,175,000	80.63	Yes
6	Richfield	Brecksville Rd Resurfacing	I-271 SB ramp to SR 303	1.33	Resurfacing	\$1,276,280	\$800,000	\$100,000	\$900,000	\$5,075,000	77.80	Yes
7	Mogadore	Mogadore Rd Resurfacing	West corp limit to Gilchrist Rd	0.96	Resurfacing	\$723,030	\$562,424	\$70,303	\$632,727	\$5,707,727	77.38	Yes
8	Tallmadge	Munroe Rd Resurfacing	Perry Rd to East Ave	1.80	Resurfacing	\$1,008,723	\$790,978	\$98,872	\$889,850	\$6,597,577	75.05	Yes
9	Reminderville/Summit Co/Twinsburg	Liberty Rd (north) Resurfacing	100' south of Post Rd to Summit/Cuyahoga County line	1.11	Resurfacing	\$684,000	\$547,200	\$68,400	\$615,600	\$7,213,177	73.31	Yes
10	Rittman	S Main St Resurfacing	RR tracks to E Ohio Ave	0.40	Resurfacing	\$800,630	\$620,504	\$77,563	\$698,067	\$7,911,244	73.09	Yes
11	New Franklin	South Turkeyfoot Rd Resurfacing	SR 619 to New Franklin corp limit	0.66	Resurfacing	\$718,767	\$563,014	\$70,377	\$633,391	\$8,544,635	71.75	Yes
12	Twinsburg/Summit Co	Liberty Rd (south) Resurfacing	Cannon Rd to 100' south of Post Rd	1.51	Resurfacing	\$875,000	\$700,000	\$87,500	\$787,500	\$9,332,135	69.20	Yes
13	Norton	Eastern Rd & Portage St Resurfacing	Eastern-Portage St to SR 21; Portage-Eastern Rd to SR 585 off-ramp	0.60	Resurfacing	\$899,182	\$703,346	\$87,918	\$791,264	\$10,123,399	68.76	Yes
14	Barberton	Tuscawaras Ave & Lake Ave Resurfacing	Tusc-8th St to Wooster Rd N; Lake-6th St to Wooster Rd N	0.83	Resurfacing	\$1,153,720	\$800,000	\$100,000	\$900,000	\$11,023,399	68.37	Yes
15	Summit Co	Krumroy Rd Part 2 Resurfacing	East of Hilbish Ave to Pressler Rd	0.48	Resurfacing	\$895,000	\$640,000	\$80,000	\$720,000	\$11,743,399	65.98	Yes
16	Akron	White Pond Dr Resurfacing	Parkgate Ave to Frank Blvd	0.50	Resurfacing	\$530,000	\$400,000	\$0	\$400,000	\$12,143,399	62.37	No
17	Stow	Fishcreek Rd Ph 1 Resurfacing	Stow Rd to Graham Rd	1.63	Resurfacing	\$1,400,000	\$800,000	\$100,000	\$900,000	\$13,043,399	61.78	Yes
	Summit Co	Sanitarium Rd Resurfacing	Lakemore east corp limit to Portage-Line Rd	0.89	Resurfacing	\$1,250,000	\$800,000	\$100,000	\$900,000	WITHDRAWN	61.61	Yes
18	Summit Co	Krumroy Rd Part 3 Resurfacing	Pressler Rd to Flickinger Rd	0.59	Resurfacing	\$950,000	\$760,000	\$95,000	\$855,000	\$13,898,399	60.30	Yes
19	Tallmadge	Eastwood Ave Resurfacing	Munroe Rd to East corp limit	1.23	Resurfacing	\$666,800	\$517,440	\$64,680	\$582,120	\$14,480,519	58.49	Yes
20	Green	Graybill Rd Resurfacing	Massillon Rd to Mayfair Rd	1.55	Resurfacing	\$890,000	\$688,000	\$86,000	\$774,000	\$15,254,519	58.07	Yes

Table 2
2023 Resurfacing Funding Program Project Summary

Available Funding: Approximately \$15,000,000
 Project cap is \$800,000, \$900,000 with PDIP (PS&E due Dec 2025)
 Updated 1-4-24

