



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

Thursday, March 24, 2022
1:30 p.m.

Agenda

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

2. **Minutes**
 - A. January 27, 2022 Meeting – **Motion Required** Attachment 2A

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

4. **Old Business**
 - A. Public Participation Plan – Final Draft 3P – **Motion Requested** Attachment 4A

5. **New Business**
 - A. *Traffic Crashes and Safety Performance Measures (2018-2020) Report.* Attachment 5A
– **Motion Required**

 - B. 2020 Update of the AMATS Area Federal Functional Classification of Highways. – **Discussion Only** Attachment 5B

6. **Resolutions**
 - A. **Resolution 2022-05** – Approving Amendment #15 to the FY 2021-2024 Transportation Improvement Program to convert a two-way stopped controlled intersection into a single-lane roundabout. – **Motion Required** Attachment 6A

 - B. **Resolution 2022-06** – To Add Ohio EPA-Awarded DERG Funds for METRO and PARTA - (FY 2021-2024 TIP Amendment #16). Attachment 6B
– **Motion Required**

7. **Other Business**

8. **Adjournment**

**Next Regular Meeting:
Thursday, May 19, 2022 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**

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



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

Thursday, March 17, 2022
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes**
 - A. January 20, 2022 Meeting – **Motion Required** Attachment 2A
3. **Staff Reports**
 - A. Financial Progress Report – **Motion Required** Attachment 3A
 - B. Technical Progress Report Oral
 - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
 - A. Public Participation Plan – Final Draft 3P – **Motion Requested** Attachment 4A
5. **New Business**
 - A. *Traffic Crashes and Safety Performance Measures (2018-2020) Report.* Attachment 5A
– **Motion Required**
 - B. 2020 Update of the AMATS Area Federal Functional Classification of Highways. – **Discussion Only** Attachment 5B
6. **Resolutions**
 - A. **Resolution 2022-05** – Approving Amendment #15 to the FY 2021-2024 Transportation Improvement Program to convert a two-way stopped controlled intersection into a single-lane roundabout. – **Motion Required** Attachment 6A
 - B. **Resolution 2022-06** – To Add Ohio EPA-Awarded DERG Funds for METRO and PARTA - (FY 2021-2024 TIP Amendment #16). Attachment 6B
– **Motion Required**
7. **Other Business**
8. **Adjournment**

**Next Regular Meeting:
Thursday, May 12, 2022 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**

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, March 17, 2022
6:30 p.m.

Agenda

1. **Welcome**
2. **Introductions**
3. **Item**
 - A. Presentation regarding the *Traffic Crashes and Safety Performance Measures (2018-2020) Report*.
 - B. Presentation regarding Public Participation Plan – Final Draft 3P.
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**

Next Regular Meeting:
Thursday, May 12, 2022 - 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, January 27, 2022 – 1:30 p.m.**

Minutes of Meeting

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

I. Call to Order

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

B. Audience Participation

None.

C. Chairman Neugebauer said that AMATS Director Curtis Baker was unable to participate in the Policy Committee meeting. The chairman said that AMATS TIP Coordinator David Pulay would present items on behalf of Mr. Baker.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the December 16, 2021 meeting.

Motion

David G. Kline 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

David Pulay presented Attachment 3A.

Motion

Bobbie Beshara 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

Mr. Pulay said that AMATS evaluated project applications and developed recommendations for the STBG, Resurfacing and TASA programs administered

by the agency. **Mr. Pulay** said that these recommendations will be presented under Attachment 6A for the Policy Committee's consideration during the meeting.

Mr. Pulay said that the *Traffic Crashes and Safety Performance Measures (2018-2020) Report* will be presented during the March 24, 2022 Policy Committee meeting. **Mr. Pulay** explained that the report's preparation was delayed due to changes in the evaluation of crash locations under the ODOT Safety Program.

Mr. Pulay said that the Staff is reviewing the new federal Infrastructure Investment and Jobs Act (IIJA) and its implications with regards to regional transportation planning.

C. AMATS Federal Funds Report

Mr. Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CRRSAA, CMAQ, and TASA Funding Program and Balances dated January 10, 2022.

IV. Old Business

None.

V. New Business

A. Draft FY 2023 Transportation Planning Work Program and Budget.

Heather Davis Reidl presented Attachment 5A.

Motion

***Bobbie Beshara** made a motion to approve Draft FY 2023 Transportation Planning Work Program and Budget and it was seconded by **Jim McCleary**. The motion was approved.*

B. Public Participation Plan - Draft 3P.

Kerry Prater presented Attachment 5B.

VI. Resolutions

A. Resolution 2022-01 – Approving Projects to be Funded under the Surface Transportation Block Grant (STBG) Program.

Resolution 2022-02 – Approving Projects to be Funded under the Resurfacing Program.

Resolution 2022-03 – Approving Projects to be Funded under the Transportation Alternatives Set Aside (TASA) Program.

Mr. Pulay presented Attachment 6A.

Motion

Thomas Sheridan made a motion to approve Resolution 2022-01 and it was seconded by Jim McCleary. The motion was approved.

Motion

William B. Judge made a motion to approve Resolution 2022-02 and it was seconded by Amy Mohr. The motion was approved.

Motion

Bobbie Beshara made a motion to approve Resolution 2022-03 and it was seconded by Joe Paradise. The motion was approved.

B. Resolution 2022-04 – Safety Performance Measures Annual Target.

Mr. Pulay presented Attachment 6B.

Motion

David G. Kline made a motion to approve Resolution 2022-04 and it was seconded by Thomas Sheridan. The motion was approved.

VII. Other Business

None.

VIII. Adjournment

A. Motion

William B. Judge made a motion to adjourn the meeting and it was seconded by Amy Mohr. The motion was approved.

The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m. on Thursday, March 24, 2022.**

**AMATS POLICY COMMITTEE
2022 ATTENDANCE**

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

**AMATS POLICY COMMITTEE
2022 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Ms. Heather Davis Reidl	AMATS
Mr. Darryl Kleinhenz	AMATS
Mr. Kerry Prater	AMATS
Mr. David Pulay	AMATS
Ms. Kay Clark	LWVAA
Mr. Justin Czekaj	City of Streetsboro
Mr. Chuck Hauber	Summit County Engineer's Office
Mr. Steve Rebillot	CTL Engineering
Mr. Todd M. Shreve	City of Barberton

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, January 20, 2022 – 1:30 p.m.**

Minutes of Meeting

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

I. Call to Order

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

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the December 9, 2021 meeting.

Motion

***Bobbie Beshara** made a motion to approve the minutes and it was seconded by **Wayne Wiethe**. The motion was approved by a voice vote.*

III. Staff Reports

A. Financial Progress Report

Curtis Baker presented Attachment 3A.

Motion

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

B. Technical Progress Report

Mr. Baker said that AMATS distributed an email announcement that the U.S. Department of Transportation has posted a Grant Notice of Funding Opportunity (NOFA) through the department's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. **Mr. Baker** said that AMATS will monitor and relay info to the members about future grant announcements regarding RAISE and other funding programs. **Mr. Baker** said that RAISE grants may be used for projects that promote connectivity, sustainability, and preservation. **Mr. Baker** said that AMATS stands ready to assist would-be RAISE applicants. RAISE applications must be submitted by April 14, 2022.

Mr. Baker said that the Staff is reviewing the new federal Infrastructure Investment and Jobs Act (IIJA) and its implications with regards to regional transportation planning. **Mr. Baker** said that the IIJA may result in AMATS addressing new planning concerns such as housing, climate change, and resiliency planning issues. **Mr. Baker** noted that AMATS is developing a Resiliency Plan, which will identify areas that may be at a higher risk during extreme weather events.

C. AMATS Federal Funds Report

David Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CRRSAA, CMAQ, and TASA Funding Program and Balances dated January 10, 2022.

IV. Old Business

None.

V. New Business

A. Draft FY 2023 Transportation Planning Work Program and Budget.

Heather Davis Reidl presented Attachment 5A.

Motion

***Jim Bowling** made a motion to approve Draft FY 2023 Transportation Planning Work Program and Budget and it was seconded by **Wayne Wieth**. The motion was approved.*

B. Public Participation Plan - Draft 3P.

Kerry Prater presented Attachment 5B.

Joseph Hadley, Jr. asked about the dates of the source data upon which the maps presented in the Draft 3P were based. **Mr. Hadley** suggested that future maps prepared by AMATS should cite the dates of source data. **Mr. Baker** replied that the maps were possibly based on the latest American Community Survey (ACS), which may have been compiled in 2018 or 2019. **Mr. Baker** said that he would verify the source and date from the AMATS GIS staffer. **Mr. Baker** said that AMATS would include the dates of map data sources in the future.

VI. Resolutions

A. Resolution 2022-01 – Approving Projects to be Funded under the Surface Transportation Block Grant (STBG) Program.

Resolution 2022-02 – Approving Projects to be Funded under the Resurfacing Program.

Resolution 2022-03 – Approving Projects to be Funded under the Transportation Alternatives Set Aside (TASA) Program.

Mr. Pulay presented Attachment 6A.

Mr. Hadley asked whether the funding programs, excluding TASA, were mutually exclusive in their use and whether other funding sources such as the Ohio Public Works Commission (OPWC) could be considered. **Mr. Pulay** said that many projects have multiple sources of funding. **Mr. Baker** said that AMATS allows the use of state funding for the 20 percent local share match.

Jim McCleary asked whether funding for Resurfacing Program projects comes from the STBG Program or a separate funding source. **Mr. Pulay** explained that Resurfacing Program funds are STBG funds because AMATS decided to divide its STBG funding between traditional STBG-type projects and resurfacing projects this year.

Motion

Jim Bowling made a motion to approve Resolution 2022-01 and it was seconded by **Larry Jenkins**. The motion was approved.

Motion

Robert Finney made a motion to approve Resolution 2022-02 and it was seconded by **Wayne Wieth**. The motion was approved.

Motion

Jim McCleary made a motion to approve Resolution 2022-03 and it was seconded by **Tony Demasi**. The motion was approved.

B. Resolution 2022-04 – Safety Performance Measures Annual Target.

Jeff Gardner presented Attachment 6B.

Motion

Jim McCleary made a motion to approve Resolution 2022-04 and it was seconded by **Wayne Wieth**. The motion was approved.

VII. Other Business

None.

VIII. Adjournment

A. Motion

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

The next regularly scheduled TAC meeting will be at **1:30 p.m. on Thursday, March 17, 2022.**

**AMATS TECHNICAL ADVISORY COMMITTEE
2022 ATTENDANCE**

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

**AMATS TECHNICAL ADVISORY COMMITTEE
2022 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	Aug	Sept	Dec
A Denotes Alternate Present	20	17	12	4	15	8

NON-VOTING MEMBERS

AKRON CANTON AIRPORT - Renato Camacho	
AKRON REG. AIR QUALITY MGT. DIST. – Sam Rubens (Brown) (Vadas)	
AMATS - Curtis Baker	M
CUYAHOGA VALLEY NATIONAL PARK – Vacant	
ENVIRONMENTAL COMMUNITY REP. - Kurt Princic	
GREATER AKRON CHAMBER - Gregg Cramer	
OHIO TURNPIKE COMMISSION – Anthony Yacobucci	
PORTAGE COUNTY PORT AUTHORITY – Vacant	
PORTAGE PARK DISTRICT - Christine Craycroft	
PRIVATE TRANSPORTATION PROVIDER (CYC) – Deb Stolfo (Posten)	
RAILROAD INDUSTRY REP. - William A. Callison (Davis)	
SUMMIT COUNTY PORT AUTHORITY – Vacant	
SUMMIT METRO PARKS – Mark Szeremet (King) (Saunier)	
TRUCKING INDUSTRY – Vacant	

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Ms. Kay Clark	LWVAA
Mr. Justin Czekaj	City of Streetsboro
Mr. Curtis Deibel	GPD Group
Mr. Chuck Hauber	Summit County Engineer’s Office
Mr. George Maki	E.L. Robinson Engineering
Mr. Ethan Neff	City of Aurora
Ms. Rebecca Shrader	PARTA

STAFF MEMBERS PRESENT

Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Mr. Darryl Kleinhenz	AMATS
Mr. Kerry Prater	AMATS
Mr. David Pulay	AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, January 20, 2022 – 6:30 p.m.**

Meeting Summary

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

Attendees:

Kay Clark

Bill Maki

Staff:

Farhad Ahmadzai, Transportation Designer

Curtis Baker, Director

Heather Davis Reidl, Mobility Planner

Jeff Gardner, Transportation Planner

Darryl Kleinhenz, Planner

I. Welcome

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

II. Discussion Items

- A. Mr. Baker** presented Attachment 6A – Draft Surface Transportation Block Grant (STBG) Program, Resurfacing and Transportation Alternatives Set Aside (TASA) Program Project Recommendations.

Mr. Baker described the agency’s new Project Delivery Incentive Program (PDIP). Under the PDIP process, the local funding share obligation for project sponsors is reduced to 10 percent if their projects are developed within a certain timeline.

Bill Maki asked whether the project costs listed in Attachment 6A included inflationary costs and pressures, such as reported materials shortages. **Mr. Baker** said that project sponsors factor inflation when preparing project cost estimates. **Mr. Baker** added that a factor such as inflation is an unknown variable and that there is no guarantee that local project sponsors may not face additional costs in the future.

The attendees discussed project costs and inflation and the challenges facing sponsoring communities.

- B. Mr. Baker** presented Attachment 5B – Public Participation Plan - 3P.

Mr. Maki observed that immigrants to the Greater Akron area may lack access to technologies such as personal computers and smart phones. **Mr. Maki** suggested that AMATS prepare materials in the native languages of these emerging immigrant communities for distribution at such locations as Bureaus of Motor Vehicles and the International Institute of Akron. **Mr. Baker** noted that AMATS may schedule orientation meetings between agency officials and representatives of organizations that represent the needs of various immigrant populations such as the Afghan and Bhutanese communities.

Darryl Kleinhenz suggested that AMATS work with other agencies to distribute such information, not only about transportation planning, but public transit and health and human services.

Mr. Kleinhenz noted that a Technical Advisory Committee (TAC) member stated that data sources should be included in the maps of the Greater Akron area's elderly, low-income, and minority populations presented within the Draft 3P.

Mr. Maki offered several suggestions regarding the design of the cover of the Draft 3P.

Kay Clark asked whether AMATS distributes copies of the Draft 3P by mail. **Mr. Baker** explained that the agency prepared copies of the item for its committee members and for limited distribution to interested agencies and members of the public. AMATS no longer prints copies of such items on a large-scale basis due to the costs of printing, mailing and storage. **Mr. Baker** added that, in the digital age, the public generally prefers to receive information online through web sites or pdf versions of such items.

The attendees discussed various strategies of public engagement and outreach.

Mr. Maki distributed copies of recent news articles regarding emerging transportation-related technologies (See Attachment). The attendees discussed the articles.

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, March 17, 2022**. Information regarding how to register for this virtual meeting is available at <https://amatsplanning.org/cic-webinar/>.



William



meantime, we welcome your feedback to help us enhance the experience.

[Start survey](#)

Robb Report

Watch: This Self-Flying Helicopter Just Made the World's First Commercial Trip With Passengers

J. George Gorant

Robb Report • July 23, 2020, 9:30 AM



[Click here to read the full article.](#)

EHang wrote a new chapter in autonomous flight earlier this week with tours in its 216 eVTOL above the fisherman's wharf in Yantai, China. The aircraft manufacturer has demonstrated for several years that the 216 can fly without a pilot. But this is the first time any maker of any eVTOL has moved from prototype to commercial air tourism, showing the craft's potential as an air taxi.

"The positive support and feedback have strengthened our determination in our quest to bring this new style of mobility to the people," CEO Hu Huazhi said following the flights.

More from Robb Report

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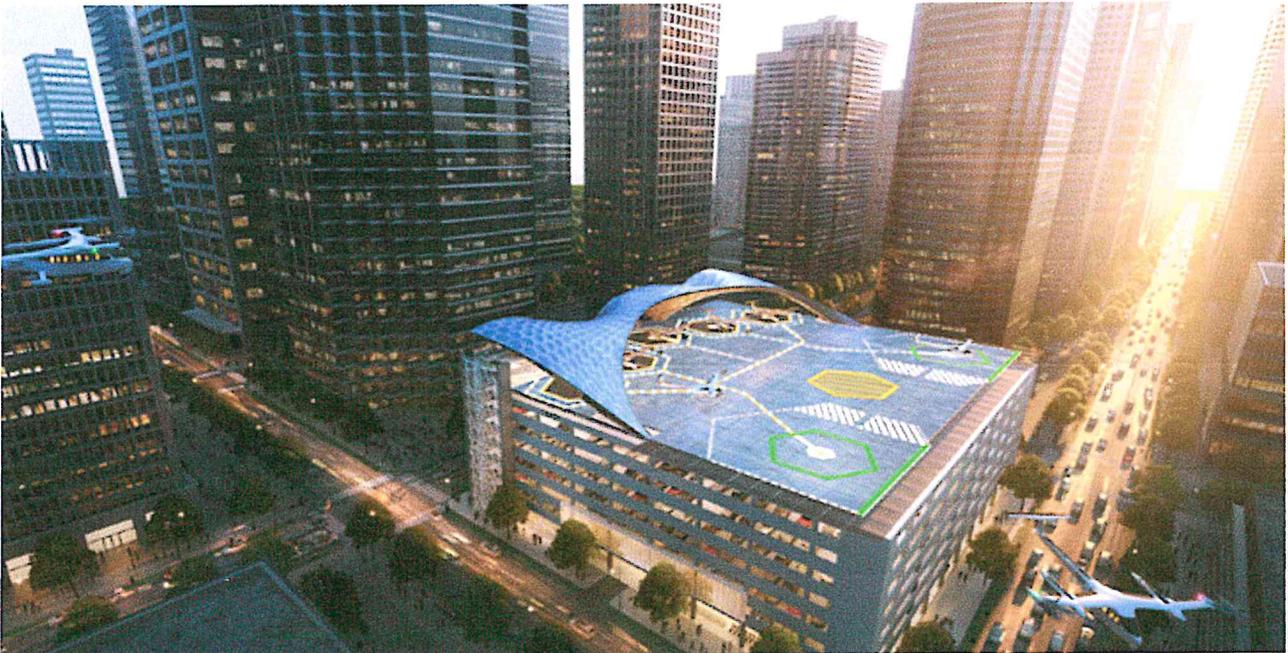


MOTORS / AVIATION

Flying Taxis Are Coming. Inside the Scramble to Find Them a Place to Land.

With electric urban aircraft just a few years away, manufacturers are working to figure out how "vertiports" will fit in crowded city centers.

BY J. GEORGE GORANT ON JULY 9, 2020



Uber

Our flying-car future inches closer every day. More than 200 electric vertical takeoff and landing (eVTOL) aircraft were in development as of 2019, according to the Vertical Flight Society. While these electric aircraft promise to liberate urban travel, what gets less attention is how they will integrate into urban life. In other words, once you have the machines, where will they take off from, land and recharge?

RELATED

- [Jaguar Is Teaming Up With Cambridge University to Develop Touchless Touch Screens for Your Car](#)
- [Boat of the Week: This Historic 52-Year-Old Speedster Can Still Make Your Performance Yacht Jealous](#)
- [First Ride: Why the Ducati Superleggera V4 Is the World's Finest Superbike](#)

It seems like a simple question, but it cuts to the heart of how eVTOL aircraft will function. Right now, most companies are pursuing one of two business models: an around-town taxi service aimed at commuters, or a city-to-city service for regional travelers. (Private ownership is a third model but will likely be a small market at the outset.) The taxi approach,



Uber Elevate is shooting to begin service in LA, Dallas and Melbourne, Australia, at some point in 2023. "If you look at LA, we envision three to five vertiports at the start, but over time, that could grow to 15 or 20," Nikhil Goel, co-founder and the head of product, told *Robb Report*.



While many eVTOL manufactures foresee landing sights in downtown areas, Transcend Air believes waterfront areas would be the ideal spaces for vertiports.

To maximize efficiency, the vertiports need to be near other types of transportation hubs or popular destinations. That is why Uber is using a data-driven approach that models how people move now from its ground service to determine the optimum locations for the Skyports. It is feeding those proprietary insights to development partners, who may either already have holdings in key locations or could pursue acquisitions.

"We'll do all this in partnership with cities because we don't want to be an imposition," Goel notes. "Any new Skyport will go through an intense community review process. We need to prove it will have minimal impact."

The city-to-city model projects less frequent flights, which will then affect its infrastructure needs. Lilium, a German company, recently unveiled plans for three-part structures (landing pad, parking bays and terminal) that are modular in design, so they can be arranged to fit a variety of footprints and scaled to purpose and space.





German eVTOL manufacturer Lilium is adopting a modular, scalable approach to building the right vertiport for specific locations.

Lilium

"We should only need two or three vertiports per large city to support an effective network," Oliver Walker-Jones, the company's head of communications, told *Robb Report*. "In that situation we're confident we'll be able to find locations that are suited to our operating model, useful for consumers but are also well placed to minimize any local impacts."

Massachusetts-based Transcend Air Corporation, another city-to-city operator, which is already selling tickets for a 36-minute New York-to-Boston hop, plans to employ an underutilized resource in many cities: the waterfront. Its vertiport floats into place and then gets raised above the surface, making it easy to install and place in convenient spots near city centers. "We have a saying, 'never loud and low over people,'" COO Peter Schmidt told *Robb Report*. "By being on the water, we'll mitigate noise and safety concerns. Our design is practical, safe and environmentally sound."

Regardless of the commuter model, the idea of so many companies operating flights in, out and around of any given city, with each coming and going from its own vertiports, can quickly create visions of air-traffic insanity.





both new construction, such as this one in Corgan, and refits on existing buildings (lead image).

Uber

City governments may have to limit the number of operators or vertiports, or require eVTOL companies to develop a handful of quasi-public vertiports—perhaps above bus or train stations, or on other city lands, in order to ensure safety.

“We’re likely going to see some mix of public-private development,” says Schmidt. “US cities don’t have the money to do it on their own so they’ll have to partner with developers who will want a piece of the pie to earn back their investment.”

Walker-Jones takes a similarly wholistic view of the cooperation that will be needed to make the system work.

“Manufacturers have an important role to play in ensuring the design of vertiports matches our operational requirements,” he says. “Whether we end up building and operating them is a different question – there will need to be an ecosystem of different players to support eventual operations.”

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Meet the One-Seat Test Jet That Could Shape the Future of Supersonic Flying

FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
February 28, 2022

Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	February Expenses
I. Short Range Planning	\$360,000	\$163,369	45%	\$16,297
FY2021 Carryover	85,000	84,898		0
FY2022	275,000	78,471		16,297
II. Transportation Improvement Program	\$228,450	\$166,115	73%	\$18,218
FY2020 Carryover	53,450	53,440		0
FY2021	175,000	112,675		18,218
III. Continuing Planning & Data Collection Transportation System Update	\$224,000	\$124,215	55%	\$35,507
FY2021 Carryover	44,000	42,909		0
FY2022	180,000	81,306		35,507
IV. Long Range Plan Activity	\$464,500	\$234,259	50%	\$21,335
FY2021 Carryover	64,500	64,424		0
FY2022	400,000	169,835		21,335
V. Service	\$528,900	\$175,950	33%	\$35,960
FY2021 Carryover	98,900	98,844		0
FY2022	430,000	77,106		35,960
VI. OhioRideshare and AQ Advocacy	\$246,500	\$168,945	69%	\$7,043
FY2021 OhioRideshare Carryover	45,500	38,949		0
FY2022 OhioRideshare	80,000	10,872		7,043
FY2021 Air Quality Carryover	21,000	19,218		0
FY2022 Air Quality	100,000	99,905		0
VII. Local	\$25,000	\$32,606	130%	\$0
AMATS local Costs**	25,000	32,606		0
VIII. AMATS Transportation Quarterly	\$23,785	\$23,070	97%	\$0
FY2021 Carryover	14,150	14,075		0
FY2022	9,635	8,995		0
IX. GRAND TOTAL AMATS BUDGET	\$2,101,135	\$1,088,528	52%	\$134,361

****Moving expenses for AMATS offices (unexpected)**

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: March 10, 2022

We are nearing the end of the third quarter of FY 2022 and there are still a concerning number of projects left to sell. Overall there are 26 projects remaining, 10 in the third quarter and 16 in the fourth. Unfortunately no projects have sold since the our last meeting in January. Having a project sell the fourth quarter leaves almost no time to address irregularities that could arise during the bidding process. Please let us know if you have any concerns about a project.

At our last meeting in January, 37 new STBG, Resurfacing, and TASA projects were approved and at our previous meeting in December seven new CMAQ projects were approved. Out of those 44 new projects only 16 (that we know of) have been programmed and have Project ID (PID) numbers. Please try to get your new projects programmed with ODOT so they can receive PID numbers and get entered into ELLIS.

On January 25th I sent out project notification letters to those sponsors who received CMAQ funding and on January 31st I sent out letters to to sponsors who received STBG, Resurfacing, and TASA funding. On those letters there was a year specified that the project was to be programmed in. Although most sponsors indicated that they wanted to take advantage of AMATS new Project Delivery Incentive Program (PDIP) the projects need to be parked in a future year for fiscal constaint reasons. The project still needs developed in the two or four year time window that PDIP specifies and it will be advanced as funding allows. Resurfacing projects will be advanced based project readiness and on PCI ratings with the worst being advanced first.

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

March 7, 2022

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	Quarter	FY 2025	FY 2026	FY 2027	FY 2028	Orig. Amt
	Sold													
106875	AV/CV Data System Analysis		P	\$90,001	1									\$90,001
112487	Romig Rd BRT Study	METRO	P	\$80,000	2									\$80,000
	Pending													
102701	E. Exchange St-complete street	Akron	R(C)	\$240,000										\$240,000
102742	SR 93/162 9.10/7.26	Akron	C	\$150,000	3									\$150,000
108200	White Pond Dr resurfacing	Summit Co	C	\$600,000	3									\$600,000
112754	Johnson Rd Resurfacing	Norton	C	\$414,850	3									\$443,869
113169	Munroe Falls Av Resurfacing	Munroe Falls	C	\$261,190	3									\$261,190
112549	S Main St (CR 57-2.62) Resurfacing	Rittman	C	\$334,117	3									\$336,588
112543	E Ohio Av (CR 57-3.91) Resurfacing	Rittman	C	\$459,662	3									\$459,662
112755	New Milford Rd/Tallmadge Rd Resurfacing	Portage Co	C	\$1,814,326	3									\$1,814,326
112583	Ravenna Rd Resurfacing	Twinsburg	C	\$432,000	3									\$432,000
112756	S Chestnut St/Riddle St Resurfacing	Ravenna	C	\$392,000	4									\$392,000
115336	Barber Rd Resurfacing	Norton	C	\$662,923	4									\$662,923
108454	Olde Eight Road Resurfacing	Summit Co	C	\$700,000	4									\$700,000
108467	Cleveland Massillon Rd Part 1 & 2 Resurfacing	Summit Co	C	\$1,400,000	4									\$1,400,000
108140	Ravenna Rd Part 1 Resurfacing	Summit Co	C	\$700,000	4									\$700,000
115334	Broad Blvd Resurfacing	Cuyahoga Falls	C	\$640,681	4									\$800,000
115313	Arlington St Resurfacing	Akron	C	\$800,000	4									\$800,000
115299	Eastern Rd/Gates St Resurfacing	Wayne Co	C	\$606,887	4									\$606,887
115305	Eastern Rd Resurfacing	Rittman	C	\$386,485	4									\$465,712
115339	E. Mennonite Rd Resurfacing	Aurora	C	\$572,000	4									\$572,000
115340	Main St/S. Water St Resurfacing	Kent	C	\$742,135	4									\$799,200
115338	Brecksville Rd (north) Resurfacing	Richfield	C	\$800,000	4									\$800,000
115341	Frost Rd Resurfacing	Streetsboro	C	\$508,712	4									\$508,712
112745	Gilchrist Rd Ph 1 Resurfacing	Mogadore	C	\$2,800										\$0
108370	Wooster Rd/State St reconstruction	Barberton	C			\$1,329,680	1							\$1,930,644
108453	Akron Cleveland Rd Resurfacing	Summit Co	C			\$700,000	1							\$700,000
112745	Gilchrist Rd Ph 1 Resurfacing	Mogadore	C			\$353,464	1							\$356,264
115351	N Cleveland Massillon Rd Resurfacing	Clinton	C			\$515,538	1							\$573,764
102701	E. Exchange St-complete street	Akron	(R)C			\$3,600,000	1							\$3,600,000
106416	SR 43 Widening	Streetsboro	C			\$554,559	2							\$858,657
112743	Terex Rd Resurfacing	Hudson	C			\$506,000	3							\$506,000
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$259,493	3							\$259,493
115357	Eastern Rd Resurfacing	Norton	C			\$642,240	3							\$642,240
115954	W Ohio Ave Resurfacing	Rittman	C			\$496,852	3							\$496,852
113176	Swartz Rd Resurfacing	Summit Co	C			\$500,000	4							\$500,000
115348	Riverview Rd+ Resurfacing	Akron	C			\$700,000	4							\$700,000
115350	4th St Resurfacing	Barberton	C			\$323,728	4							\$323,728
115352	E Sanitarium Rd Resurfacing	Lakemore	C			\$100,000	4							\$100,000
115353	Mogadore Rd Resurfacing	Mogadore	C			\$506,040	4							\$506,040
115354	Cleveland Massillon Rd PH 2 Resurfacing	New Franklin	C			\$562,132	4							\$562,132
115356	Cannon Rd Resurfacing	Twinsburg	C			\$540,000	4							\$540,000
108141	Valley View Rd Resurfacing	Summit Co Eng	C					\$300,000	1					\$300,000
112741	Hopocan Av Resurfacing	Barberton	C					\$281,696	1					\$281,696
112735	Snyder Av Resurfacing	Barberton	C					\$611,976	1					\$611,976
112740	Wooster Rd W Resurfacing	Barberton	C					\$231,808	3					\$231,808
108240	Wooster Rd West Reconstruction	Barberton	C					\$5,507,836	3					\$5,507,836
84397	Seiberling Way Ph 1	Akron	(P)(R)C					\$4,118,390	4					\$4,124,830
115358	Canton Rd Resurfacing	Summit Co	C					\$528,000	4					\$528,000
115359	Old Forge Rd Resurfacing	Portage Co	C					\$628,362	4					\$628,362
115360	N Chestnut St Resurfacing	Ravenna	C					\$504,000	4					\$504,000
112716	N Main St Complete Streets	Akron	(R)C							\$6,000,000				\$6,000,000
112026	SR 59-2.14 (E Main St)	Kent	C							\$3,600,000				\$3,600,000
113175	Ravenna Rd Part 2 Resurfacing	Summit Co	C							\$600,000				\$600,000
116462	E Market St	Akron	C										\$6,100,000	\$6,100,000
	Wyoga Lake Rd	Cuyahoga Falls	R(C)							\$200,000				\$200,000
	Wyoga Lake Rd	Cuyahoga Falls	(R)C								\$5,900,000			\$5,900,000
	Arlington Rd Widening	Green	R(C)							\$674,602				\$674,602
	Arlington Rd Widening	Green	(R)C								\$1,699,040			\$1,699,040
	SR 91/Terex Rd Turn lane Improvements	Hudson	C								\$400,142			\$400,142
113161	Highland & Valley View Improvements	Macedonia	R(C)					\$64,000						\$64,000
113161	Highland & Valley View Improvements	Macedonia	(R)C							\$238,051				\$238,051
	Darrow Rd Reconstruction	Stow	R(C)							\$160,000				\$160,000
	Darrow Rd Reconstruction	Stow	(R)C								\$4,500,000			\$4,500,000
	SR 14/SR 43 Intersection Reconstruction	Streetsboro	C								\$1,089,752			\$1,089,752
116540	Valley View Rd Resurfacing	Macedonia	C								\$292,500			\$292,500
	S Main St Resurfacing	Green	C								\$787,500			\$787,500
	Cleveland Massillon Rd Resurfacing	Norton	C								\$787,500			\$787,500
	Norton Ave Resurfacing	Barberton	C								\$499,662			\$499,662
116539	Miller Rd Resurfacing	Akron	C								\$409,500			\$409,500
	Valley View Rd Resurfacing	Hudson	C								\$787,500			\$787,500
	Ravenna Rd/Diagonal Rd Resurfacing	Portage Co	C								\$614,409			\$614,409
	Bailey Rd Resurfacing	Cuyahoga Falls	C								\$787,500			\$787,500
116556	Albrecht Ave Resurfacing	Mogadore/Summit Co	C								\$787,500			\$787,500
	S Prospect St Resurfacing	Ravenna	C								\$247,500			\$247,500
	E Barlow Rd Resurfacing	Hudson	C								\$439,744			\$787,500
116479	Highland Rd Resurfacing	Twinsburg	C								\$522,000			\$522,000
	Cleveland Massillon Rd Resurfacing	Fairlawn	C								\$787,500			\$787,500
	Cleveland Massillon Rd. PH 1 Resurfacing	New Franklin	C								\$700,000			\$700,000
	Cleveland Rd Resurfacing	Portage Co	C								\$321,557			\$321,557
116620	Greenwich Rd Resurfacing	Norton	C								\$787,500			\$787,500
	Valley View Rd Resurfacing	Summit Co	C								\$787,500			\$787,500
	Hudson Dr Resurfacing	Cuyahoga Falls	C									\$787,500		\$787,500
	Doylestown Rd/Portage St Resurfacing	Wayne Co	C									\$508,829		\$508,829
116470	Frost Rd PH 2 Resurfacing	Streetsboro	C									\$461,836		\$461,836
116557	S Main St Resurfacing	Summit Co	C									\$787,500		\$787,500
116505	Glenwood Dr Resurfacing	Twinsburg	C									\$787,500		\$787,500
	Graham Rd Resurfacing	Stow	C									\$787,500		\$787,500
	N Main St Resurfacing	Rittman	C									\$400,262		\$400,262

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

	2022	2023	2024	2025	2026	2027	2028
Annual STBG Expenditures	\$13,867,206	\$12,189,726	\$12,776,068	\$11,472,653	\$13,588,934	\$10,346,872	\$10,620,927
Annual STBG Allocations	\$14,232,520	\$10,633,414	\$10,633,414	\$10,633,414	\$10,633,414	\$10,633,414	\$10,633,414
Balance	\$365,314	-\$1,556,312	-\$2,142,654	-\$839,239	-\$2,955,520	\$286,542	\$12,487

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

March 7, 2022

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	FY 2025	FY 2026	FY 2027	Orig. Amt
	Sold											
111426	Air Quality Advocacy Program	AMATS		\$100,000	1							\$100,000
111431	Rideshare Program	AMATS		\$80,000	1							\$80,000
112026	SR 59-2.14 (E Main St)	Kent	P(C)	\$230,367	3							\$300,000
103172	Massillon Rd/Corporate Woods Cir/Boettler	Green	C	\$404,318	3							\$5,643,736
	Pending											
103293	Cleveland Massillon Rd*	Fairlawn	(R)C	\$2,977								
111777	CNG Bus Buy 2022 (2 buses)	PARTA	C	\$920,000	1							\$920,000
103172	Massillon Rd/Corporate Woods Cir/Boettler	Green	C	\$5,029,481	4							\$5,643,736
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C	\$2,500,000	4							\$2,500,000
111428	Air Quality Advocacy Program	AMATS				\$100,000	1					\$100,000
111432	Rideshare Program	AMATS				\$80,000	1					\$80,000
112270	CNG Bus Buy (3 buses)	METRO	C			\$1,560,000	1					\$1,560,000
106416	SR 43 Widening	Streetsboro	C			\$3,300,775	2					\$3,300,775
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$267,202	3					\$267,202
112797	Valley View & Olde Eight Improvements	Summit Co Eng	R(C)			\$32,000						\$32,000
111429	Air Quality Advocacy Program	AMATS						\$100,000				\$100,000
111433	Rideshare Program	AMATS						\$80,000				\$80,000
112245	METRO CNG Replacements (3 buses)	METRO	C					\$1,260,000				\$1,260,000
112244	PARTA 2 replacement clean diesel buses	PARTA	C					\$779,253				\$779,253
113165	Ravenna & Shephard Improvements	Macedonia	R(C)					\$80,000				\$80,000
113161	Highland & Valley View Improvements	Macedonia	R(C)					\$104,000				\$104,000
112797	Valley View & Olde Eight Improvements	Summit Co Eng	(R)C					\$228,000				\$228,000
112716	N Main St Complete Streets	Akron	C						\$900,000			\$900,000
112026	SR 59-2.14 (E Main St)	Kent	C						\$5,700,000			\$5,700,000
113161	Highland & Valley View Improvements	Macedonia	(R)C						\$1,704,811			\$1,704,800
113165	Ravenna & Shephard Improvements	Macedonia	(R)C						\$1,289,288			\$1,289,288
	Darrow Rd Signal Improvements	Stow	C						\$1,197,690			\$1,197,690
	Kent Rd Signal Improvements	Stow	C						\$1,520,145			\$1,520,145
	Arlington Rd Roundabouts	Green	R(C)						\$762,124			\$762,124
	Arlington Rd Roundabouts	Green	(R)C							\$3,305,666		\$3,305,666
	SR 303/SR 14/Ranch Improvements	Streetsboro	C							\$459,517		\$459,517
	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
	Downtown Hudson Signal Improvements	Hudson	C							\$2,316,939		\$2,316,939

P = Engineering
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Annual CMAQ Expenditures	2022	2023	2024	2025	2026	2027	
	\$9,287,794	\$5,339,977	\$2,631,253	\$13,074,058	\$9,136,872	\$0	
Annual CMAQ Allocations	\$6,418,442	\$5,591,127	\$5,591,127	\$5,591,127	\$5,591,127	\$5,591,127	
Balance	-\$2,869,352	\$251,150	\$2,959,874	-\$7,482,931	-\$3,545,745	\$5,591,127	

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

March 7, 2022

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	FY 2025	FY 2026	FY 2027	Orig. Amt
	Sold											
	Pending											
106539	Wooster Rd/Robinson (Towpath Trail connector)	Barberton	R	\$13,000	3							\$422,640
106539	Wooster Rd/Robinson (Towpath Trail connector)	Barberton	C	\$332,232	3							\$805,000
107797	CVNP Ped Bridge & Trail	Summit Co	C	\$805,000	3							\$120,000
112788	Cleveland Massillon Rd sidewalk	Summit Co	P(R)C	\$102,000	4							\$120,000
112788	Cleveland Massillon Rd sidewalk	Summit Co	P(R)C			\$18,000	1					\$120,000
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)			\$32,000	3					\$32,000
99729	Raber Rd sidewalks	Green	C			\$500,000	3					\$500,000
105556	The Portage Trail - Ravenna Rd Bridge	Portage Parks	(P)C					\$313,600				\$313,600
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)					\$368,000				\$368,000
107930	Freedom Trail Phase 4	MetroParks	C					\$700,000				\$700,000
102796	Freedom Trail/Middlebury Connector	MetroParks/Tallma	C					\$700,000				\$700,000
113160	Rubber City Heritage Trail East Side Seg B	Akron	C					\$700,000				\$700,000
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C						\$700,000			\$700,000
116464	Rubber City Heritage Trail PH 2	Akron	C						\$700,000			\$700,000
	Veteran's Trail Rails to Trails	Hudson	C						\$700,000			\$700,000
	E Main St (SR 59) Improvements	Kent	C						\$700,000			\$700,000
	Darrow Rd Sidewalks	Stow	R(C)						\$140,000			\$140,000
	Darrow Rd Sidewalks	Stow	(R)C							\$560,000		\$560,000
116457	Springside Dr Sidewalks	Summit Co	P(R)C							\$100,000		\$100,000
116457	Springside Dr Sidewalks	Summit Co	(P)R(C)							\$10,000		\$10,000
116457	Springside Dr Sidewalks	Summit Co	(P)R(C)								\$590,000	\$590,000
	Heartland Trail, Phase 4A	Wayne Co	P(C)						\$68,144			\$68,144
	Heartland Trail, Phase 4A	Wayne Co	(P)C							\$590,583		\$590,583

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

Annual TASA Expenditures	2022	2023	2024	2025	2026	2027	
	\$1,357,997	\$550,000	\$2,781,600	\$3,008,144	\$1,260,583	\$590,000	
Annual TASA Allocations	\$1,477,270	\$1,063,342	\$1,063,342	\$1,063,342	\$1,063,342	\$1,063,342	
Balance	\$119,273	\$513,342	-\$1,718,258	-\$1,944,802	-\$197,241	\$473,342	

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM
CRRSAA Special Funding (\$4 M)**

March 7, 2022

ODOT PID	CRRSAA PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	Quarter	Orig. Amt
113168	W Steels Corners Rd Ph 2 Resurfacing	Cuy Falls	C	\$700,000	4					\$700,000
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$3,389,704	3			\$3,649,197

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

Annual STBG Expenditures	2022	2023	2024				
	\$700,000	\$3,389,704	\$0			\$4,349,197	
TOTAL			\$4,089,704				

Portage Trail will still need \$259,493 in STBG

Budgeted: \$4,089,704 as of 3-7-22

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: March 10, 2022

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AMATS TRANSPORTATION IMPROVEMENT PROGRAM
STBG Funding Program and Balances

March 7, 2022

ODOT PID	STBG PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	Quarter	FY 2025	FY 2026	FY 2027	FY 2028	Orig. Amt
	Sold													
106875	AV/CV Data System Analysis		P	\$90,001	1									\$90,001
112487	Romig Rd BRT Study	METRO	P	\$80,000	2									\$80,000
	Pending													
102701	E. Exchange St-complete street	Akron	R(C)	\$240,000										\$240,000
102742	SR 93/162 9.10/7.26	Akron	C	\$150,000	3									\$150,000
108200	White Pond Dr resurfacing	Summit Co	C	\$600,000	3									\$600,000
112754	Johnson Rd Resurfacing	Norton	C	\$414,850	3									\$443,869
113169	Munroe Falls Av Resurfacing	Munroe Falls	C	\$261,190	3									\$261,190
112549	S Main St (CR 57-2.62) Resurfacing	Rittman	C	\$334,117	3									\$336,588
112543	E Ohio Av (CR 57-3.91) Resurfacing	Rittman	C	\$459,662	3									\$459,662
112755	New Milford Rd/Tallmadge Rd Resurfacing	Portage Co	C	\$1,814,326	3									\$1,814,326
112583	Ravenna Rd Resurfacing	Twinsburg	C	\$432,000	3									\$432,000
112756	S Chestnut St/Riddle St Resurfacing	Ravenna	C	\$392,000	4									\$392,000
115336	Barber Rd Resurfacing	Norton	C	\$662,923	4									\$662,923
108454	Olde Eight Road Resurfacing	Summit Co	C	\$700,000	4									\$700,000
108467	Cleveland Massillon Rd Part 1 & 2 Resurfacing	Summit Co	C	\$1,400,000	4									\$1,400,000
108140	Ravenna Rd Part 1 Resurfacing	Summit Co	C	\$700,000	4									\$700,000
115334	Broad Blvd Resurfacing	Cuyahoga Falls	C	\$640,681	4									\$800,000
115313	Arlington St Resurfacing	Akron	C	\$800,000	4									\$800,000
115299	Eastern Rd/Gates St Resurfacing	Wayne Co	C	\$606,887	4									\$606,887
115305	Eastern Rd Resurfacing	Rittman	C	\$386,485	4									\$465,712
115339	E. Mennonite Rd Resurfacing	Aurora	C	\$572,000	4									\$572,000
115340	Main St/S. Water St Resurfacing	Kent	C	\$742,135	4									\$799,200
115338	Brecksville Rd (north) Resurfacing	Richfield	C	\$800,000	4									\$800,000
115341	Frost Rd Resurfacing	Streetsboro	C	\$508,712	4									\$508,712
112745	Gilchrist Rd Ph 1 Resurfacing	Mogadore	C	\$2,800										\$0
108370	Wooster Rd/State St reconstruction	Barberton	C			\$1,329,680	1							\$1,930,644
108453	Akron Cleveland Rd Resurfacing	Summit Co	C			\$700,000	1							\$700,000
112745	Gilchrist Rd Ph 1 Resurfacing	Mogadore	C			\$353,464	1							\$356,264
115351	N Cleveland Massillon Rd Resurfacing	Clinton	C			\$515,538	1							\$573,764
102701	E. Exchange St-complete street	Akron	(R)C			\$3,600,000	1							\$3,600,000
106416	SR 43 Widening	Streetsboro	C			\$554,559	2							\$858,657
112743	Terex Rd Resurfacing	Hudson	C			\$506,000	3							\$506,000
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$259,493	3							\$259,493
115357	Eastern Rd Resurfacing	Norton	C			\$642,240	3							\$642,240
115954	W Ohio Ave Resurfacing	Rittman	C			\$496,852	3							\$496,852
113176	Swartz Rd Resurfacing	Summit Co	C			\$500,000	4							\$500,000
115348	Riverview Rd+ Resurfacing	Akron	C			\$700,000	4							\$700,000
115350	4th St Resurfacing	Barberton	C			\$323,728	4							\$323,728
115352	E Sanitarium Rd Resurfacing	Lakemore	C			\$100,000	4							\$100,000
115353	Mogadore Rd Resurfacing	Mogadore	C			\$506,040	4							\$506,040
115354	Cleveland Massillon Rd PH 2 Resurfacing	New Franklin	C			\$562,132	4							\$562,132
115356	Cannon Rd Resurfacing	Twinsburg	C			\$540,000	4							\$540,000
108141	Valley View Rd Resurfacing	Summit Co Eng	C					\$300,000	1					\$300,000
112741	Hopocan Av Resurfacing	Barberton	C					\$281,696	1					\$281,696
112735	Snyder Av Resurfacing	Barberton	C					\$611,976	1					\$611,976
112740	Wooster Rd W Resurfacing	Barberton	C					\$231,808	3					\$231,808
108240	Wooster Rd West Reconstruction	Barberton	C					\$5,507,836	3					\$5,507,836
84397	Seiberling Way Ph 1	Akron	(P)(R)C					\$4,118,390	4					\$4,124,830
115358	Canton Rd Resurfacing	Summit Co	C					\$528,000	4					\$528,000
115359	Old Forge Rd Resurfacing	Portage Co	C					\$628,362	4					\$628,362
115360	N Chestnut St Resurfacing	Ravenna	C					\$504,000	4					\$504,000
112716	N Main St Complete Streets	Akron	(R)C							\$6,000,000				\$6,000,000
112026	SR 59-2.14 (E Main St)	Kent	C							\$3,600,000				\$3,600,000
113175	Ravenna Rd Part 2 Resurfacing	Summit Co	C							\$600,000				\$600,000
116462	E Market St	Akron	C										\$6,100,000	\$6,100,000
	Wyoga Lake Rd	Cuyahoga Falls	R(C)							\$200,000				\$200,000
	Wyoga Lake Rd	Cuyahoga Falls	(R)C								\$5,900,000			\$5,900,000
	Arlington Rd Widening	Green	R(C)							\$674,602				\$674,602
	Arlington Rd Widening	Green	(R)C								\$1,699,040			\$1,699,040
	SR 91/Terex Rd Turn lane Improvements	Hudson	C								\$400,142			\$400,142
113161	Highland & Valley View Improvements	Macedonia	R(C)					\$64,000						\$64,000
113161	Highland & Valley View Improvements	Macedonia	(R)C							\$238,051				\$238,051
	Darrow Rd Reconstruction	Stow	R(C)							\$160,000				\$160,000
	Darrow Rd Reconstruction	Stow	(R)C								\$4,500,000			\$4,500,000
	SR 14/SR 43 Intersection Reconstruction	Streetsboro	C								\$1,089,752			\$1,089,752
116540	Valley View Rd Resurfacing	Macedonia	C									\$292,500		\$292,500
	S Main St Resurfacing	Green	C									\$787,500		\$787,500
	Cleveland Massillon Rd Resurfacing	Norton	C									\$787,500		\$787,500
	Norton Ave Resurfacing	Barberton	C									\$499,662		\$499,662
116539	Miller Rd Resurfacing	Akron	C									\$409,500		\$409,500
	Valley View Rd Resurfacing	Hudson	C									\$787,500		\$787,500
	Ravenna Rd/Diagonal Rd Resurfacing	Portage Co	C									\$614,409		\$614,409
	Bailey Rd Resurfacing	Cuyahoga Falls	C									\$787,500		\$787,500
116556	Albrecht Ave Resurfacing	Mogadore/Summit Co	C									\$787,500		\$787,500
	S Prospect St Resurfacing	Ravenna	C									\$247,500		\$247,500
	E Barlow Rd Resurfacing	Hudson	C									\$439,744		\$787,500
116479	Highland Rd Resurfacing	Twinsburg	C									\$522,000		\$522,000
	Cleveland Massillon Rd Resurfacing	Fairlawn	C									\$787,500		\$787,500
	Cleveland Massillon Rd. PH 1 Resurfacing	New Franklin	C									\$700,000		\$700,000
	Cleveland Rd Resurfacing	Portage Co	C									\$321,557		\$321,557
116620	Greenwich Rd Resurfacing	Norton	C									\$787,500		\$787,500
	Valley View Rd Resurfacing	Summit Co	C									\$787,500		\$787,500
	Hudson Dr Resurfacing	Cuyahoga Falls	C										\$787,500	\$787,500
	Doylestown Rd/Portage St Resurfacing	Wayne Co	C										\$508,829	\$508,829
116470	Frost Rd PH 2 Resurfacing	Streetsboro	C										\$461,836	\$461,836
116557	S Main St Resurfacing	Summit Co	C										\$787,500	\$787,500
116505	Glenwood Dr Resurfacing	Twinsburg	C										\$787,500	\$787,500
	Graham Rd Resurfacing	Stow	C										\$787,500	\$787,500
	N Main St Resurfacing	Rittman	C										\$400,262	\$400,262