RANK	SPONSOR	PROJECT	TERMINI	LENGTH	DESCRIPTION	TOTAL PROJECT COST	AMATS STBG FUNDS REQUESTED (CONST. ONLY)	CONST TRC (PDIP)	TOTAL	RUNNING TOTAL	TOTAL SCORE	PDIP PROJECT
20	Summit Co	Summit Rd Part 1 Resurfacing	Norton corp limit to Jacoby Rd	0.60	Resurfacing	\$900,000	\$720,000	\$90,000	\$810,000	\$16,064,519	58.07	Yes
22	Macedonia/Twinsburg	Shepard Rd Resurfacing	SR 82 to I-480	1.60	Resurfacing	\$1,400,000	\$800,000	\$100,000	\$900,000	\$16,964,519	57.91	Yes
23	Kent	Mogadore Rd Resurfacing	Cherry St to Stow St	0.83	Resurfacing	\$994,000	\$761,600	\$95,200	\$856,800	\$17,821,319	56.93	Yes
24	Hudson	Boston Mills Rd Resurfacing	West corp limit to Meadowood Lane	1.61	Resurfacing	\$1,556,400	\$800,000	\$100,000	\$900,000	\$18,721,319	55.89	Yes
25	Summit Co	Swartz Rd Resurfacing	Darnell Dr to Arlington Rd	0.33	Resurfacing	\$500,000	\$400,000	\$50,000	\$450,000	\$19,171,319	55.80	Yes
26	Barberton	3rd St Resurfacing	Tuscawawas Ave to Lake Ave	0.24	Resurfacing	\$354,875	\$271,900	\$33,988	\$305,888	\$19,477,206	54.11	Yes
27	Barberton	6th & 8th St Resurfacing	Wooster Rd W to Hopocan Ave	0.78	Resurfacing	\$853,350	\$682,680	\$85,335	\$768,015	\$20,245,221	53.47	Yes
28	New Franklin	State Rd Resurfacing	SR 619 to New Franklin corp limit	0.55	Resurfacing	\$639,999	\$499,999	\$62,500	\$562,499	\$20,807,720	53.18	Yes
29	Boston Heights	Boston Mills Rd Ph 1 Resurfacing	Olde Eight Rd to west end of SR 8 bridge	0.38	Resurfacing	\$946,570	\$737,456	\$92,182	\$829,638	\$21,637,358	52.59	Yes
30	Streetsboro	Seasons Rd Resurfacing	South corp limit to SR 43	3.20	Resurfacing	\$1,017,450	\$797,960	\$99,745	\$897,705	\$22,535,063	52.30	Yes
31	Summit Co	Arlington Rd Resurfacing	Warner Rd to Akron corp limit	0.94	Resurfacing	\$1,250,000	\$800,000	\$100,000	\$900,000	\$23,435,063	51.89	Yes
32	Summit Co	Summit Rd Part 2 Resurfacing	Jacoby Rd to Cleveland Massillon Rd	0.76	Resurfacing	\$1,200,000	\$800,000	\$100,000	\$900,000	\$24,335,063	44.74	Yes
33	Stow	Fishcreek Rd Ph 2 Resurfacing	Darrow Rd to Stow Rd	1.39	Resurfacing	\$1,100,000	\$800,000	\$0	\$800,000	\$25,135,063	42.61	No
34	Boston Heights	Hines Hill Rd Resurfacing	Dean Memorial Pkwy to Walters Rd-east corp limit	0.83	Resurfacing	\$1,347,387	\$800,000	\$100,000	\$900,000	\$26,035,063	42.28	Yes
35	Boston Heights	Boston Mills Rd Ph 2 Resurfacing	West end of SR 8 bridge to Hudson corp limit	0.60	Resurfacing	\$865,159	\$692,127	\$86,516	\$778,643	\$26,813,707	41.30	Yes
36	Stow	Seasons Rd Resurfacing	Cuyahoga Falls corp line to east of Allen Rd	1.17	Resurfacing	\$920,000	\$720,000	\$0	\$720,000	\$27,533,707	41.02	No
37	Macedonia	North Bedford Rd Resurfacing	SR 82 to Ledge Rd	1.50	Resurfacing	\$1,256,000	\$800,000	\$100,000	\$900,000	\$28,433,707	39.05	Yes
38	Streetsboro	Aurora Hudson Rd resurfacing	West corp limit to Frost Rd	0.91	Resurfacing	\$440,150	\$340,120	\$42,515	\$382,635	\$28,816,342	38.52	Yes
39	Streetsboro	Diagonal Rd Resurfacing	South corp limit to SR 303	2.74	Resurfacing	\$999,130	\$799,304	\$99,913	\$899,217	\$29,715,559	31.51	Yes
40	Summit Co	Turkeyfoot Rd Resurfacing	New Franklin corp limit to Portage Lakes Dr	0.50	Resurfacing	\$1,040,000	\$720,000	\$90,000	\$810,000	\$30,525,559	26.69	Yes
41	Hudson	Hines Hill Rd Resurfacing	West corp line to Valley View Rd	1.88	Resurfacing	\$1,546,185	\$800,000	\$100,000	\$900,000	\$31,425,559	26.04	Yes

Includes Withdrawn Sanitarium Rd \$32,325,559

RESOLUTION NUMBER 2024-03

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

**Approving New Projects to be Funded under AMATS Transportation Alternatives Set
Aside Program (TASA) and Adding Them to the Transportation Improvement Program.**

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 area of Wayne County, and

WHEREAS, this Committee has been requested to approve funding for the following new projects as discussed in the accompanying memorandum:

Approved TASA Projects (See Table 3 for a full description)

1. Headwaters Trail Phase IX , Portage Parks	\$1,000,000
2. Stow/Summit St Pedestrian Improvements , Portage County	\$200,000
3. Rubber City Heritage Trail PH 3 , Akron	\$1,100,000
Total	\$2,300,000

WHEREAS, the Citizens Involvement Committee held a meeting on January 18, 2024 to review this request consistent with its Public Participation Plan and,

WHEREAS, the request has been judged to be air quality neutral and is, therefore, excluded from the regional air quality conformity analysis and,

WHEREAS, the environmental justice impacts of this request 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 it to be consistent with Transportation Outlook, the Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee agrees to fund the three previously described projects with federal TASA funds suballocated to the AMATS Policy Committee.
2. That this Committee considers the Citizens Involvement Committee meeting held on January 18, 2024, as adequately providing for public involvement.

RESOLUTION NUMBER 2024-03 (Continued)

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 2045 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.

Larry Jenkins, P.E., P.S., 2024 Chairman
Metropolitan Transportation Policy Committee

Date

**Table 3
2023 TASA Funding Program Project Summary**

Available Funding: \$1,200,000

Project cap is \$1 million, \$1.1 million with PDIP (PS&E due Dec 2025) / Supplemental cap is \$500,000

Updated 1-4-24

RANK	SPONSOR	PROJECT	LOCATION & TERMINI	LENGTH (MILES)	DESCRIPTION	TOTAL PROJECT COST	AMATS FEDERAL FUNDS REQUESTED					RUNNING COST	TOTAL SCORE	PDIP?
							PE	R/W	CONST	TRC (PDIP)	TOTAL			
1	Portage Parks	Headwaters Trail Phase IX	Diagonal Rd to Mennonite Rd	1.50	10' wide multi-use trail	\$1,279,905	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$1,000,000	87	N
2	Portage Co	Stow/Summit St & Pedestrian Improvements	Portage Bike & Hike Trail to Franklin Ave	0.13	Wider new bridge over Cuyahoga River to include 8' sidepath, sidepath/wide sidewalk, high visibility crosswalks at Franklin Ave	\$250,000	\$200,000	\$0	\$0	\$0	\$200,000	\$1,200,000	84	Y
2	Akron	Rubber City Heritage Trail Ph 3	E Exchange St/Hunting Ave Intersection to Brown St/Johnston St Intersection	0.84	Multi-use trail along former ABC rail line, wayfinding signage, conduits for fiber optic network expansion, trail amenities (benches, trash cans, bike racks, info kiosks), enhanced crossings where appropriate, possible trailhead	\$2,015,000	\$133,600	\$45,200	\$821,200	\$100,000	\$1,100,000	\$2,300,000	84	Y
4	Stow	Graham Rd Shared Use Path	SR 91 to Newcomer Rd	2.29	10' wide shared use path on the northside of Graham Rd behind the curb	\$1,600,000	\$0	\$360,000	\$640,000	\$0	\$1,000,000	\$3,300,000	77	N
5	Akron	Rubber City Heritage Trail Ph 4	Brown St/Johnston St Intersection to Lafollette St	0.53	Multi-use trail along former ABC rail line, wayfinding signage, conduits for fiber optic network expansion, trail amenities (benches, trash cans, bike racks, info kiosks), enhanced crossings where appropriate, possible trailhead	\$2,774,000	\$178,800	\$0	\$821,200	\$0	\$1,000,000	\$4,300,000	72	N
5	Summit MetroParks	Highbridge Trail Ph 1	Towpath Trail (South of Big Bend in Sand Run) to Oxbow Trailhead at Cascade Valley Metro Park	0.80	Bridge over Cuyahoga River, small boardwalk, 10' asphalt trail with 2' berms and crossing beacons over Cuyahoga St	\$2,299,922	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$5,300,000	72	N
5	Wayne Co	Heartland Trail Phase 4B	Coal Bank Rd to Black Diamond Rd	1.20	10' wide multi-use path and a small trailhead with parking lot at Black Diamond Rd	\$1,381,926	\$132,665	\$0	\$867,335	\$0	\$1,000,000	\$6,300,000	72	N
8	Green	Stees Rd Sidewalk	Greenwood Dr to Spingdale Rd	0.40	Sidewalk	\$1,535,000	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$7,300,000	70	N
9	Cuyahoga Falls/Akron	Akron Peninsula Rd Multi-use Trail	W Portage Trail to Riverwoods development	0.82	10' wide multi-use trail	\$1,250,000	\$120,000	\$0	\$880,000	\$100,000	\$1,100,000	\$8,400,000	69	Y
10	Twinsburg	Liberty Rd Multi-use Path	Neille Lane to Steffen Woods Dr	0.50	8' multi-use path on east side	\$880,000	\$56,000	\$0	\$648,000	\$81,000	\$785,000	\$9,185,000	68	Y
11	Munroe Falls	N River Rd Pedestrian Enhancements	Jean Ave to River Park Blvd	0.55	School zone flashers, curb ramps & crosswalks (Jean Ave, Spray Dr, Carmia Rd, Charring Cross Dr, Harry Ave, Luden Ave, River Park Blvd	\$312,651	\$21,660	\$0	\$228,461	\$0	\$250,121	\$9,435,121	67	N
12	Barberton	Van Buren Ave Sidewalk	Park Ave to Fairview Ave	0.80	new 5' sidewalk	\$1,205,750	\$102,400	\$72,000	\$790,200	\$0	\$964,600	\$10,399,721	65	N
12	Fairlawn/Summit Co	Cleveland Massillon Trail Missing Link	Ridgewood Rd (Glacier's Edge Trail) to South of I-77 (existing trail)	0.63	Off-road trail	\$884,947	\$0	\$8,000	\$631,957	\$0	\$639,957	\$11,039,678	65	N
12	Mogadore	Mogadore CBD Sidewalk Enhancements	SR 532 from Curtis St to RR tracks and Mogadore Rd from Walnut Circle to RR tracks	0.56	Sidewalk replacement	\$672,341	\$40,080	\$0	\$494,794	\$0	\$534,874	\$11,574,552	65	N
15	Akron	W Portage Trail Sidewalk	N Portage Path to Treetop Trail	0.35	6' sidewalk	\$300,000	\$32,000	\$0	\$208,000	\$26,000	\$266,000	\$11,840,552	64	Y
15	Summit Co	Portage Lakes Dr Sidewalk Extension	SR 93 to Cormany Rd	0.35	Sidewalk on the north side	\$658,000	\$96,000	\$8,000	\$422,400	\$52,800	\$579,200	\$12,419,752	64	Y