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

	2022	2023	2024	2025	2026	2027	2028
Annual STBG Expenditures	\$13,867,206	\$12,189,726	\$12,776,068	\$11,472,653	\$13,588,934	\$10,346,872	\$10,620,927
Annual STBG Allocations	\$14,232,520	\$10,633,414	\$10,633,414	\$10,633,414	\$10,633,414	\$10,633,414	\$10,633,414
Balance	\$365,314	-\$1,556,312	-\$2,142,654	-\$839,239	-\$2,955,520	\$286,542	\$12,487

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

March 7, 2022

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	FY 2025	FY 2026	FY 2027	Orig. Amt
	Sold											
111426	Air Quality Advocacy Program	AMATS		\$100,000	1							\$100,000
111431	Rideshare Program	AMATS		\$80,000	1							\$80,000
112026	SR 59-2.14 (E Main St)	Kent	P(C)	\$230,367	3							\$300,000
103172	Massillon Rd/Corporate Woods Cir/Boettler	Green	C	\$404,318	3							\$5,643,736
	Pending											
103293	Cleveland Massillon Rd*	Fairlawn	(R)C	\$2,977								
111777	CNG Bus Buy 2022 (2 buses)	PARTA	C	\$920,000	1							\$920,000
103172	Massillon Rd/Corporate Woods Cir/Boettler	Green	C	\$5,029,481	4							\$5,643,736
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C	\$2,500,000	4							\$2,500,000
111428	Air Quality Advocacy Program	AMATS				\$100,000	1					\$100,000
111432	Rideshare Program	AMATS				\$80,000	1					\$80,000
112270	CNG Bus Buy (3 buses)	METRO	C			\$1,560,000	1					\$1,560,000
106416	SR 43 Widening	Streetsboro	C			\$3,300,775	2					\$3,300,775
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$267,202	3					\$267,202
112797	Valley View & Olde Eight Improvements	Summit Co Eng	R(C)			\$32,000						\$32,000
111429	Air Quality Advocacy Program	AMATS						\$100,000				\$100,000
111433	Rideshare Program	AMATS						\$80,000				\$80,000
112245	METRO CNG Replacements (3 buses)	METRO	C					\$1,260,000				\$1,260,000
112244	PARTA 2 replacement clean diesel buses	PARTA	C					\$779,253				\$779,253
113165	Ravenna & Shephard Improvements	Macedonia	R(C)					\$80,000				\$80,000
113161	Highland & Valley View Improvements	Macedonia	R(C)					\$104,000				\$104,000
112797	Valley View & Olde Eight Improvements	Summit Co Eng	(R)C					\$228,000				\$228,000
112716	N Main St Complete Streets	Akron	C						\$900,000			\$900,000
112026	SR 59-2.14 (E Main St)	Kent	C						\$5,700,000			\$5,700,000
113161	Highland & Valley View Improvements	Macedonia	(R)C						\$1,704,811			\$1,704,800
113165	Ravenna & Shephard Improvements	Macedonia	(R)C						\$1,289,288			\$1,289,288
	Darrow Rd Signal Improvements	Stow	C						\$1,197,690			\$1,197,690
	Kent Rd Signal Improvements	Stow	C						\$1,520,145			\$1,520,145
	Arlington Rd Roundabouts	Green	R(C)						\$762,124			\$762,124
	Arlington Rd Roundabouts	Green	(R)C							\$3,305,666		\$3,305,666
	SR 303/SR 14/Ranch Improvements	Streetsboro	C							\$459,517		\$459,517
	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
	Downtown Hudson Signal Improvements	Hudson	C							\$2,316,939		\$2,316,939

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

	2022	2023	2024	2025	2026	2027
Annual CMAQ Expenditures	\$9,287,794	\$5,339,977	\$2,631,253	\$13,074,058	\$9,136,872	\$0
Annual CMAQ Allocations	\$6,418,442	\$5,591,127	\$5,591,127	\$5,591,127	\$5,591,127	\$5,591,127
Balance	-\$2,869,352	\$251,150	\$2,959,874	-\$7,482,931	-\$3,545,745	\$5,591,127

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

March 7, 2022

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	FY 2025	FY 2026	FY 2027	Orig. Amt
	Sold											
	Pending											
106539	Wooster Rd/Robinson (Towpath Trail connector)	Barberton	R	\$13,000	3							\$422,640
106539	Wooster Rd/Robinson (Towpath Trail connector)	Barberton	C	\$332,232	3							\$805,000
107797	CVNP Ped Bridge & Trail	Summit Co	C	\$805,000	3							\$120,000
112788	Cleveland Massillon Rd sidewalk	Summit Co	P(R)C	\$102,000	4							\$120,000
112788	Cleveland Massillon Rd sidewalk	Summit Co	P(R)C			\$18,000	1					\$120,000
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)			\$32,000	3					\$32,000
99729	Raber Rd sidewalks	Green	C			\$500,000	3					\$500,000
105556	The Portage Trail - Ravenna Rd Bridge	Portage Parks	(P)C					\$313,600				\$313,600
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)					\$368,000				\$368,000
107930	Freedom Trail Phase 4	MetroParks	C					\$700,000				\$700,000
102796	Freedom Trail/Middlebury Connector	MetroParks/Tallma	C					\$700,000				\$700,000
113160	Rubber City Heritage Trail East Side Seg B	Akron	C					\$700,000				\$700,000
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C						\$700,000			\$700,000
116464	Rubber City Heritage Trail PH 2	Akron	C						\$700,000			\$700,000
	Veteran's Trail Rails to Trails	Hudson	C						\$700,000			\$700,000
	E Main St (SR 59) Improvements	Kent	C						\$700,000			\$700,000
	Darrow Rd Sidewalks	Stow	R(C)						\$140,000			\$140,000
	Darrow Rd Sidewalks	Stow	(R)C							\$560,000		\$560,000
116457	Springside Dr Sidewalks	Summit Co	P(R)C							\$100,000		\$100,000
116457	Springside Dr Sidewalks	Summit Co	(P)R(C)							\$10,000		\$10,000
116457	Springside Dr Sidewalks	Summit Co	(P)R(C)								\$590,000	\$590,000
	Heartland Trail, Phase 4A	Wayne Co	P(C)						\$68,144			\$68,144
	Heartland Trail, Phase 4A	Wayne Co	(P)C							\$590,583		\$590,583

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

	2022	2023	2024	2025	2026	2027
Annual TASA Expenditures	\$1,357,997	\$550,000	\$2,781,600	\$3,008,144	\$1,260,583	\$590,000
Annual TASA Allocations	\$1,477,270	\$1,063,342	\$1,063,342	\$1,063,342	\$1,063,342	\$1,063,342
Balance	\$119,273	\$513,342	-\$1,718,258	-\$1,944,802	-\$197,241	\$473,342

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM
CRRSAA Special Funding (\$4 M)**

March 7, 2022

ODOT PID	CRRSAA PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	Quarter	Orig. Amt
113168	W Steels Corners Rd Ph 2 Resurfacing	Cuy Falls	C	\$700,000	4					\$700,000
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$3,389,704	3			\$3,649,197

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

	2022	2023	2024
Annual STBG Expenditures	\$700,000	\$3,389,704	\$0
TOTAL	\$700,000	\$3,389,704	\$0

Portage Trail will still need \$259,493 in STBG

Budgeted: \$4,089,704 as of 3-7-22

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Public Participation Plan – Final Draft 3P

DATE: March 16, 2022

Introduction

The AMATS *Public Participation Plan* or "*3P*" details the policies and strategies that the agency utilizes to encourage an open planning process that supports early and sustained public involvement, timely public notice, and full public access to information regarding key transportation decisions within the Greater Akron area.

The *3P* pursues a continuing, comprehensive, and coordinated process among all area stakeholders while providing opportunities for innovative broad-based participation in the development and review of regional transportation plans, programs, and policies. The latest version of the *3P* continues the agency's embrace of social media and recognizes the needs of growing and unique populations within the area, such as the elderly, Asian and Latino communities, and those with special needs.

Federal Recommendations

In August 2021, AMATS began a comprehensive review of its *3P*, which was last updated in 2018. Revisions resulting from this review are largely based on two recommendations issued to the agency through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). These recommendations were presented to AMATS following the FHWA and FTA's federal certification review of the agency as a metropolitan planning organization (MPO) in May 2021. These recommendations are presented in their entirety in the USDOT *Transportation Management Area Planning Certification Review – May 2021 Summary Report*, pages 37-39, and are summarized below.

The FHWA and FTA recommended that AMATS:

- Review its Title VI complaint process and documentation so that the agency's procedures accurately reflect guidance provided in the revised Ohio Department of Transportation (ODOT) MPO/Regional Transportation Planning Organization Title VI Manual released in 2020.
- Amend the *3P* to outline and document the specific process that AMATS uses to respond to individual comments and input that the agency receives as part of the public engagement process.

In response to these recommendations, the agency modified its *3P* to include:

- Passages stating that AMATS will acknowledge receiving all electronic and written correspondence from members of the public regarding transportation issues of public interest and respond within a seven-day period of receiving such correspondence. AMATS personnel will maintain files documenting all such correspondence throughout the public engagement process as part of its maintenance of permanent records.
- *Appendix G – Measures of Effectiveness Report* to gauge and measure the effectiveness of the agency's public engagement efforts during the three-year span of the *3P*.

Summary of 2022 Update

The Draft *3P* was available for public review and comment for a 65-day period that began on Jan. 13, 2022 and ended March 18, 2022. This period was promoted through a combination of social media postings on the agency's website, Twitter, and Facebook pages and MailChimp email campaigns. Newspaper advertisements were also purchased for the three major newspapers serving the Greater Akron area: the *Beacon Journal*, the *Record-Courier* and *The Reporter*. The *Beacon Journal* and *Record Courier* advertisements were published on Jan. 13, 2022 and March 10, 2022. *The Reporter* advertisements were published during the weeks of Jan. 22, 2022 and March 5, 2022. The agency also purchased online advertisements to promote the comment period on the *Beacon Journal*'s web site – Ohio.com – with Gannett Co., Inc. (Gannett Co., Inc. is the media company that owns the *Beacon Journal*, *Record-Courier* and several other regional weekly newspapers.)

During the period, the Draft *3P* was available for viewing and downloading on the agency web site - amatsplanning.org. The site included pdf and online versions of comment forms pertaining to this draft document. This item was also accessible through the agency's Twitter and Facebook pages and was available for review at the AMATS offices located in Suite 1300 of 1 Cascade Plaza in downtown Akron.

The initial and final versions of the draft plan were formally presented to the public during the in-person Jan. 20, 2022 and virtual March 17, 2022 meetings of the AMATS Citizens Involvement Committee (CIC). These meetings were promoted in the previously mentioned *Beacon Journal*, *Record-Courier*, *The Reporter* and Ohio.com advertisements.

The agency's public outreach campaigns and related media coverage are documented in *Appendix D* of the *AMATS Public Participation Plan – 3P* on pages 24-34.

Comments Received

During the initial presentation of the Draft *3P* in January 2022, members of the AMATS Technical Advisory Committee (TAC) offered several suggestions to clarify information presented in the document's map legends and an appendix table.

The members suggested that the draft document's map legends depicting the Greater Akron area's Elderly (65+), Low Income, and Minority populations on pages 12-14 be modified to make better use of color and offer specific citations of source data.

A suggestion was also made that the *Traditional Methods* table presented in *Appendix G – Measures of Effectiveness Report* on page 45 clarify how the agency will record the number of *Title VI / Non-discrimination Complaints Received* and *Title VI / Non-discrimination Complaints Resolved*.

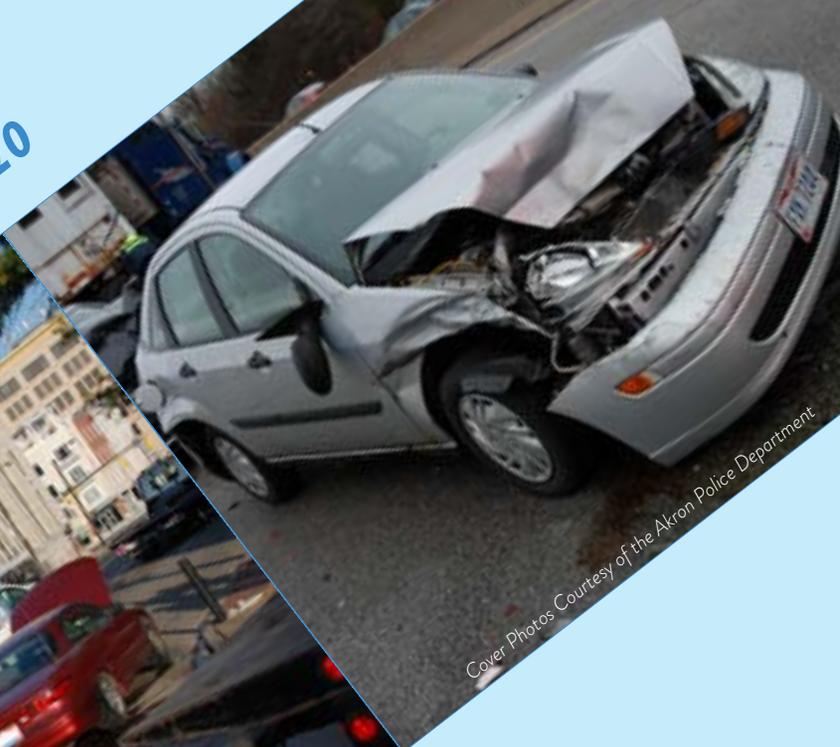
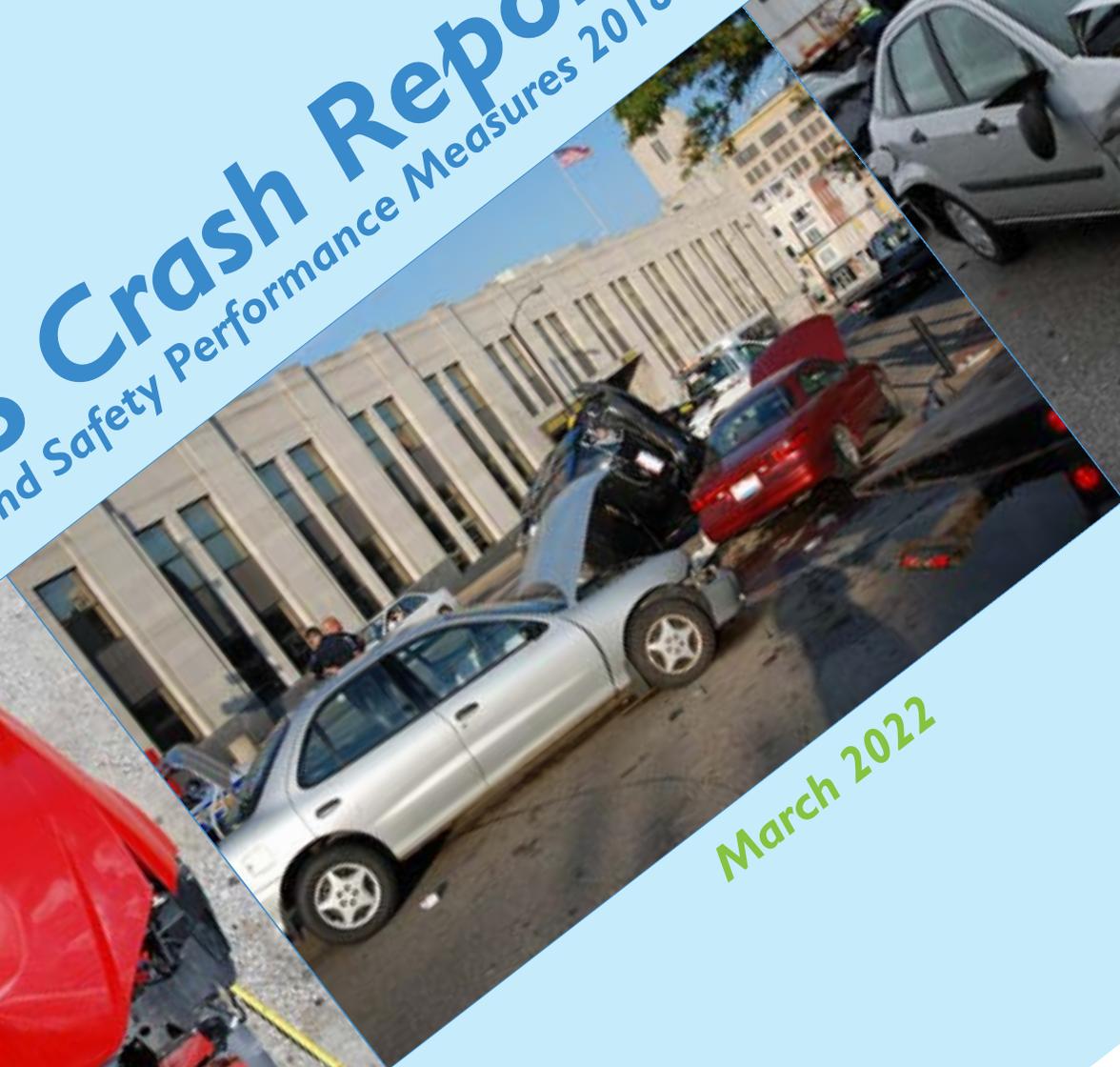
The Final Draft *3P* incorporates these TAC-suggested clarifications.

Availability

Upon approval by the AMATS Policy Committee, the Final *3P* will be available on the *Meetings and Reports, Maps & Data* pages of the agency website. Comments regarding this item and related practices are welcome and should be sent to AMATS Public Information Coordinator Kerry Prater at kprater@akronohio.gov or 330-375-2436.

AMATS Crash Report

Traffic Crashes and Safety Performance Measures 2018-2020



Cover Photos Courtesy of the Akron Police Department

March 2022



Akron Metropolitan Area Transportation Study
1 Cascade Plaza, Suite 1300
Akron, OH 44308 - 1136

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Section I: A New Approach – The Dawn of “Safe Systems”

Overview

The Ohio Department of Transportation (ODOT) is making major changes to its Highway Safety Improvement Program (HSIP) to focus limited funding on fatal and serious injury crashes. The department is also creating a new program to encourage systemic or proactive safety investments to prevent specific high-severity crash types. AMATS aims to align our safety program with ODOT's in order to rank and fund locations of concern. [Appendix A on page 25](#) defines the new ODOT Safety Programs.

These changes are happening because traffic deaths in Ohio have risen six of the past seven years. Focusing on severity and specific crash types and safety improvements will help us better target these crashes and align our investments with federal safety requirements focused on reducing fatalities and serious injuries.

These changes are also part of a national movement to adopt a Safe System approach. Safe System is a paradigm shift from eliminating crashes to eliminating fatal and serious injuries.

Safe System acknowledges that people make mistakes and engineers have a responsibility to reduce crash severity by being more aggressive in using roadway design and operational changes instead of relying on drivers to change their behavior. Safe System also strives for a greater transportation balance that serves the needs of all road users, not just motorists.

The Safe System approach differs from conventional safety practice by being human-centered and by fully integrating the needs of all users (pedestrians, bicyclists, older, younger, disabled, etc.) of the transportation system. Safe Systems provide a safety-net for the user by:

1. **Anticipating Human Error** – A Safe System is designed to anticipate and accommodate errors by drivers and other road users.

Example: Even a momentary distraction can prevent a driver from seeing vulnerable road users or vice-versa. Separating vulnerable road users, such as pedestrians and bicyclists, from traffic wherever possible reduces the likelihood that such predictable errors will lead to a deadly collision.