**Table 3
2023 TASA Funding Program Project Summary**

Available Funding: \$1,200,000

Project cap is \$1 million, \$1.1 million with PDIP (PS&E due Dec 2025) / Supplemental cap is \$500,000

Updated 1-4-24

RANK	SPONSOR	PROJECT	LOCATION & TERMINI	LENGTH (MILES)	DESCRIPTION	TOTAL PROJECT COST	AMATS FEDERAL FUNDS REQUESTED					RUNNING COST	TOTAL SCORE	PDIP?
							PE	R/W	CONST	CONST TRC (PDIP)	TOTAL			
17	Boston Heights	Heights to Hudson Trail Ph 2	Dean Memorial Pkwy to west of Walters Rd	0.83	New trail connecting to Ph1	\$1,697,590	\$145,512	\$0	\$854,488	\$100,000	\$1,100,000	\$13,519,752	60	Y
17	Streetsboro	SR 43 Pedestrian Improvements	Fire Station signal to north of Human Bean	0.07	Sidewalk on the west side of SR 43 and ped crossing at fire station signal	\$164,569	\$11,082	\$0	\$131,655	\$16,457	\$159,194	\$13,678,946	60	Y
19	Summit Co	Cormany Rd Sidewalk Extension	Portage Lakes Dr to Robinson Rd (passes school)	0.30	Sidewalk on the east side	\$658,000	\$96,000	\$8,000	\$422,400	\$52,800	\$579,200	\$14,258,146	59	Y
19	Summit Co	Cleveland Massillon Rd Sidewalk	Proposed Sunset Dr (S of RR tracks) to northern Ridgewood Rd intersection	0.61	5' wide sidewalk on the west side on Cleveland Massillon Rd	\$1,197,547	\$101,600	\$28,800	\$827,638	\$103,455	\$1,061,492	\$15,319,638	59	Y
21	Hudson	Rails to Trails - Barlow Rd to RR Tracks	Existing Norfolk Southern RR Tracks between Barlow Rd and Veterans Way	1.10	Track removal, limestone base, 10' wide asphalt trail. Install RRFB at Barlow Rd	\$2,616,498	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$16,319,638	57	N
22	Hudson	Boston Mills Rd Trail	Existing Norfolk Southern RR Tracks to Veterans Way at RR Tracks	0.65	10' wide asphalt trail and bridge boardwalk and/or bridge over Brandywine Creek (Lake Forest), upgrade existing gravel trail	\$2,293,271	\$0	\$0	\$1,000,000	\$100,000	\$1,100,000	\$17,419,638	52	Y
23	Akron	Merriman Valley Traffic Study	Merriman Valley & Schumacher area	6.00	Study to determine locations for crosswalks, road diets, roundabouts, signal improvements for improved ped traffic flow	\$350,000	\$280,000	\$0	\$0	\$0	\$280,000	\$17,699,638	17	N