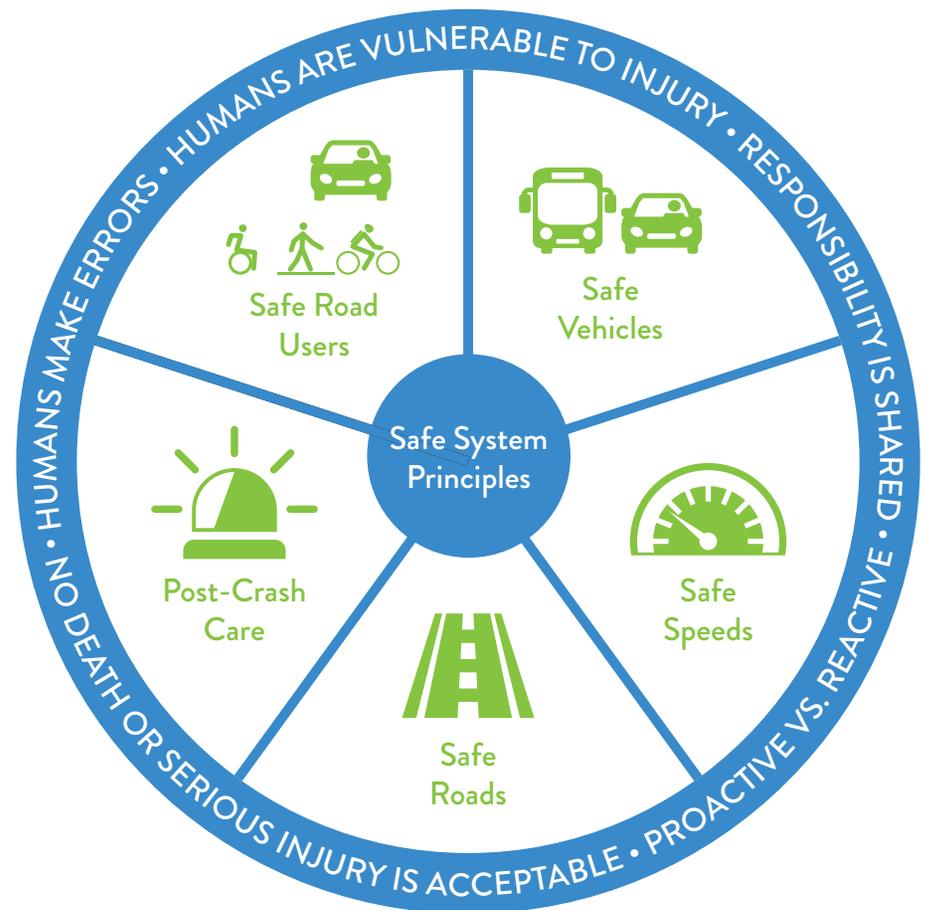
Example: On rural highways the application of rumble strips can recapture the driver's attention when they drift out of the lane due to distraction or fatigue. In newer vehicles, lane-keeping technologies can provide similar benefit.

2. **Accommodating Human Injury Tolerance** – A Safe System is designed to reduce or eliminate opportunities for crashes resulting in forces beyond human endurance.

Example: Where pedestrians and vehicles need to occupy the same space – such as urban crosswalks – reducing vehicle speeds using lower speed limits combined with road design changes can reduce the likelihood of fatal collisions with pedestrians or bicyclists.

Example: Breakaway designs on traffic control devices installed in the right-of-way can reduce the force of impact when struck by an errant vehicle.

When we take a Safe System approach, we may employ some of our current safety practices, but by taking a human-centered approach we will often make different decisions than we would have otherwise.



*diagram adapted from original by Federal Highway Administration (FHWA)

Anticipating Human Error

Recognizing that humans are human and that they will continue to make errors when traveling. One way to implement a Safe System strategy is to reduce the opportunity for error by:

- **Separating Users in Space** – This approach segregates the physical space to provide travelers with a dedicated part of the right-of-way. Typically, travelers moving at different speeds – pedestrians, bicyclists, etc. (e.g., sidewalks, cycle tracks) – or different directions (e.g., turning vehicles in separate turn lanes) are separated in space to minimize conflicts with other users.
- **Separating Users in Time** – This approach assumes that users will need to occupy the same physical space on the roadway but creates a safer environment by separating the users in time and reducing vehicle interactions with vulnerable road users. An example is a pedestrian scramble phase at an intersection. During this phase pedestrians have exclusive access to the intersection without having to worry about vehicle encroachment.
- **Increasing Attentiveness and Awareness** – This approach seeks to alert users to potential hazards and/or the presence of other users. These techniques can be vehicle, user or infrastructure based. There are a variety of areas to be explored, including:

Increasing Visibility

- “Daylighting” intersections by removing parking at the corners to allow greater visibility between drivers and pedestrians.
- Street lighting that increases nighttime visibility of users.
- Vehicle, scooter or bicycle lights or retroreflective clothing that allows users to be visible to one another.

Increasing Attentiveness

- Rumble strips and in-vehicle lane departure systems that alert inattentive or drowsy drivers that they are leaving their lanes.
- Rectangular Rapid Flashing Beacons that warn drivers of the presence of crossing pedestrians.

Reducing Impairment

- Alcohol detection and ignition interlock systems that help prevent intoxicated drivers from operating a motor vehicle.
- In-vehicle systems that help prevent use of cell phones while the vehicle is moving to minimize distraction.
- Applications and programs that incentivize and reward safe behaviors.

Accommodating Human Injury Tolerance

The laws of physics dictate that greater harm will occur at higher speeds and that, typically, the greater the mass of a vehicle, the more harm that it will inflict on others.

- **Reduce Speeds** – For vulnerable users, speed is a determining factor in survivability – a human’s chance of surviving being struck by a vehicle increases from 20% at 40 miles per hour to 60% at 30 miles per hour to 90% at 20 miles per hour. Reducing speed in the presence of vulnerable users is a key Safe System strategy. Approaches include:
 - Physical roadway designs (width, horizontal alignment) to limit free flow speeds,
 - Traffic calming treatments that induce slower speeds,
 - Traffic signal timing that minimizes high speed flow,
 - Traditional or automated enforcement that discourages speeding.
- **Reduce Impact Forces** – A variety of methods can be used to increase crash survivability by reducing the impact forces. These include:
 - Intersection Design – alternative intersections, such as roundabouts, reduce the angle and speeds of entering vehicles to limit impact forces. Designs which limit right-angle conflicts can also achieve this goal.
 - Occupant Protection – this can include interior design of the vehicle, seat belts, air bags, etc. Much work has been done in this area in recent decades.
 - Exterior Vehicle Design – the aggressiveness of the exterior of the vehicle can affect the consequences of a collision. Increasing size of vehicles in recent years has worked against this goal, but recent innovations in vehicle front-end design offer the potential to create softer vehicle-to-vulnerable user impacts.
 - Automated Braking – automated braking systems have been introduced to detect other users or objects and slow or stop vehicles prior to a collision.
 - Roadside Crashworthiness – this can include clear zones, breakaway supports, etc. Much work has been done in this area in recent decades.

Section 2: AMATS Area Crashes

Overview

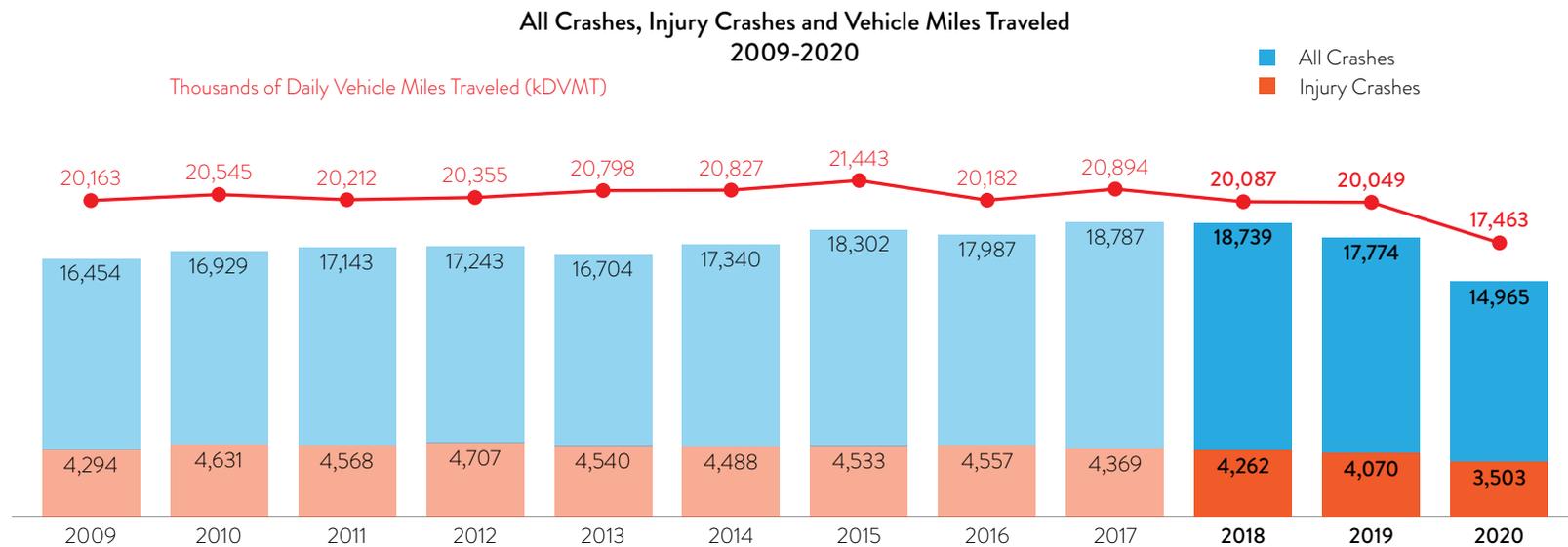
The 2018-2020 Crash Report was prepared by reviewing 51,478 crash records obtained from the Ohio Department of Transportation (ODOT). Animal crashes and construction zone crashes were removed and not included in the analysis since they do not relate to the characteristics of the roadway. The data is then imported into GIS and plotted. It is carefully checked for location accuracy and then categorized as section or intersection crashes. The roadway section and intersection locations are further analyzed and then ranked. In Section 3 Bicycle and Pedestrian Crashes are discussed. Section 4 highlights Safety Performance Measures and Targets. Freeway crashes are not included in this report and instead are analyzed and ranked by ODOT.

Trends

The pandemic in 2020 created a substantial decrease in Vehicle Miles Traveled (VMT) and in overall crashes. However, the number of fatalities in 2020 went up significantly. There is no clear explanation for this phenomenon other than speculation that less traffic led to higher speeds and more fatal crashes.

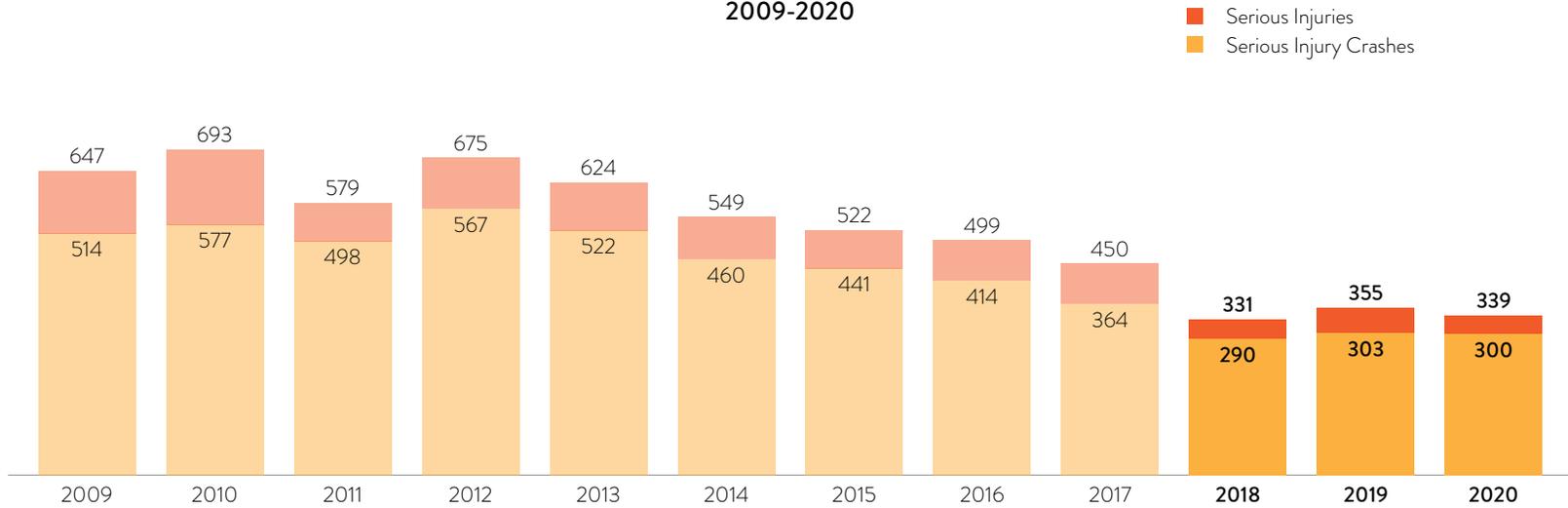
In 2020, the overall number of crashes in the AMATS area decreased by 2,809. This is nearly a 16% decrease from 2019. Injury crashes decreased by 567 or 14%, but fatal crashes increased by 21 or 49%.

The following graph shows the number of total crashes in the AMATS area between 2009 and 2020. The red line at the top shows thousands of daily vehicle miles traveled (kDVMT) in the AMATS area. This data was obtained from the ODOT Office of Technical Services. In 2020 kDVMT in the AMATS area decreased by 12.9% from 2019.

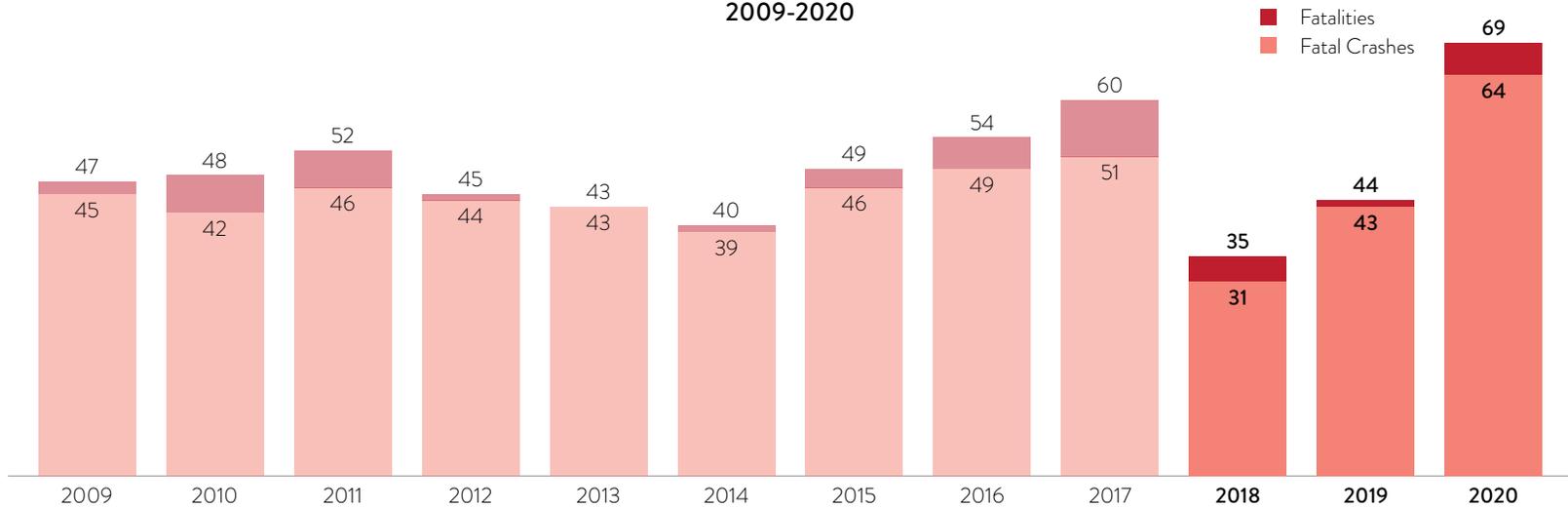


The following graphs show the number of serious injury crashes and fatal crashes as well as the resulting serious injuries and fatalities between 2009 and 2020. A crash is one event, but it may involve multiple vehicles or multiple occupants and result in multiple injuries or fatalities. Serious injury crashes and fatal crashes are hard to graph on the previous graph because they are such a small percentage of all crashes.

**AMATS Area Serious Injuries
2009-2020**



**AMATS Area Fatalities
2009-2020**



Methodology

The 2018-2020 Crash Report uses Geographic Information System (GIS) coordinates to plot crashes. Sometimes the coordinates are not correct in the imported data and crashes must be manually moved to their proper location based on the description on the police report. This is time-consuming, but necessary for an accurate report.

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

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

Once the analysis in GIS is done, a list of high crash sections and intersections is produced. This criterion has also changed since our last crash report. One of the most significant changes is not having a minimum crash rate and instead adding the criteria that 30 percent of the crashes at a location be fatal or injury related.

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

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

High Crash 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 160 high crash roadway sections that have 3 or more crashes per mile per year and at least 30 percent of the crashes are fatal or injury-related over the three-year period.
- [Table 1 on page 6](#) lists the 160 high crash roadway sections ranked by composite score. This table also notes if any crashes were bicycle or pedestrian related. [Map 1 on page 10](#) shows the top 50 high crash roadway sections. A location in red font indicates at least one fatality.

Table I: High Crash Sections 2018-2020

Rank	Roadway Section	Length (miles)	Average Daily Traffic	Total Crashes	Crashes per Mile per Year	Crashes per Mile per Year Rank	Percent Injury & Fatal	Injury & Fatal Rank	Sum of Rank Score	Bike Related	Ped Related	Location
1	M.L. King Blvd (SR 59) from N Main St/N Howard St to N Broadway St	0.35	20,088	27	26	3	44%	30	33	0	0	Akron
2	S Prospect St from Ravenna SCL to Lake Ave	0.19	9,959	6	11	29	50%	9	38	0	0	Ravenna
3	SR 59 from Brady Lake Rd (CR 162) to Ravenna West Corp Line	0.45	11,290	13	10	34	54%	5	39	0	0	Portage Co-Ravenna Twp
4	Wooster Rd W from Johnson Rd to 31st St	0.29	12,970	7	8	42	57%	3	45	0	0	Barberton
5	S Cleveland-Massillon Rd from I-77 to Rosemont Blvd/Elgin Dr	0.53	21,780	45	28	2	42%	48	50	0	0	Fairlawn
6	S Lincoln St from E Summit St to E Main St (SR 59)	0.26	6,970	6	8	45	50%	9	54	0	2	Kent
7	SR 44 from Tallmadge Rd (CR 18) to SR 5 (NB off from I-76)	0.63	12,347	41	22	6	41%	52	58	0	0	Portage Co-Rootstown Twp
8	Vernon Odom Blvd (SR 261) from East Ave (SR 93) to Rhodes Ave	0.50	8,916	13	9	38	46%	24	62	3	0	Akron
9	Massillon Rd (SR241) from Krumroy Rd (CR 130) to Oaks Dr / Akron SCL	0.29	8,752	5	6	61	60%	2	63	0	0	Summit Co-Springfield Twp
10	Copley Rd (SR 162) from Storer Ave to East Ave	0.36	12,430	22	20	8	41%	57	65	0	0	Akron
11	Barber Rd from Norton Ave to I-76	1.11	9,892	25	8	46	48%	20	66	0	0	Norton
11	E Highland Rd (CR111) from Chamberlin Rd (CR128) to Hadden Rd (TR129)	0.88	3,442	16	6	57	50%	9	66	0	0	Summit Co-Twinsburg Twp
13	SR 43 from Kent North Corp Line to Streetsboro South Corp Line	2.40	15,206	78	11	25	42%	46	71	0	0	Portage Co-Franklin Twp
14	Prospect St (CR 74) from Hayes Rd (CR 138) to Ravenna South Corp Line	0.43	9,640	7	5	72	57%	3	75	0	1	Portage Co-Ravenna Twp
14	SR 14 from SR 303 (E) to Diagonal Rd	2.01	18,606	110	18	10	39%	65	75	0	0	Streetsboro
16	SR 59 from SR 261 to Brady Lake Rd (CR 162)	2.55	16,334	81	11	27	42%	49	76	0	2	Portage Co-Ravenna Twp
17	5th St NE (SR 619) from Robinson Ave to State St	1.15	10,237	30	9	37	43%	40	77	0	2	Barberton
18	Cleveland Rd from Ravenna North Corp Line to Highland Ave	0.18	2,610	8	15	16	38%	73	89	2	0	Ravenna
19	E Tallmadge Ave (SR 261) from Home Ave to Brittain Rd	1.16	16,690	39	11	23	38%	67	90	0	2	Akron
19	SR 14 from Diagonal Rd to Streetsboro East Corp Line	1.30	18,250	34	9	36	41%	54	90	0	0	Streetsboro
21	N Forge St from Fountain St to N Arlington St	0.70	4,275	10	5	82	50%	9	91	0	1	Akron
21	State Rd from Cuyahoga Falls Corp Line to Broad Blvd	0.66	14,700	41	21	7	37%	84	91	1	0	Cuyahoga Falls
23	W Hopocan Ave from Wooster Rd N to 8th St NW	0.53	4,523	9	6	64	44%	30	94	0	0	Barberton
23	E Turkeyfoot Lake Rd (SR 619) from S Main St to Arlington Rd	1.56	11,970	36	8	44	42%	50	94	0	0	Green
25	SR 59 from Alpha Dr to SR 261	0.41	19,184	13	11	28	38%	67	95	0	0	Portage Co-Franklin Twp
26	N Aurora Rd (SR 43) from Treat Rd to Aurora NCL	0.78	14,329	14	6	59	43%	41	100	0	0	Aurora
27	Brittain Rd from Independence Ave to Howe Ave	0.56	6,530	9	5	75	44%	30	105	0	0	Akron
27	Arlington Rd from Greensburg Rd to Turkeyfoot Lake Rd (SR 619)	1.68	15,203	34	7	51	41%	54	105	0	0	Green
29	W Main St (SR 59) from Ravenna West Corp Line to Diamond St	0.57	11,290	19	11	24	37%	82	106	0	1	Ravenna
30	Gorge Blvd from Tallmadge Ave (SR 261) to Cuyahoga Falls Ave	0.95	6,605	20	7	49	40%	58	107	0	0	Akron
30	State Rd from Steels Corners Rd to Wyoga Lake Rd	1.79	10,949	25	5	87	48%	20	107	0	0	Cuyahoga Falls
30	SR 43 from SR 303 to Frost Rd	1.51	17,586	73	16	11	36%	96	107	0	1	Streetsboro
33	SR 585 from Benner Rd to SR 57	1.20	7,911	17	5	85	47%	23	108	0	0	Wayne Co-Milton Twp
33	SR 14 from Streetsboro East Corp Line to Cleveland Rd (CR 171)	2.23	16,812	41	6	56	41%	52	108	0	0	Portage Co-Ravenna Twp
35	SR 14/44 from Ravenna NE Corp Line to SR 59	1.00	14,406	42	14	18	36%	93	111	0	0	Portage Co-Ravenna Twp
36	W Summit St from Mogadore Rd to S Water St (SR 43)	0.16	6,300	2	4	103	50%	9	112	0	1	Kent
37	S Hawkins Ave from Vernon Odom Blvd (SR 261) to Copley Rd (SR 162)	1.31	9,813	32	8	41	38%	73	114	0	2	Akron
38	E Wilbeth Rd (SR 764) from S Main St to Brown St	0.87	7,088	14	5	74	43%	41	115	1	0	Akron
39	W Exchange St from Work Dr/S Portage Path to Rhodes Ave	0.36	10,460	11	10	31	36%	85	116	1	0	Akron
39	S Maple St from Glendale Ave to W Market St (SR 18)	0.27	4,710	15	19	9	33%	107	116	0	0	Akron
41	Wooster Rd W from 31st St to 14th St NW	1.01	12,657	46	15	15	35%	102	117	0	0	Barberton
42	Mogadore Rd from Cherry St to W Summit St	0.84	5,960	10	4	109	50%	9	118	0	0	Kent
43	SR 585 from Fulton Rd to Benner Rd	1.61	9,633	26	5	73	42%	46	119	0	1	Wayne Co-Milton Twp
44	Goodyear Blvd from Brittain Rd to Newton St	0.35	4,785	4	4	112	50%	9	121	0	0	Akron
44	Manchester Rd (SR 93) from SB Ramp to old Manchester Rd to East Ave	1.35	5,425	26	6	54	38%	67	121	0	1	Akron
46	Massillon Rd (SR 241) from Turkeyfoot Lake Rd (SR 619) to Killian Rd	1.50	10,246	19	4	100	47%	22	122	0	0	Green
47	SR 303 from Infirmary Rd (CR 164) to SR 44	1.19	5,500	13	4	118	54%	5	123	0	0	Portage Co-Shalersville Twp
48	Frederick Blvd from Vernon Odom Blvd (SR 261) to Diagonal Rd	0.18	8,510	2	4	115	50%	9	124	0	0	Akron

* Ranking is based on scoring system consisting of: number of crashes and percent of injury/fatal crashes. ** Red text denotes a section in which at least one fatal crash occurred.