RESOLUTION NUMBER 2024-04

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

**Approving New Project List for the AMATS Transportation Alternatives Set Aside
Supplemental Program (TASA Supplemental).**

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 area of Wayne County, and

WHEREAS, this Committee has been requested to approve the following existing project list for additional federal TASA funding if it becomes available:

TASA Supplemental Projects by Year (See Table 4 for a full description)

FY 2025

- | | |
|--|-----------|
| 1. PID 112716 (N Main St) , Akron | \$500,000 |
| 2. PID 116464 (Rubber City Heritage Ph 2) , Akron | \$470,000 |
| 3. PID 102745 (SR 91) , Stow | \$500,000 |

FY 2026

- | | |
|---|-----------|
| 1. PID 116917 (Arlington Rd) , Green | \$500,000 |
|---|-----------|

FY 2027

- | | |
|---|-----------|
| 1. PID 113016 (Stow Bike Connector) , Stow | \$500,000 |
| 2. PID 116868 (Veteran’s Rail to Trail) , Hudson | \$500,000 |

Total (requested) \$2,970,000

WHEREAS, the Citizens Involvement Committee held a meeting on January 18, 2024 to review this request consistent with its Public Participation Plan and,

WHEREAS, the request has been judged to be air quality neutral and is, therefore, excluded from the regional air quality conformity analysis and,

WHEREAS, the environmental justice impacts of this request 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 it to be consistent with Transportation Outlook, the Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

RESOLUTION NUMBER 2024-04 (Continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves the list of six previously described projects to be eligible for future TASA funding if it becomes available in programmed years identified.
2. That this Committee considers the Citizens Involvement Committee meeting held on January 18, 2024, as adequately providing for public involvement.
3. That this Committee affirms these projects are not awarded additional funding unless sufficient program funds are available and the program can maintain fiscal 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 2045 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.

Larry Jenkins, P.E., P.S., 2024 Chairman
Metropolitan Transportation Policy Committee

Date

Table 4
2023 TASA Supplemental Funding Program Project Summary
 Supplemental cap is \$500,000
 Updated 1-4-24

RANK	SPONSOR	PROJECT	LOCATION & TERMINI	LENGTH (MILES)	DESCRIPTION	TOTAL PROJECT COST	CONST	RUNNING COST	TOTAL SCORE	PID & Funding
2025 Supplemental										
1	Akron	N Main St Improvements	All-American Bridge to the High Level Bridge	2.00	Road diet, improve intersections with high visibility crossings and bumpouts, traffic calming medians, rapid flashing beacons at midblock crossings, bike pavement markings, improved/upgraded signal, and ADA compliant curb ramps	\$13,612,581	\$500,000	\$500,000	92	PID 112716 (Has STBG & CMAQ)
2	Akron	Rubber City Heritage Trail Ph 2	Exchange St/Arlington St Intersection to Exchange St	0.81	Extend from existing Rubber City Heritage PH 1 to Middlebury Market area	\$1,464,500	\$470,000	\$970,000	89	PID 116464 (Has TASA)
3	Stow	SR 91	Munroe Falls to Norton Rd	3.28	Construct missing sidewalks	\$9,974,063	\$500,000	\$1,470,000	80	PID 102745 (Has STBG, CMAQ, and TASA)
2026 Supplemental										
1	Green	Arlington Rd Corridor Improvements	Arlington Rd from 800' south of Boettler Rd to SR 619 & Boettler Rd from Arlington Rd to Kenway Blvd	2.75	1.15 mile 11' shared use path, 1.6 miles of sidewalk	\$21,922,841	\$500,000	\$1,970,000	75	PID 116917 (Has STBG & CMAQ). Applied for CRP.
2027 Supplemental										
1	Stow	Stow Bike Connector	Silver Lakes Ped Bridge to Springdale Rd	1.45	Construct 10' wide multi-use path	\$1,017,600	\$500,000	\$2,470,000	72	PID 113016 (Has TASA)
2	Hudson	Veteran's Rail to Trail	Barlow Rd to Springdale Rd along existing rail line	3.30	8' wide trail	\$3,730,000	\$500,000	\$2,970,000	62	PID 116868 (Has TASA)

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

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

FROM: AMATS Staff

RE: Resolution 2024-05 Approving the 2024 Update of the AMATS Area Federal Functional Classification of Highways

DATE: January 25, 2024

The statewide Federal Functional Classification of public highways is reviewed and updated every ten years. This update process is typically initiated by ODOT, but they welcome change submissions as deemed necessary by MPOs. AMATS is responsible for reviewing the existing Federal Functional Classification of the public highways in its area and proposing any desired revisions to ODOT. AMATS accepted requests for updates to the Federal Functional Classification system from its members through May 27, 2022.

These requests, along with additional staff recommendations, have been reviewed by the TAC/TIP Subcommittee. The recommended revisions are shown on Map 1 and listed below.

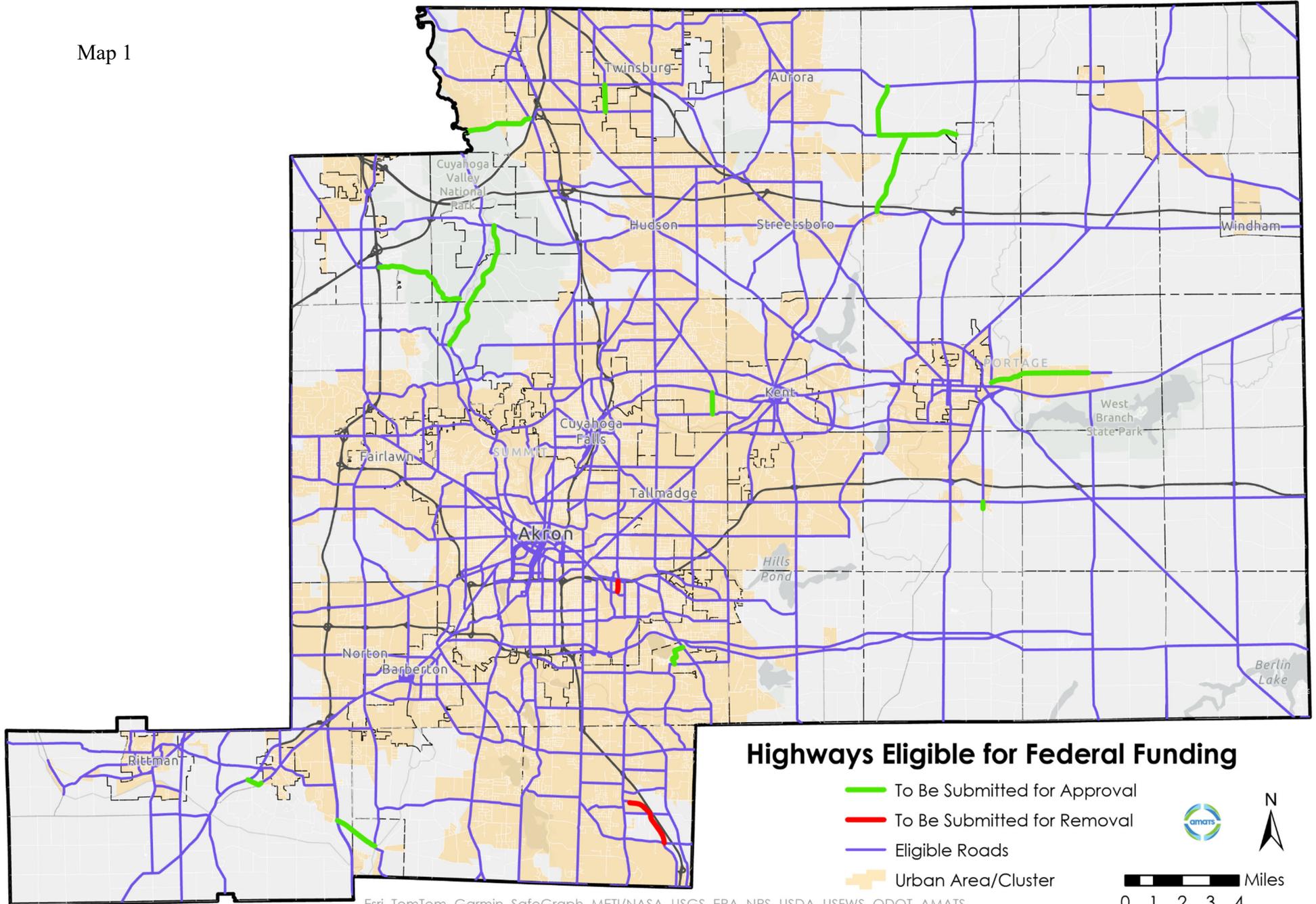
Community	Road Name	From	To	Current	Recommended	Length
Akron	Seiberling Way	Eagle Way	Englewood Ave	Major Collector	Vacated	0.38
Clinton	Clinton Rd	Taylor Rd	Cleveland Massillon Rd	Local	Major Collector	0.96
Cuyahoga Falls	Akron Peninsula Rd	Ira Rd	Bolanz Rd	Local	Major Collector	1.61
Green	Lauby Rd Extension	Greensburg Rd	Massillon Rd (SR 241)	Major Collector	Vacated	2.27
Lakemore	Lake Rd	Sanitarium Rd	Park St	Local	Minor Collector	0.17
Lakemore	Park St	Lake Rd	Main St	Local	Minor Collector	0.07
Lakemore	Main St	Park St	Springfield Lake Dr	Local	Minor Collector	0.37
Lakemore	Springfield Lake Dr	Main St	Canton Rd (SR 91)	Local	Minor Collector	0.32