Table 1: High Crash Sections 2018-2020 (Continued)

Rank	Roadway Section	Length (miles)	Average Daily Traffic	Total Crashes	Crashes per Mile per Year	Crashes per Mile per Year Rank	Percent Injury & Fatal	Injury & Fatal Rank	Sum of Rank Score	Bike Related	Ped Related	Location
48	Medina Rd (SR 18) from Medina Line Rd (CR 2) to S Hametown Rd (CR253)	1.00	29,920	18	6	58	39%	66	124	0	0	Summit Co-Bath Twp/Copley Twp
48	Manchester Rd (SR 93) from State St (CR162) to Robinson Ave (CR 54)	0.89	14,406	35	13	20	34%	104	124	0	1	Summit Co-Coventry Twp
51	Main St from Howe Ave to Newberry St	0.45	11,370	11	8	40	36%	85	125	0	0	Cuyahoga Falls
52	W Aurora Rd (SR 82) from Cuyahoga County Line to Olde Eight Rd (CR 16)	2.69	13,057	40	5	81	43%	45	126	0	0	Summit Co-Sagamore Hills Twp
53	Frost Rd from Aurora-Hudson Rd to SR 43	1.56	9,960	20	4	98	45%	29	127	0	0	Streetsboro
54	Akron Rd (SR 585) from Wadsworth Rd (SR 57) to Easton (SR 604)/Mt Eaton (SR 94)	1.70	9,730	23	5	90	43%	39	129	0	0	Wayne Co-Chippewa Twp
55	SR 183 from German Church Rd (TR 49) to Waterloo Rd (US 224)	2.48	3,933	32	4	96	44%	36	132	0	0	Portage Co-Atwater Twp
55	S Water St (SR 43) from SR 261 to Chery St	0.48	17,292	37	26	4	32%	128	132	0	1	Kent
55	N Main St (SR 91) from N River Rd to Munroe Falls North Corp Line	0.52	15,720	7	4	91	43%	41	132	0	0	Munroe Falls
58	Akron Rd (SR 585) from Mt Eaton Rd N Jct (SR 94) to Doylestown Rd (CR 70)	1.71	8,640	18	4	124	50%	9	133	0	0	Wayne Co-Chippewa Twp
59	Norton Ave/Fairview Ave from Wooster Rd N to 5th St NE (SR 619)	0.33	5,270	5	5	79	40%	58	137	0	0	Barberton
60	W Streetsboro Rd (SR 303) from Boston Heights WCL to Akron-Cleveland Rd	1.43	9,400	24	6	65	38%	73	138	1	0	Boston Heights
61	Rand Ave from Vernon Odom Blvd (SR 261) / Opportunity Pkwy to W Cedar St	0.48	3,860	8	6	66	38%	73	139	0	0	Akron
61	SR 14 from I-76 to SR 183	0.78	13,049	20	9	39	35%	100	139	0	0	Portage Co-Edinburg Twp
63	Cuyahoga St from N Howard St to Memorial Pkwy/E Tallmadge Ave	0.76	4,360	9	4	110	44%	30	140	0	0	Akron
63	Waterloo Rd from Wooster Rd N to Barberton Corp Line	0.35	5,435	5	5	82	40%	58	140	0	0	Barberton
63	Silver Meadows/Spaulding Dr from W Main St (SR 59) to Fairchild Ave	0.97	2,650	11	4	114	45%	26	140	0	0	Kent
66	Wooster Rd W from ramp to NB SR 21 to Johnson Rd	1.19	8,832	13	4	118	46%	24	142	0	0	Norton
66	Wall St (CR 159) from Red Brush Rd (CR 158) to Cleveland Rd (CR 171)	1.30	7,630	16	4	106	44%	36	142	0	0	Portage Co-Ravenna Twp
66	Ravenna Rd from Shepard Rd to Chamberlin Rd	0.79	11,994	21	9	35	33%	107	142	0	0	Twinsburg
69	S Hawkins Ave from Mull Ave Circle to W Market St (SR 18)	0.81	12,325	17	7	50	35%	97	147	0	1	Akron
70	Medina Rd (SR 18) from I-77 centerline to Cleveland-Massillon Rd (CR 17)	0.70	30,889	125	60	1	30%	148	149	0	1	Summit Co-Bath Twp/Copley Twp
71	W State St from W Bowers St to S Main St	0.40	2,533	4	3	141	50%	9	150	0	1	Akron
71	Brittain Rd from E Market St (SR 18) to Newton St	0.74	9,157	35	16	13	31%	137	150	0	1	Akron
73	Kent Rd (SR 59) from Darrow Rd (SR 91) to Fishcreek Rd	2.22	16,793	98	15	17	32%	134	151	1	1	Stow
74	Goodyear Blvd from Newton St to Eastwood Ave	0.84	4,008	8	3	151	75%	1	152	0	0	Akron
75	S Seiberling St from Triplett Blvd (SR 764) to Martha Ave	0.85	4,010	9	4	123	44%	30	153	0	0	Akron
76	S Canton Rd (SR 91) from E Market St (SR 18) to Mogadore Rd	0.55	10,588	12	7	48	33%	107	155	0	0	Akron
76	Diagonal Rd (CR 155) from SR 303 to Menonite Rd	2.91	3,608	58	7	52	34%	103	155	0	0	Portage Co-Shalersville Twp
78	SR 5 from SR 59 to Rock Spring Rd (CR 52)	3.01	9,310	32	4	122	44%	36	158	0	1	Portage Co-Charlestown Twp
78	SR 5 from SR 14 to SR 59	0.62	4,806	6	3	149	50%	9	158	0	0	Portage Co-Ravenna Twp
78	SR 43 from Stark County Line to US 224	2.74	7,279	26	3	153	54%	5	158	0	0	Portage Co-Suffield Twp
81	Euclid Ave from Diagonal Rd to Dart Ave	0.84	2,200	14	6	66	36%	93	159	0	0	Akron
81	E Main St (SR 59) from Prospect St to Freedom St (SR 88)	0.42	11,876	16	13	21	31%	138	159	0	0	Ravenna
83	W&E Tallmadge Ave from Cuyahoga Falls Ave to N Main St	0.43	9,365	16	12	22	31%	138	160	1	2	Akron
83	Lake St from N Water St to Kent ECL	1.08	6,240	11	3	134	45%	26	160	0	0	Kent
83	Ravenna Rd from Chamberlin Rd to Aurora Rd (SR 82)/Cannon Rd	3.03	9,638	31	3	132	45%	28	160	0	1	Twinsburg
86	Diagonal Rd from S Hawkins Ave to Superior Ave	0.59	4,940	8	5	89	38%	73	162	0	0	Akron
86	SR 14/44 from SR 59 to SR 5 (end SR 14 overlap)	0.39	17,345	27	23	5	30%	157	162	0	0	Portage Co-Ravenna Twp
88	Mogadore Rd (CR 81) from Tallmadge Rd (CR 18) to SR 261	2.52	7,770	43	6	62	35%	101	163	0	0	Portage Co-Brimfield Twp
88	W Market St (SR 18) from Smith Rd to Ghent Rd	0.71	20,490	33	15	14	30%	149	163	0	0	Fairlawn
90	Darrow Rd (SR 91) from Stow South Corp Line to Kent Rd (SR 59)	0.50	15,720	16	11	26	31%	138	164	0	0	Stow
91	Grace Ave from Stoner St to Copley Rd (SR 162)	0.41	4,820	5	4	107	40%	58	165	0	0	Akron
92	N Broadway St (SR 261) from E Market St (SR 18) to M.L. King Blvd (SR 59)	0.17	3,724	3	6	60	33%	107	167	0	0	Akron
92	SR 82 from Town Line Rd (TR 258) to SR 44	4.20	5,789	38	3	159	53%	8	167	0	1	Portage Co-Mantua Twp
94	S Arlington St from E Archwood Ave to 2nd Ave	1.18	12,335	57	16	12	30%	156	168	0	2	Akron
95	Wooster Rd N from Norton Ave to State St	0.50	11,850	20	13	19	30%	151	170	0	0	Barberton
96	Massillon Rd/Geo Washington (SR 241) from Oaks Dr/Akron Corp Line to E Waterloo Rd (US 224)	0.55	8,752	16	10	33	31%	138	171	0	0	Akron

* Ranking is based on scoring system consisting of: number of crashes and percent of injury/fatal crashes. ** Red text denotes a section in which at least one fatal crash occurred.

Table 1: High Crash Sections 2018-2020 (Continued)

Rank	Roadway Section	Length (miles)	Average Daily Traffic	Total Crashes	Crashes per Mile per Year	Crashes per Mile per Year Rank	Percent Injury & Fatal	Injury & Fatal Rank	Sum of Rank Score	Bike Related	Ped Related	Location
96	SR 303 from Diagonal Rd (Streetsboro) to Diagonal Rd (Shalersville Twp)	0.90	6,670	9	3	141	44%	30	171	0	0	Portage Co-Shalersville Twp
98	Cherry St from Franklin Ave to S Water St (SR 43)	0.18	3,820	3	6	66	33%	107	173	0	0	Kent
98	W Turkeyfoot Lake Rd (SR 619) from State St to New Franklin East Corp Line	0.81	11,030	11	5	88	36%	85	173	0	1	New Franklin
98	N Chestnut St from Main St (SR 59) to Highland Ave	0.18	6,534	3	6	66	33%	107	173	0	0	Ravenna
101	Darrow Rd (SR 91) from Newton St to Akron Corp Line	0.85	13,883	26	10	30	31%	145	175	0	0	Akron
102	Smith Rd (CR116) from Owasso Ave to Sand Run Rd	0.96	14,210	29	10	32	31%	144	176	0	0	Summit Co-Bath Twp
103	Goodyear Blvd from Kelly Ave to Brittain Rd	0.70	5,449	7	3	138	43%	41	179	0	0	Akron
104	Massillon Rd (SR 241) from Greensburg Rd to Boettler Rd	1.91	16,104	37	6	53	32%	128	181	0	0	Green
105	Hazel St from N Arlington St to Eastwood Ave/Garry Rd	0.95	3,410	10	4	124	40%	58	182	0	0	Akron
105	SR 14 from Infirmary Rd (CR 164) to N Chestnut St/SR 44	0.86	14,946	19	7	47	32%	135	182	0	0	Portage Co-Ravenna Twp
107	E Turkeyfoot Lake Rd (SR 619) from Massillon Rd (SR 241) to Green East Corp Line	2.51	10,921	39	5	76	33%	107	183	0	1	Green
108	SR 14/44 from N Freedom St/SR 88 to Ravenna NE Corp Line	0.58	14,406	9	5	77	33%	107	184	0	0	Ravenna
109	Grant St from E South St to E Exchange St	0.88	5,375	11	4	104	36%	85	189	0	1	Akron
110	Stow Rd from Ravenna Rd to E Streetsboro St (SR 303)	0.98	8,405	10	3	133	40%	58	191	0	0	Hudson
111	Lauby Rd from Mt Pleasant Rd to Greensburg Rd	1.70	7,390	17	3	139	41%	54	193	0	0	Green
112	W State St from Wooster Rd N to Barberton Corp Line	0.86	8,154	20	8	43	30%	151	194	0	0	Barberton
113	Massillon Rd (SR 241) from Green South Corp Line to Greensburg Rd	1.67	9,490	19	4	113	37%	82	195	0	0	Green
114	Darrow Rd (SR 91) from Aurora Rd (SR 82) to Twinsburg NCL	2.62	12,373	35	4	92	34%	104	196	0	0	Twinsburg
115	S Main St from Center Rd to Turkeyfoot Lake Rd (SR 619)	2.24	10,120	37	6	71	32%	128	199	0	1	Green
115	SR 44 from SR 14 to SR 303	4.27	7,356	56	4	93	34%	106	199	0	0	Portage Co-Shalersville Twp
117	W Wilbeth Rd from Kenmore Blvd to Maryland Ave	0.77	3,875	8	3	127	38%	73	200	0	0	Akron
118	Graybill Rd from Massillon Rd (SR 241) to Mayfair Rd	1.55	5,840	16	3	128	38%	73	201	0	0	Green
118	W&E Main St from Mantua St to Water St	0.23	10,130	3	4	94	33%	107	201	0	1	Kent
120	N Chestnut St from Highland Ave to SR 14/SR 44	1.33	7,610	22	6	70	32%	132	202	0	1	Ravenna
120	SR 59 from SR 14/SR 44 to SR 5	0.78	4,898	8	3	129	38%	73	202	0	0	Portage Co-Ravenna Twp
122	SR 5/44 from Prospect St to SR 14	3.04	10,121	30	3	145	40%	58	203	0	0	Portage Co-Rootstown Twp
123	Barber Rd/Summit Rd from I-76 to Wadsworth Rd (SR 261)	1.02	6,299	11	4	120	36%	85	205	0	0	Norton
124	SR 183 from US 224 to Clark Rd (TR 121)	2.60	3,477	24	3	156	42%	50	206	0	1	Portage Co-Atwater Twp
125	SR 303 from SR 44 to SR 88	4.48	4,617	45	3	137	38%	72	209	0	0	Portage Co-Freedom Twp
125	Albrecht Ave (CR 44) from Akron ECL to S Cleveland Ave (SR532)	1.66	4,170	21	4	102	33%	107	209	0	0	Summit Co-Springfield Twp
127	Fishcreek Rd from Darrow Rd (SR 91) to Stow Rd	1.40	9,385	27	6	55	30%	157	212	0	0	Stow
128	Mayfair Rd from Graybill Rd to Turkeyfoot Lake Rd (SR 619)	1.34	5,985	13	3	147	38%	67	214	0	0	Green
129	S Hawkins Ave from Copley Rd (SR 162) to Mull Ave Circle	1.06	7,800	16	5	80	31%	138	218	0	0	Akron
129	E Highland Ave from N Chestnut St to Freedom St (SR 88)	0.51	5,350	6	4	111	33%	107	218	0	0	Ravenna
131	N Cleveland Ave (SR 532) from Mogadore Rd to Mogadore North Corp Line	1.08	6,821	11	3	134	36%	85	219	0	2	Mogadore
132	Massillon Rd (SR241) from Killian Rd (CR135) to Krumroy Rd (CR130)	1.39	10,682	13	3	154	38%	67	221	0	0	Summit Co-Springfield Twp
133	Springside Dr (CR537) from Medina Rd (SR 18) to Cleveland-Massillon Rd	0.81	3,830	9	4	115	33%	107	222	0	0	Summit Co-Bath Twp
133	Portage Trail/High St/School St from Newberry St/Munroe Falls Ave to Bailey Rd	0.54	4,180	6	4	115	33%	107	222	0	0	Cuyahoga Falls
135	Second St from Front St to Broad Blvd	0.83	3,873	8	3	150	38%	73	223	0	1	Cuyahoga Falls
135	E Streetsboro St (SR 303) from Main St (SR 91) to Hayden Pkwy	0.84	8,180	13	5	78	31%	145	223	0	0	Hudson
135	SR 43 from Streetsboro South Corp Line to SR 303	2.58	15,505	44	6	63	30%	160	223	0	0	Streetsboro
138	Bellows St from N Firestone Blvd to Crosier St	1.13	2,120	16	5	86	31%	138	224	0	1	Akron
139	S Chillicothe Rd (SR 43) from Mennonite Rd to Aurora-Hudson Rd	1.10	13,340	11	3	141	36%	85	226	0	0	Aurora
139	US422 from Geauga County Line to Trumbull County Line	1.93	10,778	25	4	95	32%	131	226	0	0	Portage Co-Nelson Twp
141	Copley Rd (SR162) from Medina Line Rd (CR 2) to SR 21 centerline	1.66	6,445	17	3	130	35%	97	227	0	0	Summit Co-Copley Twp
141	Waterloo Rd (CR450) from US224 to Portage Line Rd (CR 5)/(CR 7)	1.66	3,975	17	3	130	35%	97	227	0	0	Summit Co-Springfield Twp
143	Mogadore Rd from Gilchrist Rd to Cleveland Ave (SR 532)	0.28	7,020	3	4	121	33%	107	228	0	0	Mogadore
144	Portage Lakes Dr (CR 75) from Manchester Rd (SR 93) to S Turkeyfoot Rd (CR123)	1.38	7,673	14	3	136	36%	93	229	0	0	Summit Co-Coventry Twp

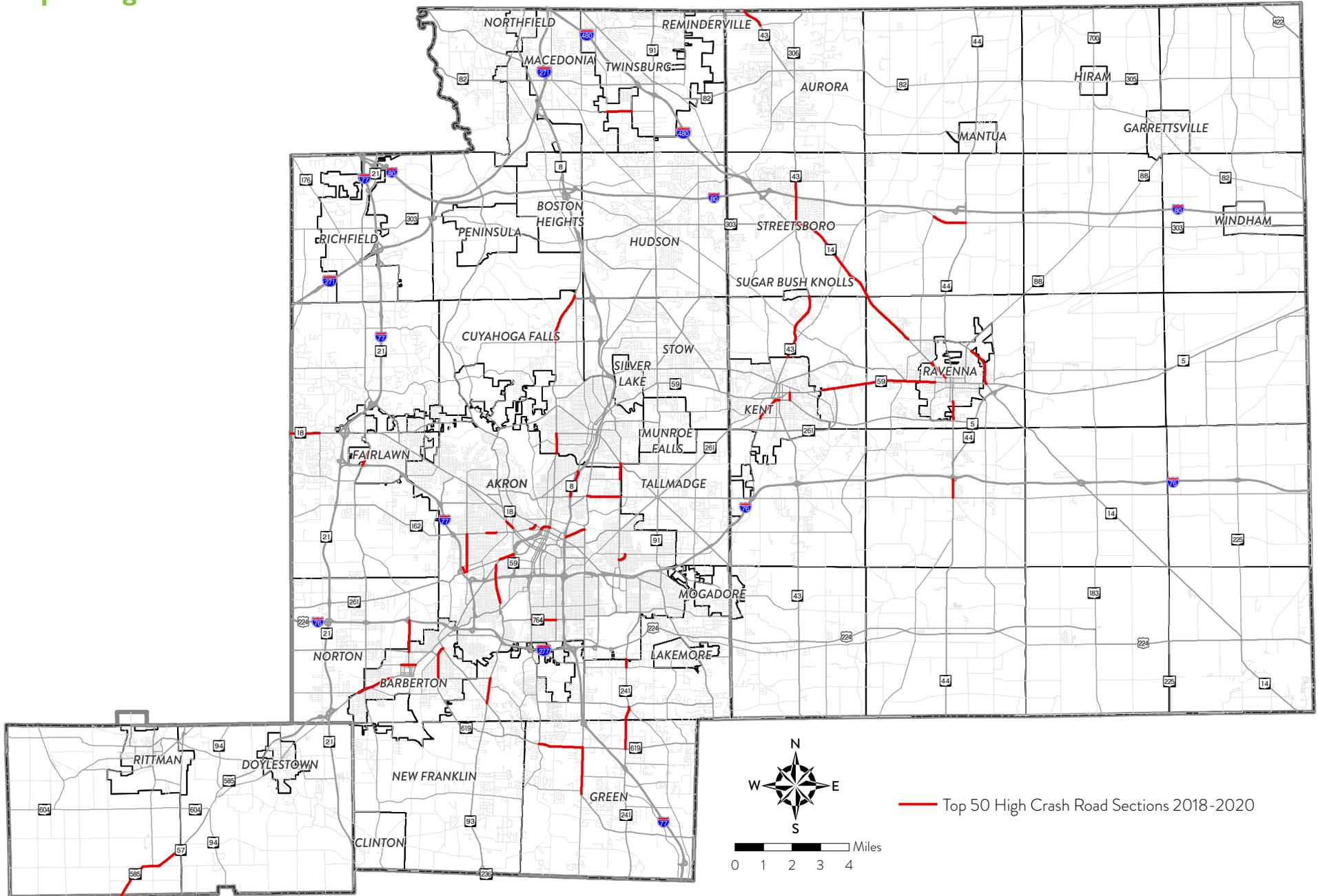
* Ranking is based on scoring system consisting of: number of crashes and percent of injury/fatal crashes. ** Red text denotes a section in which at least one fatal crash occurred.