Community	Road Name	From	To	Current	Recommended	Length
Portage Co	Newton Falls Rd	Peck Rd	Rock Spring Rd	Major Collector	Minor Collector	3.49
Portage Co	New Milford Rd	Tallmadge Rd	Jennifer Ave	Major Collector	Minor Collector	0.24
Portage Co	Mennonite Rd	Chamberlain Rd	High St	Minor Collector	Major Collector	2.76
Portage Co	Chamberlain Rd	Mennonite Rd	SR 82	Local	Major Collector	1.77
Portage Co	Diagonal Rd	SR 303	Mennonite Rd	Local	Major Collector	2.80
Stow	Marsh Rd	N River Rd	SR 59	Local	Major Collector	0.75
Summit Co	Boston Mills Rd	Riverview Rd	Olde Eight Rd	Local	Minor Collector	3.11
Summit Co	Akron Peninsula Rd	Bolanz Rd	SR 303	Local	Major Collector	3.17
Summit Co	Wheatley Rd / Everett Rd	I-77 / SR 176	Riverview Rd	Local	Major Collector	3.41
Summit Co	Highland Rd	Riverview Rd	Olde Eight Rd	Local	Minor Collector	2.10
Twinsburg	Chamberlin Rd	Highland Rd	SR 82	Local	Major Collector	0.94
Wayne Co	Portage St	Moine Rd	Doylestown WCL	Minor Collector	Major Collector	0.12
Wayne Co	Moine Rd	SR 585	Portage St	Local	Major Collector	0.42
Wayne Co	Clinton Rd	SR 21	Taylor Rd	Local	Major Collector	0.58

Approval of all the recommended classification changes would result in a net increase of 16.55 miles of Major Collector and 4.89 miles of Minor Collector to the Federal Functional Classification system. Any urban roadway classified as a Minor Collector or higher and any rural roadway classified as a Major Collector or higher will be allowed to apply for federal funds.

Although ODOT has not supplied a 2020 Federal Functional Classification base map, the recommended changes will be submitted to ODOT and the Federal Highway Administration for final approval. The staff recommends approval.

Map 1



Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS, ODOT, AMATS

RESOLUTION NUMBER 2024-05

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

**APPROVING THE 2024 UPDATE OF THE AMATS AREA FEDERAL FUNCTIONAL
CLASSIFICATION OF HIGHWAYS**

WHEREAS, this Committee is the Metropolitan Planning Organization (MPO) for Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County; and

WHEREAS, the Federal Functional Classification of highways is updated every ten years following the decennial U.S. Census and establishment of the urban-in-fact boundary for each urbanized area; and

WHEREAS, this Committee is responsible for proposing revisions to the federal functional classification of highways in the AMATS area; and

WHEREAS, this Committee has reviewed the 2010 Federal Functional Classification system for the AMATS area and intends to submit several proposed revisions of that system to the Ohio Department of Transportation (ODOT) and Federal Highway Administration (FHWA); and

WHEREAS, the attached map incorporates all of the proposed revisions and depicts the proposed updated Federal Functional Classification of highways in the AMATS area.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee concurs with the updated Federal Functional Classification of Highways in the AMATS area as shown on the attached maps.
2. That this Committee authorizes the Staff to submit a request to revise the regional Federal Functional Classification system as proposed within the attached memorandum and provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Larry Jenkins, P.E., P.S., 2024 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
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2024-06 - Adopting the AMATS Area Coordinated Public Transit
- Human Services Transportation Plan

DATE: January 10, 2024

Background

The purpose of Resolution 2024-06 is to adopt the AMATS Area Coordinated Public Transit Human Services Transportation Plan. The development of the Coordinated Plan is a federal requirement.