Table 1: High Crash Sections 2018-2020 (Continued)

Rank	Roadway Section	Length (miles)	Average Daily Traffic	Total Crashes	Crashes per Mile per Year	Crashes per Mile per Year Rank	Percent Injury & Fatal	Injury & Fatal Rank	Sum of Rank Score	Bike Related	Ped Related	Location
145	Munroe Falls Ave from Munroe Falls West Corp Line to Main St	0.57	7,970	6	4	124	33%	107	231	0	0	Munroe Falls
146	Albrecht Ave from Canton Rd (SR 91) to Akron Corp Line	0.70	8,830	10	5	82	30%	151	233	0	0	Akron
147	Ghent Rd (CR 98) from Smith Rd (CR116) to Cleveland-Massillon Rd (CR 17)	1.76	13,200	22	4	104	32%	132	236	0	0	Summit Co-Bath Twp
148	W Bath Rd from Akron/Cuy Falls CL to Northampton Rd	1.18	3,872	11	3	155	36%	85	240	0	0	Cuyahoga Falls
149	Boettler Rd from Arlington Rd to Massillon Rd (SR 241)	1.50	10,725	15	3	139	33%	107	246	1	0	Green
149	Manchester Rd (SR 93) from Canal Fulton Rd (SR 236) to Center Rd	2.56	8,243	33	4	97	30%	149	246	0	1	New Franklin
149	Valley View Rd (CR 25) from Sagamore Rd (TR 1) to Olde Eight Rd (CR 16)	3.63	9,723	46	4	99	30%	147	246	0	0	Summit Co-Sagamore Hills Twp
152	Hillsdale Ave/W Hopocan Ave from Shannon Ave to 8th St NW	0.91	3,417	9	3	144	33%	107	251	0	0	Barberton
153	SR 14/44 from N Chestnut St/SR 44 to N Freedom St/SR 88	0.79	12,150	10	4	101	30%	151	252	0	0	Ravenna
154	Tallmadge Rd (CR 18) from SR 43 to Sandy Lake Rd (CR 89)	1.53	7,175	15	3	146	33%	107	253	0	0	Portage Co-Brimfield Twp
155	N Firestone Blvd from Brown St to Arlington St	0.99	2,113	9	3	157	33%	107	264	0	0	Akron
156	Firestone Blvd from S Main St to N/S Firestone Blvd	0.33	3,879	3	3	158	33%	107	265	0	0	Akron
156	Darrow Rd (SR 91) from Stow Rd to Fishcreek Rd	2.22	12,440	27	4	108	30%	157	265	0	0	Stow
158	W Bath Rd from Northampton Rd to Akron Corp Line	1.00	6,340	9	3	160	33%	107	267	0	0	Cuyahoga Falls
159	Summit Rd (CR 148) from SR 261 to Lakewood Rd (CR 151)	1.96	8,065	19	3	148	32%	135	283	0	0	Portage Co-Franklin Twp
160	N Cleveland-Massillon Rd (CR 17) from Ghent Rd (CR 98) to W Bath Rd (CR114)	1.05	13,265	10	3	151	30%	151	302	0	0	Summit Co-Bath Twp

* Ranking is based on scoring system consisting of: number of crashes and percent of injury/fatal crashes. ** Red text denotes a section in which at least one fatal crash occurred.

Map I: High Crash Sections 2018-2020



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 202 intersections (186 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](#) on [page 12](#) lists the 202 high crash intersections ranked by composite score. This table also notes if any crashes were bicycle or pedestrian related. [Map 2](#) on [page 17](#) shows the top 50 high crash intersections. A location in red font indicates at least one fatality.

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

High Crash Freeway Locations

The analysis of freeway crashes in the AMATS area is done by the central office of the Ohio Department of Transportation (ODOT) in Columbus. ODOT's analysis of freeways is done using methodology from the Highway Safety Manual. The freeway system is divided into rural and urban and is analyzed by examining segments that are one-tenth of a mile long. ODOT only considers the top 50 rural and top 50 urban locations statewide for further study. For further information about top freeway crash locations along with other 2018 HSIP Priority Locations from ODOT please follow the accompanying link presented below. Please note that 2019 HSIP Priority Locations have not yet been released.

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

Table 2: High Crash Intersections 2018-2020

Rank	Street and Intersecting Street(s)	Approach Average Daily Traffic	Total Crashes	Total Crashes Rank	Percent Injury & Fatal	Injury & Fatal Rank	Sum of Rank Score	Bike Related	Ped Related	Location
1	US 224 and SR 225	8,338	25	22	60%	11	33	0	0	Portage Co-Deerfield Twp
2	SR 14 and SR 44/N Chestnut St	22,175	32	15	47%	38	53	0	1	Ravenna
3	SR 82 and Mantua Center Rd	10,720	18	55	61%	9	64	0	0	Portage Co-Mantua Twp
3	SR 14 and Cleveland Rd	8,755	18	55	61%	9	64	0	0	Portage Co-Ravenna Twp
5	SR 88 and SR 305	4,743	22	38	50%	28	66	0	0	Portage Co-Hiram Twp
6	Copley Rd (SR 162) and Madison Ave	14,005	18	55	56%	16	71	0	1	Akron
7	SR 585 and Eastern Rd	17,404	24	28	46%	48	76	0	0	Norton
8	SR 14 and Infirmary Rd	7,650	16	70	63%	7	77	0	0	Portage Co-Ravenna Twp
9	Diagonal Rd and Mennonite Rd	4,800	17	63	59%	15	78	0	0	Portage Co-Mantua Twp
9	SR 14 and Mondial Pkwy/Singletary Dr	27,030	57	3	42%	75	78	0	0	Streetsboro
11	US 224 and Portage Line Rd (SR 532)	19,400	19	52	47%	35	87	0	0	Portage Co-Suffield Twp
11	E Aurora Rd (SR 82) and Hadden Rd/Wilcox Dr	20,299	22	38	45%	49	87	0	0	Twinsburg
13	N Howard St and Glenwood Ave	8,775	25	22	44%	67	89	0	0	Akron
13	SR 43 and E Howe Rd	20,970	25	22	44%	67	89	0	0	Portage Co-Brimfield Twp
15	Wadsworth Rd (SR 261) and S Hametown Rd	7,354	14	92	71%	2	94	0	0	Norton
15	Cleveland Massillon Rd and Eastern Rd	7,182	14	92	71%	2	94	0	0	Norton
17	SR 261 and Franklin Ave/Sunnybrook Rd	10,762	15	86	60%	11	97	0	0	Kent
17	SR 82 and Chamberlain Rd	7,650	14	92	64%	5	97	0	0	Portage Co-Mantua Twp
19	SR 57 and SR 585	15,522	16	70	50%	28	98	0	0	Wayne Co-Chippewa Twp
19	Darrow Rd (SR 91) and Terex Rd	25,550	35	11	40%	87	98	0	0	Hudson
21	Riverview Rd and Ira Rd	5,266	17	63	47%	36	99	0	0	Cuyahoga Falls
21	S Miller Rd and Chamberlain Rd	14,970	17	63	47%	36	99	0	0	Fairlawn
23	S Maple St (SR 162) and W Cedar St	13,820	27	19	41%	86	105	0	1	Akron
24	S Arlington St (SR 764) and Triplett Blvd (SR 764)	19,950	18	55	44%	53	108	0	0	Akron
24	SR 43 and Old Forge Rd	12,350	18	55	44%	53	108	0	0	Portage Co-Brimfield Twp
24	Broad Blvd and 2nd St	19,720	18	55	44%	53	108	0	0	Cuyahoga Falls
27	Bellows St and Crosier St	3,230	25	22	40%	87	109	0	0	Akron
27	Triplett Blvd (SR 764) and Kelly Ave/Lindsay Ave	15,507	25	22	40%	87	109	0	0	Akron
29	Medina Rd (SR 18) and Medina Line Rd	16,033	13	102	62%	8	110	0	0	Summit Co-Bath Twp/Copley Twp
30	US 224 and SR 43	14,150	21	42	43%	71	113	0	0	Portage Co-Suffield Twp
31	Rhodes Ave and W Thornton St	8,930	14	92	50%	28	120	0	0	Akron
31	Middleton Rd and Stow Rd	9,399	14	92	50%	28	120	0	0	Hudson
33	S Arlington St and S Case Av/Johnston St	15,285	38	8	37%	114	122	0	0	Akron
33	SR 14 and Market Square Dr	33,700	38	8	37%	114	122	0	0	Streetsboro
35	Kent Rd (SR 59) and Darrow Rd (SR 91)	22,175	22	38	41%	85	123	1	0	Stow
36	Eastern Rd and Portage St/Wooster Rd W	4,700	15	86	47%	39	125	0	0	Wayne Co-Chippewa Twp
36	State Rd and Valley Rd	18,765	15	86	47%	39	125	0	1	Cuyahoga Falls
36	SR 59 and Brady Lake Rd/Hoover Rd	19,170	15	86	47%	39	125	0	0	Portage Co-Ravenna Twp
36	SR 43 and Randolph Rd	10,238	15	86	47%	39	125	0	0	Portage Co-Suffield Twp
40	Brittain Rd and Newton St	16,610	13	102	54%	25	127	0	0	Akron
40	N Main St (SR 261) and Olive St	15,620	13	102	54%	25	127	0	1	Akron
40	Steels Corners Rd and Wyndham Ridge Dr	15,270	13	102	54%	25	127	0	0	Stow
43	Wadsworth Rd (SR 57) and Easton Rd (SR 604)	7,619	12	125	67%	4	129	0	0	Wayne Co-Chippewa Twp
44	E Wilbeth Rd (SR 764) and Brown St	15,620	24	28	38%	102	130	0	0	Akron
44	Wooster Rd N and Wooster Rd W/Robinson Ave	16,623	23	35	39%	95	130	0	0	Barberton
44	Manchester Rd (SR 93) and Robinson Ave	24,680	24	28	38%	102	130	0	2	Summit Co-Coventry Twp
44	Massillon Rd (SR 241) and E Turkeyfoot Lake Rd (SR 619)	23,098	24	28	38%	102	130	0	0	Green
44	SR 21 and Eastern Rd	21,130	24	28	38%	102	130	0	1	Norton

* Ranking is based on scoring system consisting of: number of crashes and percent of injury/fatal crashes. ** Red text denotes an intersection at which at least one fatal crash occurred.

Table 2: High Crash Intersections 2018-2020 (Continued)

Rank	Street and Intersecting Street(s)	Approach Average Daily Traffic	Total Crashes	Total Crashes Rank	Percent Injury & Fatal	Injury & Fatal Rank	Sum of Rank Score	Bike Related	Ped Related	Location
49	S Broadway St and Rosa Parks Dr	13,618	58	2	34%	130	132	0	0	Akron
50	W Market St (SR 18) and Smith Rd	24,604	30	17	37%	117	134	0	0	Fairlawn
50	SR 5/44 and Lynn Rd	11,842	30	17	37%	117	134	0	0	Portage Co-Rootstown Twp
52	S Broadway St and E Miller Ave	16,680	42	6	33%	133	139	0	3	Akron
52	SR 261 and Mogadore Rd	14,930	16	70	44%	69	139	0	0	Kent
52	SR 44 and Tallmadge Rd	13,865	16	70	44%	69	139	0	0	Portage Co-Rootstown Twp
55	N Howard St and North St	23,192	35	11	34%	132	143	0	2	Akron
55	S Arlington Rd and Nimisila Rd	5,470	11	142	73%	1	143	0	0	Green
57	Eastwood Ave and Morningview Ave	8,290	13	102	46%	43	145	0	0	Akron
57	Brown St and E Thornton St	6,570	17	63	41%	82	145	0	0	Akron
57	S Arlington St and 2nd St/Martin St/I-76 WB Off-ramp	14,160	17	63	41%	82	145	0	0	Akron
57	W Hopocan Ave and 15th St NW	7,000	13	102	46%	43	145	1	0	Barberton
57	SR 59 and Rhodes Rd/Ashton Ln	18,497	13	102	46%	43	145	0	0	Portage Co-Franklin Twp
57	E Main St and Depeyster St	8,900	13	102	46%	43	145	0	2	Kent
57	US 224 and E Waterloo Rd	16,580	13	102	46%	43	145	0	0	Summit Co-Springfield Twp
57	Kent Rd (SR 59) and Marsh Rd	19,340	17	63	41%	82	145	0	1	Stow
65	S Miller Rd and Ridgewood Rd /I-77 Ramps	28,552	32	15	34%	131	146	0	0	Fairlawn
66	E Market St (SR 18) and Main St	27,289	33	14	33%	133	147	1	1	Akron
67	Waterloo Rd and Portage Line Rd	11,080	11	142	64%	6	148	0	0	Portage Co-Suffield Twp
68	E Waterloo Rd and Coventry St/I-77 SB Off-ramp	15,440	18	55	39%	96	151	0	0	Akron
69	Vernon Odom Blvd (SR 261) and Superior Ave	13,265	27	19	33%	133	152	0	0	Akron
70	Vernon Odom Blvd (SR 261) and Rand St/Rhodes Ave	9,069	22	38	36%	119	157	0	0	Akron
71	SR 14/SR 303 and SR 43	41,044	102	1	32%	157	158	0	0	Streetsboro
72	S Maple St (SR 162) and Rhodes Ave	13,195	24	28	33%	133	161	1	0	Akron
72	SR 14/44 and N Freedom St (SR 88)	21,190	24	28	33%	133	161	0	0	Ravenna
74	E Wilbeth Rd (SR 764) and Sylvan Ave	10,034	11	142	55%	21	163	0	0	Akron
74	Diagonal Rd and East Ave	7,270	14	92	43%	71	163	1	0	Akron
74	E Exchange St and Fountain St	13,400	11	142	55%	21	163	0	0	Akron
74	E Market St (SR 18) and Goodkirk St	19,910	14	92	43%	71	163	0	0	Akron
74	Howe Ave and Cliffside Dr	24,955	11	142	55%	21	163	0	0	Cuyahoga Falls
74	SR 59 and Apple Blossom Dr	14,570	11	142	55%	21	163	0	1	Portage Co-Franklin Twp
74	S Water St (SR 43) and Beryl Dr	17,992	14	92	43%	71	163	0	0	Kent
81	Archwood Ave and Inman St	9,760	19	52	37%	114	166	0	0	Akron
82	Copley Rd (SR 162) and Noble Ave	13,520	10	156	60%	11	167	0	0	Akron
82	Portage Trail and 3rd St	22,750	10	156	60%	11	167	0	1	Cuyahoga Falls
82	S Arlington Rd and Arlington Ridge	22,860	41	7	32%	160	167	0	1	Green
85	Wooster Rd W and 31st St	21,810	34	13	32%	157	170	0	2	Barberton
86	Smith Rd and Sand Run Rd	12,770	16	70	38%	102	172	0	0	Akron
86	W Market St (SR 18) and Hampshire Rd	17,540	16	70	38%	102	172	0	0	Fairlawn
86	Cleveland Massillon Rd and Elgin Rd/Rosemont Blvd	16,515	16	70	38%	102	172	0	0	Fairlawn
86	N Chestnut St and Loomis Pkwy	9,410	16	70	38%	102	172	0	0	Ravenna
86	Massillon Rd (SR 241) and Krumroy Rd	13,305	16	70	38%	102	172	0	0	Summit Co-Springfield Twp
86	Killian Rd and Pickle Rd	9,500	16	70	38%	102	172	0	0	Summit Co-Springfield Twp
86	West Ave (SR 261) and Thomas Rd	15,937	16	70	38%	102	172	0	1	Tallmadge
86	E Aurora Rd (SR 82) and Ravenna Rd (SR 82)/Cannon Rd/Ravenna Rd	24,120	16	70	38%	102	172	0	0	Twinsburg
94	S Arlington St and 5th Ave	14,700	20	45	35%	128	173	0	1	Akron
94	State Rd and Broad Blvd	22,010	20	45	35%	128	173	0	0	Cuyahoga Falls
96	Buchtel Ave and Goodkirk St	24,240	21	42	33%	133	175	0	0	Akron

* Ranking is based on scoring system consisting of: number of crashes and percent of injury/fatal crashes. ** Red text denotes an intersection at which at least one fatal crash occurred.

Table 2: High Crash Intersections 2018-2020 (Continued)

Rank	Street and Intersecting Street(s)	Approach Average Daily Traffic	Total Crashes	Total Crashes Rank	Percent Injury & Fatal	Injury & Fatal Rank	Sum of Rank Score	Bike Related	Ped Related	Location
96	W Exchange St and Rand Ave	14,630	21	42	33%	133	175	1	0	Akron
98	E Market St (SR 18) and Canton Rd (SR 91)/Robindale Ave	19,416	25	22	32%	159	181	0	0	Akron
99	Kenmore Blvd and 12th St	9,670	10	156	50%	28	184	1	0	Akron
99	Brown St and Stanton Ave	7,400	10	156	50%	28	184	0	0	Akron
99	MLK Jr. Blvd (SR 59) and N Broadway St (SR 261)	22,402	43	5	30%	179	184	0	0	Akron
99	Massillon Rd (SR 241) and Graybill Rd	20,639	10	156	50%	28	184	0	0	Green
103	Portage Trail and 2nd St	29,350	36	10	31%	176	186	1	0	Cuyahoga Falls
104	S Main St and Wilbeth Rd (SR 764)	20,443	26	21	31%	166	187	1	0	Akron
105	S Arlington Rd and Boettler Rd	18,685	18	55	33%	133	188	0	0	Green
106	Broad Blvd and Front St	12,473	17	63	35%	127	190	1	1	Cuyahoga Falls
107	Brittain Rd and Chapman Dr	14,990	11	142	45%	49	191	0	0	Akron
107	Hines Hill Rd and SR 8 SB Off Ramp/Dean Memorial Pkwy	8,270	11	142	45%	49	191	0	0	Boston Heights
107	Graham Rd and Lillis Dr	10,160	11	142	45%	49	191	0	0	Cuyahoga Falls
110	N Main St and Iuka Ave	11,720	9	183	56%	16	199	0	1	Akron
110	E Market St (SR 18) and Union St	19,835	13	102	38%	97	199	1	0	Akron
110	S Hawkins Ave and Stoner St	10,985	13	102	38%	97	199	0	0	Akron
110	SR 14 and Alliance Rd	10,350	9	183	56%	16	199	0	0	Portage Co-Atwater Twp
110	Wooster Rd W and 6th St NW	12,000	9	183	56%	16	199	0	0	Barberton
110	E Turkeyfoot Lake Rd (SR 619) and Cottage Grove Rd	22,625	13	102	38%	97	199	0	0	Green
110	Olde Eight Rd and Twinsburg Rd	8,755	13	102	38%	97	199	0	0	Summit Co-Northfield Ctr Twp
110	SR 5/44 and Sandy Lake Rd	7,733	9	183	56%	16	199	0	0	Portage Co-Rootstown Twp
110	Myersville Rd and Killian Rd	6,810	13	102	38%	97	199	0	0	Summit Co-Springfield Twp
119	Copley Rd (SR 162) and Wildwood Ave	13,410	12	125	42%	76	201	0	0	Akron
119	Bellows St and Archwood Ave	10,034	12	125	42%	76	201	0	0	Akron
119	Memorial Pkwy and Aquaduct St/Royal Ave	11,840	12	125	42%	76	201	0	0	Akron
119	S Arlington Rd and Krumroy Rd/Thierry Ave	16,240	12	125	42%	76	201	0	0	Summit Co-Coventry Twp
119	Darrow Rd (SR 91) and Barlow Rd	28,552	12	125	42%	76	201	0	0	Hudson
119	N Chestnut St and Highland Ave	9,050	12	125	42%	76	201	0	0	Ravenna
125	MLK Jr. Blvd (SR 59) and N High St (SR 261)	25,308	47	4	30%	202	206	0	0	Akron
126	W Cedar St and Dart Ave	12,600	23	35	30%	177	212	0	0	Akron
126	SR 43 and Tallmadge Rd	19,640	23	35	30%	177	212	0	1	Portage Co-Brimfield Twp
128	SR 303 and SR 8 NB Off Ramp	20,971	19	52	32%	161	213	1	0	Boston Heights
129	Steels Corners Rd and Bridgewater Pkwy/Steels Pointe	21,776	14	92	36%	125	217	0	0	Stow
129	SR 14 and Superior Ave	25,085	14	92	36%	125	217	0	0	Streetsboro
131	SR 261 and Middlebury Rd	10,385	15	86	33%	133	219	0	0	Kent
132	S Maple St (SR 162) and W Exchange St	18,367	20	45	30%	180	225	1	0	Akron
132	Medina Rd (SR 18) and Heritage Woods Dr	33,290	20	45	30%	180	225	0	0	Summit Co-Bath Twp/Copley Twp
132	Cleveland Massillon Rd and Brookwall Dr	22,105	20	45	30%	180	225	0	0	Fairlawn
132	Fishcreek Rd and Stow Rd	18,855	20	45	30%	180	225	0	0	Stow
132	SR 14 and SR 303 (E Jct)/Ranch Rd	24,680	20	45	30%	180	225	0	0	Streetsboro
137	Darrow Rd (SR 91) and Newton St	17,595	16	70	31%	162	232	0	1	Akron
137	S Main St and N Turkeyfoot Rd	31,551	16	70	31%	162	232	0	0	Summit Co-Coventry Twp
137	Brookmont Dr and Brookwall Dr	6,020	16	70	31%	162	232	0	0	Fairlawn
137	Cleveland Canton Rd (SR 43) and Frost Rd	22,500	16	70	31%	162	232	0	0	Streetsboro
141	Garman Rd and Castle Blvd	10,320	9	183	44%	53	236	0	0	Akron
141	Wooster Rd N and Oakwood St	18,820	9	183	44%	53	236	0	0	Barberton
141	Broad Blvd and 4th St	16,700	9	183	44%	53	236	0	0	Cuyahoga Falls
141	Mayfair Rd and Wise Rd	19,740	9	183	44%	53	236	0	0	Green

* Ranking is based on scoring system consisting of: number of crashes and percent of injury/fatal crashes. ** Red text denotes an intersection at which at least one fatal crash occurred.

Table 2: High Crash Intersections 2018-2020 (Continued)

Rank	Street and Intersecting Street(s)	Approach Average Daily Traffic	Total Crashes	Total Crashes Rank	Percent Injury & Fatal	Injury & Fatal Rank	Sum of Rank Score	Bike Related	Ped Related	Location
141	S Arlington Rd and Greensburg Rd	28,390	9	183	44%	53	236	0	0	Green
141	W Aurora Rd (SR 82) and Boyden Rd	17,640	9	183	44%	53	236	0	0	Summit Co-Sagamore Hills Twp
141	Valley View Rd and Acada Dr/Boyden Rd	12,290	9	183	44%	53	236	0	0	Summit Co-Sagamore Hills Twp
141	Cleveland Canton Rd (SR 43) and Seasons Rd	15,530	9	183	44%	53	236	0	0	Streetsboro
141	Randolph Rd and Martin Rd	6,730	9	183	44%	53	236	0	0	Portage Co-Suffield Twp
141	E Aurora Rd (SR 82) and Dutton Dr	17,070	9	183	44%	53	236	0	0	Twinsburg
141	Ravenna Rd and Ofr Joshua T. Miktarian Memorial Pkwy	12,280	9	183	44%	53	236	1	0	Twinsburg
152	N Main St (SR 261) and York St	8,840	10	156	40%	87	243	0	0	Akron
152	SR 59 and 6th Ave	20,834	10	156	40%	87	243	0	0	Portage Co-Franklin Twp
152	E Main St (SR 59) and Linden St	17,150	10	156	40%	87	243	0	0	Ravenna
152	S Prospect St and Sandy Lake Rd	10,460	10	156	40%	87	243	0	0	Portage Co-Rootstown Twp
152	Canton Rd and Tisen Rd	13,350	10	156	40%	87	243	0	0	Summit Co-Springfield Twp
157	W Exchange St and S Portage Path/Work Dr	13,280	12	125	33%	133	258	0	0	Akron
157	W Market St (SR 18) and Frank Blvd	12,335	12	125	33%	133	258	1	0	Akron
157	N Arlington St and Hazel St	7,445	12	125	33%	133	258	0	0	Akron
157	S High St and Bartges St	17,170	12	125	33%	133	258	0	0	Akron
157	White Pond Dr and I-77 SB Ramps	16,305	12	125	33%	133	258	0	0	Akron
157	Old Forge Rd and Mogadore Rd	4,280	12	125	33%	133	258	0	0	Portage Co-Brimfield Twp
157	W Summit St and Franklin Ave	11,615	12	125	33%	133	258	0	0	Kent
157	Canton Rd and Sanitarium Rd	12,615	12	125	33%	133	258	0	1	Lakemore
157	SR 44 and Pioneer Trail	8,140	12	125	33%	133	258	0	0	Portage Co-Mantua Twp
157	Streetsboro Rd (SR 303) and Mt Vernon Dr/Superior Ave	8,530	12	125	33%	133	258	0	0	Streetsboro
167	Innovation Way (SR 241) and 3rd Ave/I-76 WB ramps	9,330	11	142	36%	119	261	0	0	Akron
167	Portage Trail and 13th St (W Jct)	15,390	11	142	36%	119	261	1	0	Cuyahoga Falls
167	Gouglar Ave (SR 43) and River (SR 43)/W Main St	16,325	11	142	36%	119	261	0	0	Kent
167	SR 14 and Portage Pointe Dr	20,990	11	142	36%	119	261	0	0	Streetsboro
167	SR 14 and Deer Meadow Blvd	18,500	11	142	36%	119	261	0	0	Streetsboro
172	Bartges St and Dart Ave	6,845	13	102	31%	166	268	0	0	Akron
172	S Hawkins Ave and Mull Ave	10,535	13	102	31%	166	268	1	0	Akron
172	Kelly Ave and Archwood Ave	11,760	13	102	31%	166	268	0	0	Akron
172	Wooster Rd N and Burt St	11,360	13	102	31%	166	268	0	0	Barberton
172	Hudson Dr and Terex Rd	13,820	13	102	31%	166	268	0	0	Hudson
172	Mantua St (SR 43) and W Main St	11,570	13	102	31%	166	268	0	0	Kent
172	SR 44 and SR 303	11,833	13	102	31%	166	268	0	0	Portage Co-Shalersville Twp
172	Ravenna Rd and Bellmeadow Dr/Chamberlin Rd	12,410	13	102	31%	166	268	0	0	Twinsburg
172	E Aurora Rd (SR 82) and I-480/SR 14 EB Ramps	21,950	13	102	31%	166	268	0	0	Twinsburg
181	W Market St (SR 18) and Bryden Dr	21,900	9	183	33%	133	316	0	1	Akron
181	US 224 and SR 183 (N Jct)	8,570	9	183	33%	133	316	0	0	Portage Co-Atwater Twp
181	E Streetsboro Rd (SR 303) and Oviatt St	9,700	9	183	33%	133	316	0	0	Hudson
181	Darrow Rd (SR 91) and Beech Rd	10,417	9	183	33%	133	316	0	0	Stow
181	Darrow Rd (SR 91) and Highland Rd	17,660	9	183	33%	133	316	0	0	Twinsburg
186	W Market St (SR 18) and Rhodes Ave	16,230	10	156	30%	180	336	0	0	Akron
186	Manchester Rd (SR 93) and I-277 EB On-ramp	19,730	10	156	30%	180	336	0	0	Akron
186	S Arlington St and Lovers Lane	15,950	10	156	30%	180	336	0	0	Akron
186	E Wilbeth Rd (SR 764) and S Firestone Blvd	9,830	10	156	30%	180	336	0	0	Akron
186	East Ave and Battles Ave/Anna Ave	10,170	10	156	30%	180	336	0	1	Akron
186	Merriman Rd and Weathervane Lane	19,500	10	156	30%	180	336	0	0	Akron
186	Darrow Rd (SR 91) and Eastlawn St	19,760	10	156	30%	180	336	0	0	Akron

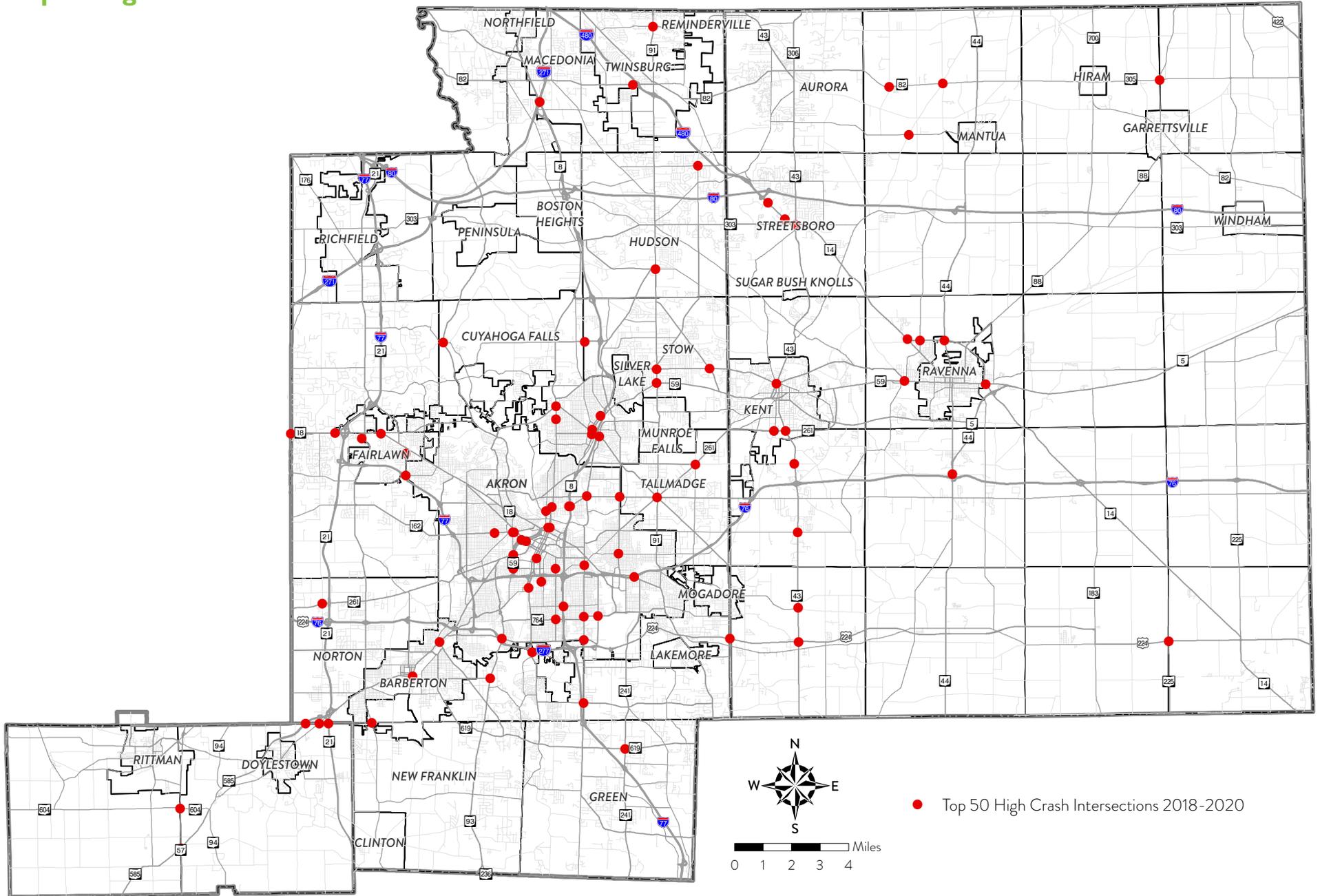
* Ranking is based on scoring system consisting of: number of crashes and percent of injury/fatal crashes. ** Red text denotes an intersection at which at least one fatal crash occurred.

Table 2: High Crash Intersections 2018-2020 (Continued)

Rank	Street and Intersecting Street(s)	Approach Average Daily Traffic	Total Crashes	Total Crashes Rank	Percent Injury & Fatal	Injury & Fatal Rank	Sum of Rank Score	Bike Related	Ped Related	Location
186	E Exchange St and Arc Dr	17,190	10	156	30%	180	336	0	2	Akron
186	Smith Rd and Bath Hills Blvd/Corunna Ave	13,870	10	156	30%	180	336	0	0	Fairlawn
186	S Arlington Rd and Interstate Pkwy	19,000	10	156	30%	180	336	0	0	Green
186	Graybill Rd and Mayfair Rd	9,770	10	156	30%	180	336	0	0	Green
186	Fairchild Ave and N Water St	21,962	10	156	30%	180	336	0	0	Kent
186	Summit St and Janik Dr/Morris Rd	12,325	10	156	30%	180	336	0	1	Kent
186	E Aurora Rd (SR 82) and Crow Rd/Park Rd	15,790	10	156	30%	180	336	0	0	Macedonia
186	Wadsworth Rd (SR 261) and Medina Line Rd	12,190	10	156	30%	180	336	0	0	Norton
186	W Main St (SR 59) and Diamond St	15,560	10	156	30%	180	336	0	0	Ravenna
186	SR 14 and SR 303 (W Jct)	33,345	10	156	30%	180	336	0	0	Streetsboro

* Ranking is based on scoring system consisting of: number of crashes and percent of injury/fatal crashes. ** Red text denotes an intersection at which at least one fatal crash occurred.

Map 2: High Crash Intersections 2018-2020



Section 3: Bicycle and Pedestrian Crashes

Overview

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

Education is an important tool to help curb bicycle and pedestrian-related crashes. Many bicycle riders and pedestrians, especially those under the driving age, may not be aware of the rules that they must observe.

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

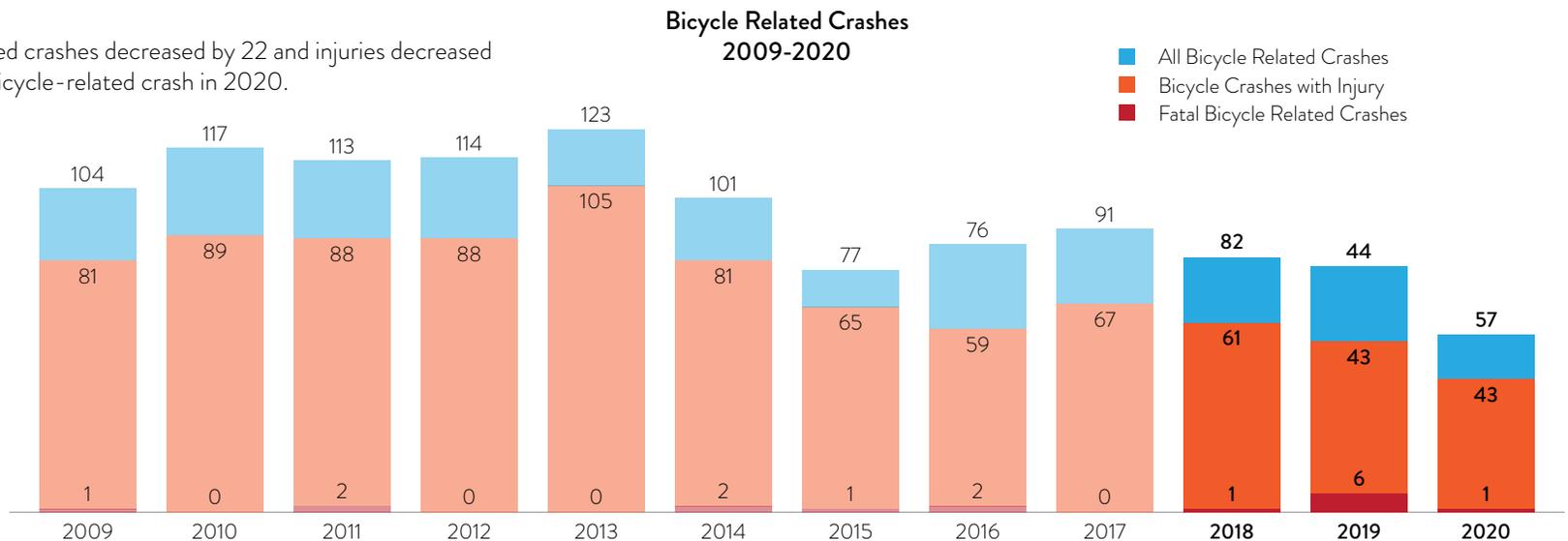
- Out of the 218 bicycle-related crashes that occurred between 2018 and 2020, 159 of them or 73% resulted in an injury and eight of them in a fatality.
- There were 413 pedestrian-related crashes in this same time period with 340 or 82% of them resulting in an injury and 23 of them in a fatality. Pedestrians accounted for over 16% of all fatalities that occurred between 2018 and 2020.



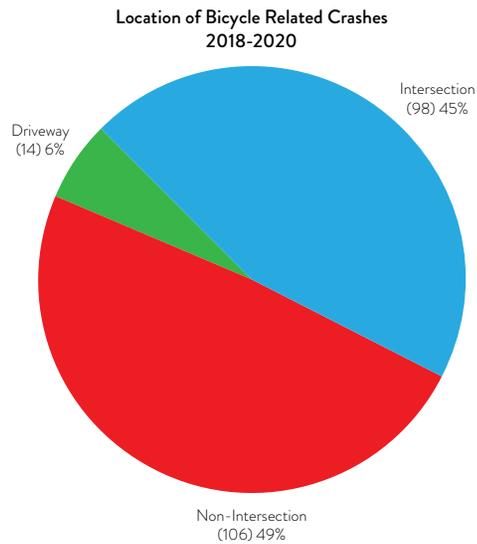
Once the locations that meet the minimum criteria are obtained a final score is calculated based on where the location ranked according to number of crashes and where it ranked according to number of fatal and injury crashes.

Bicycle-Related Crashes

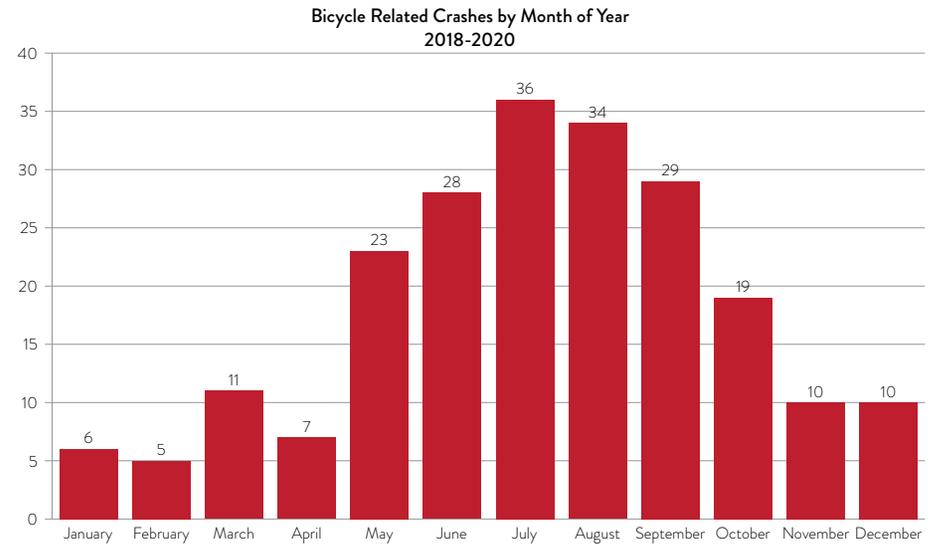
In 2020, total bicycle-related crashes decreased by 22 and injuries decreased by 12. There was one fatal bicycle-related crash in 2020.



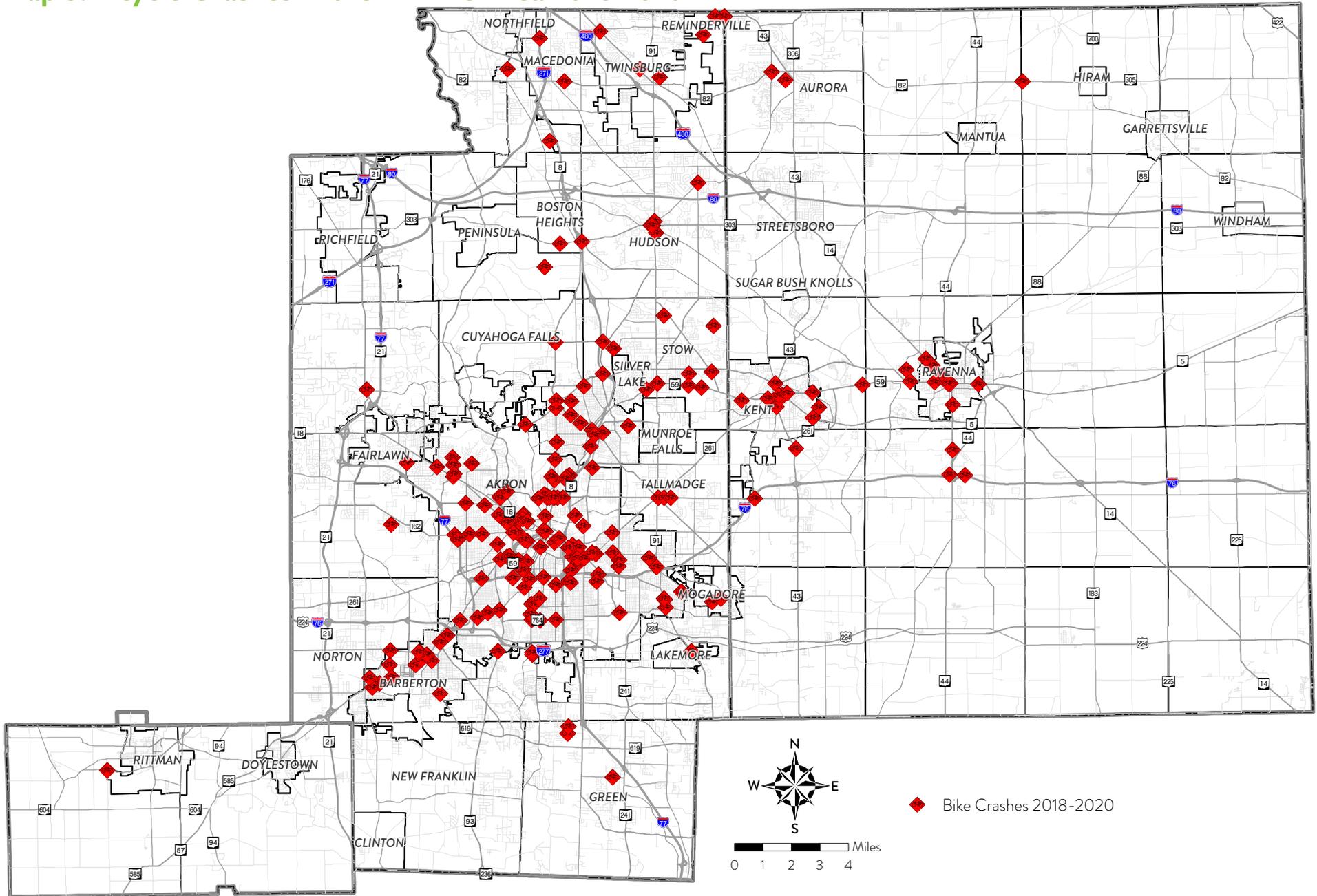
The chart below shows where most bicycle-related crashes occur. They are nearly split evenly between intersection and non-intersection locations. Many bicycle riders, especially younger ones, may not obey stop signs and traffic signals which leads to intersection-related crashes. Often a vehicle does not see a bicycle because of their narrow profile and turns into it or pulls in front of it. Often a driver is not expecting a bicycle in the crosswalk or misjudges its approach speed. Often a driver is not expecting a bicycle in the crosswalk or misjudges its approach speed. If a bicycle rider is biking against traffic a driver may not look that direction when turning into or pulling out of another street or driveway. [Map 3](#) on [page 20](#) shows where the bicycle-related crashes occurred in the AMATS area.



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

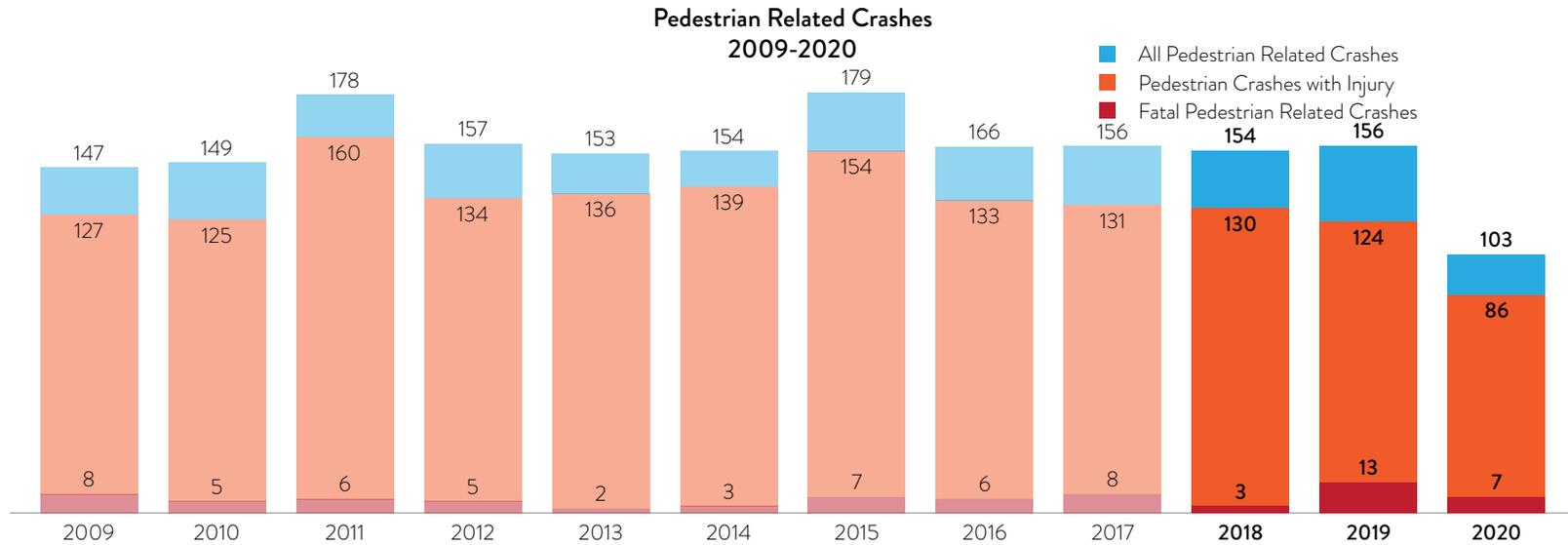


Map 3: Bicycle Crashes in the AMATS Area 2018-2020

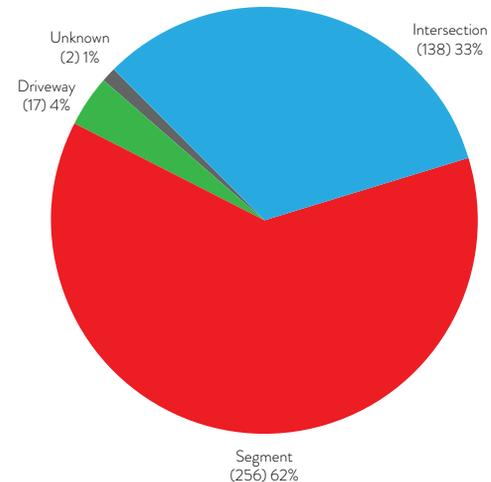


Pedestrian-Related Crashes

The number of pedestrian-related crashes and injuries were down significantly in 2020. Between 2018 and 2020 there were 413 pedestrian-related crashes with 340 injuries and 23 fatalities. The following graph shows pedestrian-related crashes in the AMATS area since 2008. Pedestrian fatalities accounted for 17% of all fatalities over the three-year period.