The function of the Coordinated Plan is to improve transportation services for persons with disabilities, older Americans, and low-income individuals. Specifically, this plan is necessary for the area to obtain and utilize funds from the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program. Eligible projects seeking to use this funding source must be consistent with the Coordinated Plan.

Throughout the development of the Coordinated Plan, AMATS staff worked closely with METRO RTA, the Portage Area Regional Transportation Authority (PARTA) and representatives of local public, private and non-profit transportation and human services providers. The planning process also solicited and received insightful guidance from members of the public.

The Coordinated Plan:

- (1) Identifies current transportation providers and the assets available to the region (public, private, and non-profit);
- (2) Assesses the transportation needs of individuals with disabilities, older adults and low-income individuals;
- (3) Provides recommendations to address the identified gaps between current services and needs; and
- (4) Assigns priorities for implementation.

Coordinated Plan Recommendations

Recommendations for AMATS Funding

1. Purchasing new accessible vehicles for regional providers of public transportation for older individuals, those with disabilities and those of low income
2. Connecting transit stops to passenger destinations
3. Expanding the reach and hours of fixed route transit and demand response service
4. Funding new transit service to key employment areas
5. Investing in fare reimbursement solutions and smart fare technology
6. Investing in intelligent transportation systems (ITS) infrastructure
7. Providing same-day service for demand response
8. Promoting and increasing travel training

Recommendations for Non-Financial AMATS Support

1. Increasing dialogue between transportation providers and regional employers/medical centers
2. Maintaining a standing committee to address coordination issues
3. Promoting the Gohio Commute rideshare program

The Coordinated Plan recommends projects that are consistent with the list of eligible activities published in the program circulars issued by FTA. These recommended projects or activities are identified fully within the Coordinated Plan.

Staff Recommendation

Attached to this memo is Resolution Number 2024-06. This resolution adopts the area's Coordinated Public Transit - Human Services Transportation Plan. As the region's public transit operators, METRO and PARTA will also be adopting the Coordinated Plan. Resolution 2024-06 and the Coordinated Plan will be transmitted to the Ohio Department of Transportation and the Federal Transit Administration (FTA).

The Staff recommends approval.

NOTE: The final draft of this plan can be found on AMATS' website at <https://amatsplanning.org/document/draft-coordinated-transportation-plan-2023/>

RESOLUTION NUMBER 2024-06

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

**ADOPTING THE AMATS AREA COORDINATED PUBLIC TRANSIT - HUMAN
SERVICES TRANSPORTATION PLAN**

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation 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 region's transit authorities; and

WHEREAS, federal legislation requires the development of a locally developed, Coordinated Public Transit - Human Services Transportation Plan; and

WHEREAS, the Coordinated Plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation; and

WHEREAS, AMATS, METRO RTA and PARTA have cooperated, along with the region's human services providers, in the development of the Coordinated Plan, as directed by the United States Department of Transportation (USDOT); and

WHEREAS, the Coordinated Plan enables the area to utilize federal assistance through the Federal Transit Administration's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program in order to meet the region's needs; and

WHEREAS, AMATS supports the maintenance and state of good repair of the area's transit fleets while carrying out the performance based transportation planning and programming process; and

WHEREAS, AMATS supports the development and use of transit asset management (TAM) planning linking investment priorities to the performance targets set for the area.

WHEREAS, METRO RTA and PARTA are the agencies appointed as designated recipients of Section 5310 funds, with the concurrence of the Governor of the State of Ohio, and whose status remains so; and

WHEREAS, public involvement was initiated on August 3, 2023, with area human and social services agencies, transportation providers and members of the public provided access to the draft Coordinated Public Transit - Human Services Transportation Plan; and

RESOLUTION NUMBER 2024-06 - continued

WHEREAS, the AMATS Citizens Involvement Committee reviewed the draft Coordinated Plan at its December 7, 2023, meeting; and

WHEREAS, this Committee has reviewed these public comments; and

WHEREAS, the Coordinated Plan is consistent with all federal regulations, including *“Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations;”*

NOW THEREFORE BE IT RESOLVED:

1. That this Committee adopts the Coordinated Public Transit - Human Services Transportation Plan for the AMATS Area.
2. That this Committee considers the Citizens Involvement Committee meetings held on August 3, and December 7, 2023, as adequately providing for public involvement.
3. That this Committee affirms conformity with all federal regulations, including environmental justice requirements.
4. That this Committee authorizes the Staff to provide copies of this Resolution and pertinent documentation to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Larry Jenkins, P.E., P.S., 2024 Chairman
Metropolitan Transportation Policy Committee

Date