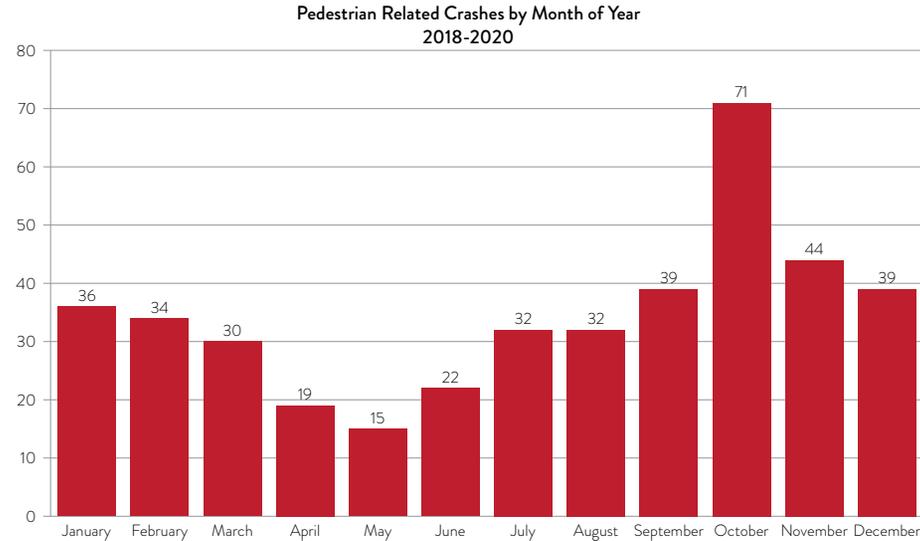


**Location of Pedestrian Related Crashes
2018-2020**

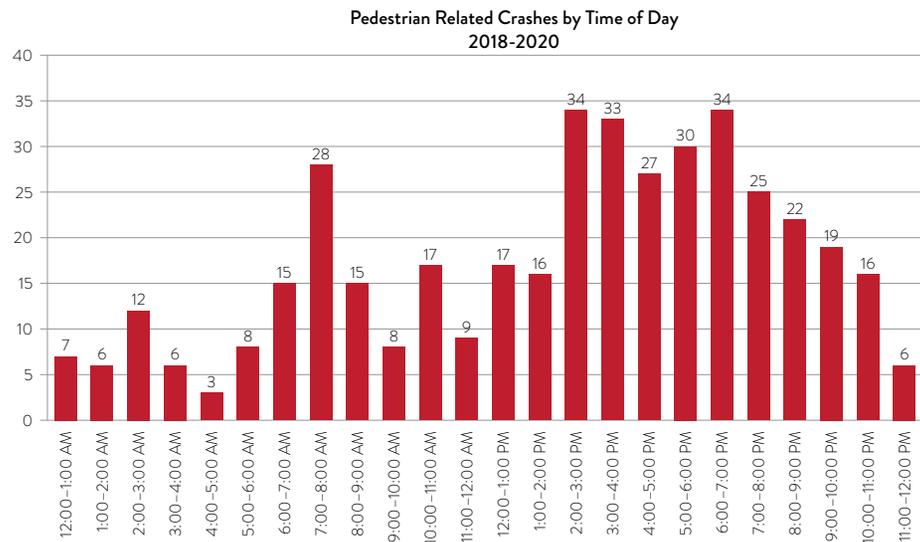


Pedestrian crashes occur more often away from intersections. Many of those that are intersection-related occur when a vehicle making a turn and does not see the pedestrian or a pedestrian was crossing the street against the signal. [Map 4 on page 23](#) shows where pedestrian-related crashes occurred in the AMATS area.

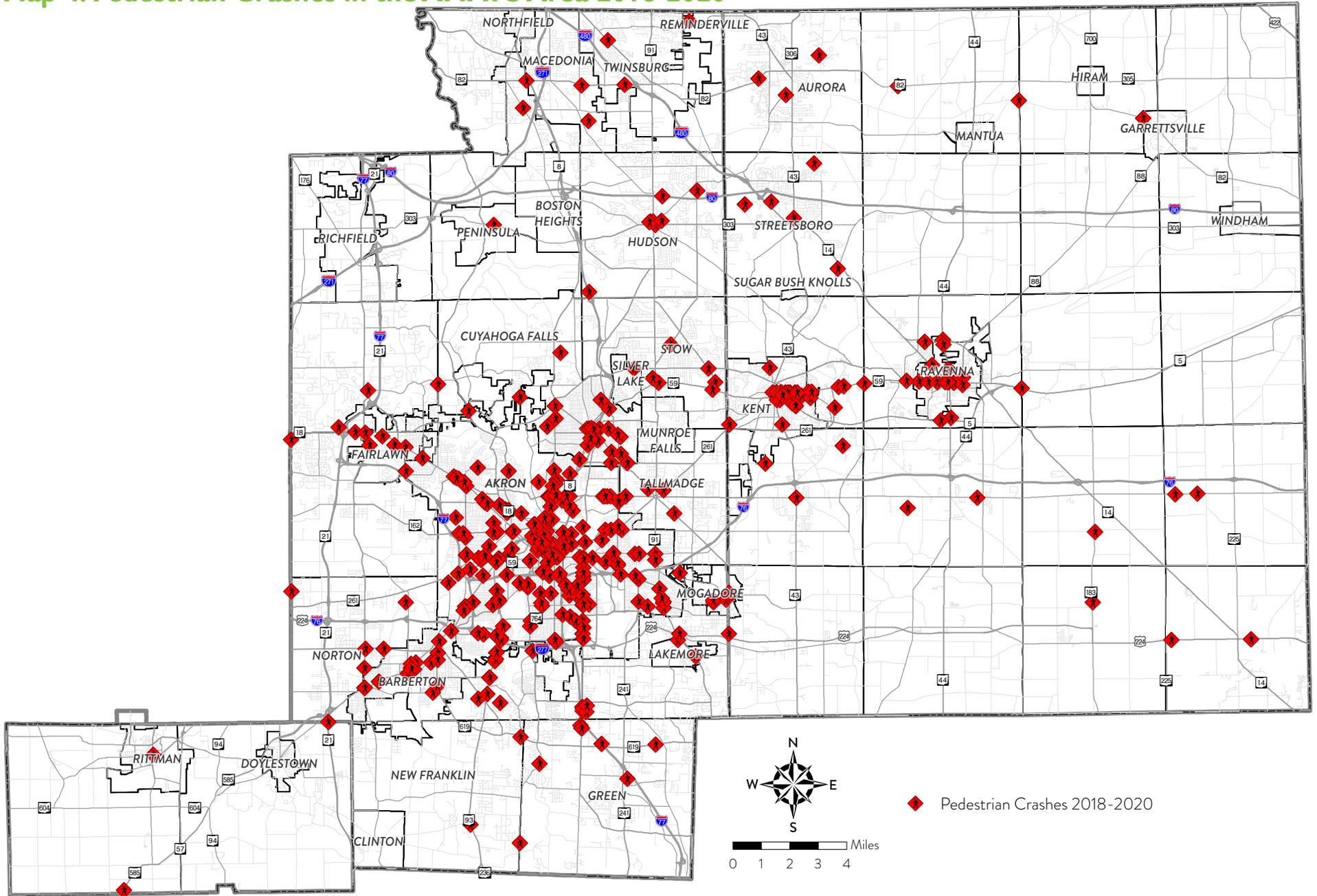
The following graph shows the month that pedestrian-related crashes occurred. October is traditionally the month with the most incidents. One might think that most of these incidents occur around Halloween; however, after examining the data closer, AMATS found that they are spread out throughout the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



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



Map 4: Pedestrian Crashes in the AMATS Area 2018-2020



Section 4: Safety Performance Measures and Targets

Overview

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

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

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

AMATS is required to establish safety performance measures. There are two options available for satisfying this requirement: commit to a quantifiable target for each measure within the metropolitan area or approve of ODOT's statewide targets and agree to plan

and program projects so that they contribute toward the accomplishment of those goals. AMATS is committed to support the goals set forth by ODOT for the entire state, rather than develop separate targets and goals for our area.

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

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

The table below shows the calculation of the AMATS rolling averages for the five safety performance measures. The 2015 averages are the benchmark values that the 2020 values are compared to. In three out of the five safety performance measures, AMATS has far exceeded the ODOT goal of reducing each category by two percent when compared to 2015 averages.

	2015 5-Year Average	2016 5-Year Average	2017 5-Year Average	2018 5-Year Average	2019 5-Year Average	2020 5-Year Average	Percent Change
Number of Fatalities	46	46	49	48	48	52	14%
Fatalities Per 100 Million Vehicle Miles Traveled	0.60	0.61	0.64	0.63	0.64	0.74	22%
Number of Serious Injuries	590	574	529	470	431	395	-49%
Serious Injuries per 100 Million Vehicle Miles Traveled	7.79	7.58	6.94	6.20	5.73	5.47	-42%
Number of Non-Motorized Fatalities and Serious Injuries	57.4	54.4	51.4	50.8	48.8	45.2	-21%

Appendix A: ODOT Safety Programs

Abbreviated Applications

- Priority will be given to locations with a higher severity of crashes or the potential for these crashes.
- Locations must have a minimum of three crashes per year.
- Projects must be \$250,000 or less.
- Funding is available for construction only and must be completed within two years.
- Applications will be reviewed once every quarter.

Formal Applications

- The minimum threshold for submitting a safety application will be *three crashes per year with 30% of the crashes involving a fatality or injury*.
- Projects with higher severity will get more points.
- ODOT will set target amounts for funding awarded each application cycle. The amount will be announced in advance of each round and based on available funding.
- ODOT will also expand opportunities for communities with fewer financial resources. Projects in communities with higher levels of poverty can receive up to 10 points toward the project score and may also be eligible for reduced local match.
- ODOT will accept formal applications one time. *The deadline this year will be August 31, 2022.*

Systemic Safety Application

- Focus on preventing pedestrian and roadway departure crashes through systemic infrastructure improvements.
- These are the two crash types linked to high severity crashes in Ohio.
- Systemic safety improvements are meant to be proactive and widely implemented based on roadway features that have been associated with specific crash types.
- Project sponsors can request up to \$2 million for pedestrian and \$5 million for roadway departure safety improvements.

Speed Policies

- ODOT is incorporating bicycles and pedestrians into the speed study process.
- Agencies may use a lower threshold for calculating driver speeds (50th vs. 85th percentile)

Design Practices

- ODOT is also finalizing a new multi-modal design guide that Ohio agencies can use to consider the impact of roadway design on all road users – especially bicycles and pedestrians.
- Designs that incorporate bike lanes, curb bump outs, reduced curb radii, and leading pedestrian intervals have been shown to reduce speed-related crashes and improve safety for everyone.
- The guide is expected to be published in the summer of 2022.

Highway Safety District Coordinators

- ODOT District 3 – Julie Cichello, 419-207-7168, julie.cichello@dot.ohio.gov
- ODOT District 4 – David Griffith, 330-786-4941, david.griffith@dot.ohio.gov



E-Mail: amats@akronohio.gov

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

The AMATS Crash Report - *Traffic Crashes and Safety Performance Measures 2018-2020* is published by:
Akron Metropolitan Area Transportation Study
1 Cascade Plaza / Suite 1300
Akron, Ohio 44308-1136

Director: Curtis Baker
Please visit our website at: www.amatsplanning.org

Phone: 330-375-2436

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: 2020 Update of the AMATS Area Federal Functional Classification of Highways

DATE: March 3, 2022

The federal functional classification (FFC) of public highways is reviewed and updated every 10 years based on census changes. FFC groups roadways by their relative importance and function. FFC also determines federal aid eligibility for applicants seeking federal funds for their projects. AMATS is responsible for reviewing the existing FFC of the public highways in its area and for proposing any desired revisions to the Ohio Department of Transportation (ODOT).

The current mileage guidelines, which are from a 2013 federal standard, are listed in the table below for your reference. Each roadway classification has a statewide percentage range, but AMATS tries to stay within these percentage ranges whenever possible.

Federal Functional Classification Guidelines

Roadway Classification	Rural Percent of Mileage	Urban Percent of Mileage
Interstates	1-2	1-2
Freeways & Expressways	0-2	0-2
Principal Arterial	2-5	4-5
Minor Arterial	3-7	7-12
Major Collectors	10-17	7-13
Minor Collectors	5-13	7-13
Local	66-74	67-76

The table below lists the current AMATS mileage percentages, based on ODOT’s 2018 data, which is the most recent update. Interstate percentages are higher in the AMATS area than in the guidelines listed above. This cannot be changed and is due to the high concentration of interstates in the region. However, the AMATS staff does try to balance the area’s higher interstate percentages by staying towards the lower limit for Principal and Minor Arterials.

Current AMATS Federal Functional Classification System

Roadway Classification	Rural Percent of Mileage	Urban Percent of Mileage
Interstates	7.3	5.0
Freeways & Expressways	0.0	1.7
Principal Arterial	1.9	5.0
Minor Arterial	6.0	7.5
Major Collectors	11.4	10.5
Minor Collectors	5.4	0.2
Local	68.0	70.1

The staff is asking AMATS members to use the attached form to submit possible FFC changes by **May 27, 2022**. Once applications are submitted and AMATS receives the census-based 2020 draft FFC from ODOT, the staff will review possible changes and present recommendations to the TAC/TIP Subcommittee. Roadways classified as local and minor collectors are not eligible for federal funds through AMATS. When submitting FFC change applications please remember that the AMATS area does not have infinite mileage. If changes include adding mileage to the FFC network, the staff may request that an applicant relinquish mileage elsewhere.

AMATS
**Federal Functional Classification
Change Request Form**
Due May 27, 2022

Contact Information	
Agency:	_____
Person:	_____
Title:	_____
Phone:	_____
Email:	_____
Roadway Name/Location:	_____

Limits:	_____

Segment Length:	_____

Number of Through Lanes:	_____

Current ADT:	_____

Current FFC:	_____

Requested FFC:	_____

Reason for change:	_____

Please submit this form (and map if appropriate) to Amy Prater at APrater@akronohio.gov

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

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

FROM: AMATS Staff

**RE: Resolution 2022-05 –Approving Amendment #15 to the FY 2021-2024
Transportation Improvement Program to one new project.**

DATE: March 17, 2022

A request has been made to add the following new project in the FY 2021-2024 Transportation Improvement Program:

WAY-SR 57-10.32 – Is a safety project that converts a two-way stop-controlled intersection to a single-lane roundabout at the intersection of SR 57 and SR 604 in Wayne County. This project is funded with Highway Safety Improvement Program (HSIP) funds and construction is currently scheduled in FY 2025. This amendment will add \$556,464 for engineering that is scheduled to begin in FY 2023.

STAFF COMMENTS

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

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2022-05. This Resolution approves the amendment to the FY 2021-2024 TIP. The Staff recommends approval.

RESOLUTION NUMBER 2022-05

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

Approving Amendment #15 to the FY 2021-2024 Transportation Improvement Program to add one new project.

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

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

WHEREAS, this Committee has been requested to amend the AMATS FY 2021-2024 Transportation Improvement Program to add engineering for the following new project.

- 1. WAY-SR 57-10.32 (PID 116212)**– Is a safety project in Wayne County that converts a two-way stop-controlled intersection into a single-lane roundabout at the intersection of SR 57 and SR 604. Construction is funded with HSIP funds and is currently scheduled in FY 2025. This amendment will add \$556,464 to the engineering phase that is scheduled in FY 2023.

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

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

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

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

RESOLUTION NUMBER 2022-05 (Continued)

NOW THEREFORE BE IT RESOLVED:

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

Gerard Neugebauer, 2022 Chairman
Metropolitan Transportation Policy Committee

Date

AMENDMENT # 15 - 03/17/22
AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024
TABLE H-3
HIGHWAY IMPROVEMENTS

PID #	CO-RTE-SECTION	LENGTH (MILES)	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
116212	WAY-SR 57 10.31 (SR 57 / SR 604) (Add New Project)	0.02	WAYNE COUNTY SR 57 / SR 604 INTERSECTION	CONVERT 2-WAY STOP CONTROLLED INTO A SINGLE-LANE ROUNDABOUT	HSIP	P			556.5		3,085.3	ODOT	EXEMPT

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

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2022-06 – To Add Ohio EPA-Awarded DERG Funds for METRO and PARTA - (FY 2021-2024 TIP Amendment #16).

DATE: March 9, 2022

Executive Summary

This memorandum discusses a TIP amendment to the FY 2021-2024 program of projects for METRO RTA and PARTA, adding two CMAQ-funded projects and revising planning and preventive maintenance projects.

Annually, the Ohio Department of Transportation (ODOT) in coordination with the Ohio Environmental Protection Agency (OEPA), offers funds from the Diesel Emissions Reduction Grant (DERG) Program to public and private sector diesel fleets (motor vehicle, marine, locomotive and highway construction equipment) that are eligible under the Federal Highway Administration's (FHWA) Congestion Mitigation and Air Quality Improvement Program (CMAQ).

On December 16, 2021, METRO RTA and PARTA were each awarded funds through the DERG Program. Consequently, METRO and PARTA are requesting that these additional funds be added to the Transportation Improvement Program (TIP) to include replacement buses using compressed natural gas (CNG). These funds will be used for the maintenance of METRO and PARTA bus fleets.

Consequently, PARTA and METRO are requesting that these additional funds be added to the TIP to include the recently awarded DERG funds. Also, PARTA is requesting to amend their planning and preventive maintenance projects in FYs 2023 and 2024.

PARTA is requesting the following changes to the TIP:

- Add Capital Funds for the Purchase of Three Large CNG Buses (PID 116008)

PARTA has been awarded \$1,105,746 in state-attributable CMAQ funds through the DERG Program and requests the purchase of three large (35-foot) CNG buses in FY 2024. The project will be matched with thirty percent local funds (\$473,892). The total cost for this new project is \$1,579,638.

- Add Capital Funds for Planning in FY 2023 (PID 111791)

PARTA requests the use of federal funds for currently scheduled staff planning activities in FY 2023. PARTA will use \$52,000 in Federal Transit Administration (FTA) Section 5307 Urbanized Area formula funds at 80% federal share. The project will be matched with 20% local funds (\$13,000). The total cost for this project remains \$65,000.

- Add Capital Funds for Planning in FY 2024 (PID 111801)

PARTA also requests the same use of federal funds for staff planning activities in FY 2024. PARTA will use \$52,000 in Federal Transit Administration (FTA) Section 5307 Urbanized Area formula funds at 80% federal share. The project will be matched with 20% local funds (\$13,000). The total cost for this project remains \$65,000.

- Increase Capital Funds for Preventive Maintenance in FY 2023 (PID 111792)

PARTA requests the revision of preventive maintenance funding in FY 2023 to reflect current revenue availability and revised budget estimates. This project will be funded at 80% federal share, derived from FTA Section 5307 funds. Federal share will be increased from \$800,000 to \$1,000,000. ODOT will provide \$200,000 in general revenue funds (GRF) through its Urban Transit Program (UTP). And PARTA will provide the remaining local share (\$50,000) through its transit-dedicated county-wide sales tax. The total project cost will increase from \$1,000,000 to \$1,250,000.

- Increase Capital Funds for Preventive Maintenance in FY 2024 (PID 111802)

PARTA also requests the same revision of preventive maintenance funding in FY 2024, to reflect current revenue availability and revised budget estimates. This project will be funded at 80% federal share, derived from FTA Section 5307 funds. Federal share will be increased from \$800,000 to \$1,000,000. ODOT will provide \$200,000 in general revenue funds (GRF) through its Urban Transit Program (UTP). And PARTA will provide the remaining local share (\$50,000) through its transit-dedicated county-wide sales tax. The total project cost will increase from \$1,000,000 to \$1,250,000.

METRO RTA is requesting the following changes to the TIP:

- Add Capital Funds for the Purchase of Two Large CNG Buses (PID 116006)

METRO has been awarded \$854,889 in state-attributable CMAQ funds through the DERG Program and requests the purchase of two large (40-foot) CNG buses in FY 2023. The project will be matched with twenty percent local funds (\$213,723). The total cost for this new project is \$1,068,612.

STAFF COMMENTS

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

Regional Transportation Plan

The projects proposed in this amendment are consistent with *Transportation Outlook 2045*, the area's Regional Transportation Plan.

Financial Capability

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

Air Quality

The project can be viewed as either exempt from air quality or has been analyzed as part of the air quality networks and has resulted in a finding of compliance with the Clean Air Act.

Therefore, this amendment will not affect adversely the air quality conformity approval of *Transportation Outlook* or the TIP.

Public Involvement

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

Environmental Justice

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations states that, "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing as appropriate, disproportionately high and adverse human health or environmental effects of its programs policies and activities on minority and low-income populations." This requirement also applies to recipients of federal funds, such as METRO RTA and PARTA.

The projects that will result from this TIP amendment do not appear to impose disproportionately high and adverse human health or environmental effects on minorities and/or low-income people who reside in the METRO RTA or PARTA service areas.

STAFF RECOMMENDATION

Attached to this memo is Resolution 2022-06. This resolution approves the requested changes to the FY 2021-2024 TIP as described above. The Staff recommends approval.

RESOLUTION NUMBER 2022-06

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

TO ADD OHIO EPA-AWARDED DERG FUNDS FOR METRO AND PARTA - (FY 2021-2024 TIP AMENDMENT #16)

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

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

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

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

WHEREAS, METRO RTA and PARTA are eligible recipients of Federal Transit Administration (FTA) funds; and

WHEREAS, METRO RTA and PARTA are eligible recipients of Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, METRO RTA and PARTA have been awarded CMAQ funds through the Diesel Emissions Reduction Grant (DERG) Program; and

WHEREAS, METRO RTA and PARTA have requested that the TIP be amended to add federal funds to the projects described in the attached memorandum; and

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

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

WHEREAS, this project has been determined to be in conformity with the State Implementation Plan for air quality; and

RESOLUTION NUMBER 2022-06 Continued

WHEREAS, this Committee has determined that the effects of this amendment are consistent with *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 amends the FY 2021-2024 Transportation Improvement Program as previously specified in the attached memorandum.
2. That this Committee affirms that the FY 2021-2024 Transportation Improvement Program is in reasonable fiscal constraint.
3. That this Committee affirms consistency with *Transportation Outlook 2045*, the Regional Transportation Plan.
4. That this Committee reaffirms the air quality conformity determination of *Transportation Outlook*.
5. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.
6. That this Committee affirms consistency with environmental justice requirements.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Mayor Gerard Neugebauer, 2022 Chairman
Metropolitan Transportation Policy Committee

Date