

Traffic Crashes and Safety Performance Measures

AMATS Annual Crash Report

2021-2023

December 2024



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

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Section 1: Creating a Safer System

Introduction

Profuse effort has gone into improving the safety of the transportation system. Safety has become a top priority of governmental transportation agencies from the federal, state, and local levels. New and creative methods, such as a programmatic focus on reducing severe crashes and implementing a *Safe System* approach that considers driver behavior and acknowledges human error have modernized the ways transportation officials work toward improving safety.

Major changes continue to occur on the industry side as well. New software platforms and other technology have enabled a data-rich environment that with increasing tools to help officials understand trends and work toward improvement. Technological advancements also extend to vehicle manufacturers, who continue to increase active and passive safety features in modern vehicles. Such advancements help to prevent crashes from occurring and better-protect vehicular occupants when a collision is unavoidable. Improvements even extend to how vehicles interact with more vulnerable road users such as pedestrians.

Measurable and significant progress has been made on so many fronts yet so many of the national safety trends demonstrate that the most serious crashes have *increased* in recent years. As this report demonstrates, these trends unfortunately extend to the local level. Serious injuries and fatalities are on the rise, and pedestrians and bicyclists appear to be significantly more susceptible to risk than even a decade ago, with collisions increasing for both of those modes of transportation.

There are myriad reasons for such disconcerting trends, all of which are of great concern to transportation officials and for agencies such as AMATS. Human behavior is ever evolving; distractions and risky behavior appear to be on the rise. Accordingly, officials must also evolve their approaches and strive to improve safety, no matter how disconcerting the trends may be.

This report, the latest in a long history of AMATS providing areawide crash trends and listing locations of specific concern, is an important starting point toward identifying issues and educating stakeholders on how to effectively improve safety within the Greater Akron area.

Section One of this report identifies some of the tools available to assess safety issues, discusses proven approaches to improving safety, and summarizes many options available to help communities address the issues that exist.

Section Two investigates the areawide trends occurring to provide an understanding of where progress is being made and where trends are worsening. This section looks at overall crash numbers, crashes by level of severity, and looks specifically at bicycle and pedestrian-related crashes.

Section Three takes a deeper dive into specific locations. This section outlines the process for ranking high crash locations within the Annual Crash Report (ACR) and then provides tables and maps demonstrating where the areas of greatest concern are throughout the region.

Finally, *Section Four* concludes the *Annual Crash Report (ACR)* by discussing the federal safety performance measure process and provides a report card of sorts for how the Greater Akron area is meeting or not meeting the goals set forth.

Improving Safety

Changes in Approach

The current federal transportation bill, the Bipartisan Infrastructure Law (BIL) has put increased focus and funding toward some pre-existing concepts. Within the past decade, as fatal and serious injury (FSI) crashes began to rise nationally, momentum began to build for a *Vision Zero* approach. The ultimate

goal of *Vision Zero* is that FSI crashes be eliminated and the central tenet is that one life lost or dramatically affected can never be ethically acceptable. Rather than road users bearing complete responsibility for their safety, *Vision Zero* emphasizes a shared responsibility between a road's users and the engineers and planners responsible for the transportation system's design. Although humans make mistakes that contribute to poor crash outcomes—speeding, not wearing safety belts, driving while intoxicated by drugs or alcohol, being distracted by phones or vehicles' infotainment systems—the way roadways and vehicles are designed also have significant effects on crash outcomes.

In a perfect world, people would not engage in risky behavior. But people do and will continue to. Designing roadways with safety as a primary consideration is therefore essential. This includes implementing proven safety countermeasures (see two sections ahead) and thoughtfully considering how roadways can reduce speeds, simplify design, and protect vulnerable road users such as pedestrians.

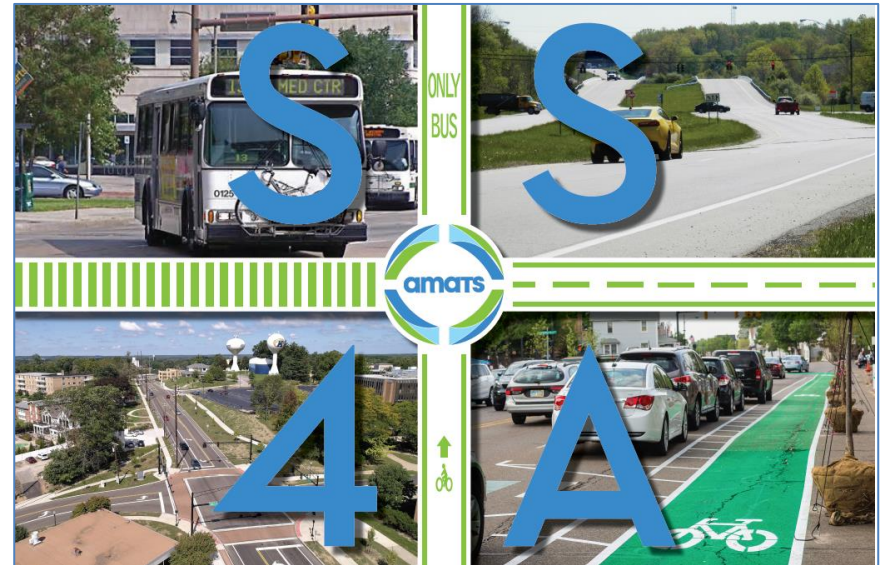
Annual Crash Reports and SS4A

The importance of making the roadway system safe is of paramount concern for AMATS and, in fact, has been a central area of focus since its inception over 60 years ago. *Annual Crash Reports (ACRs)* like this one have been an important tool for the area's community leaders for multiple decades. These ACRs help decisionmakers understand where and why crashes occur and the annual ranking of its high-crash locations has direct impacts on funding availability. The agency's *Funding Policy Guidelines* have incentivized the improvement of numerous high-crash locations over the past two-plus decades.

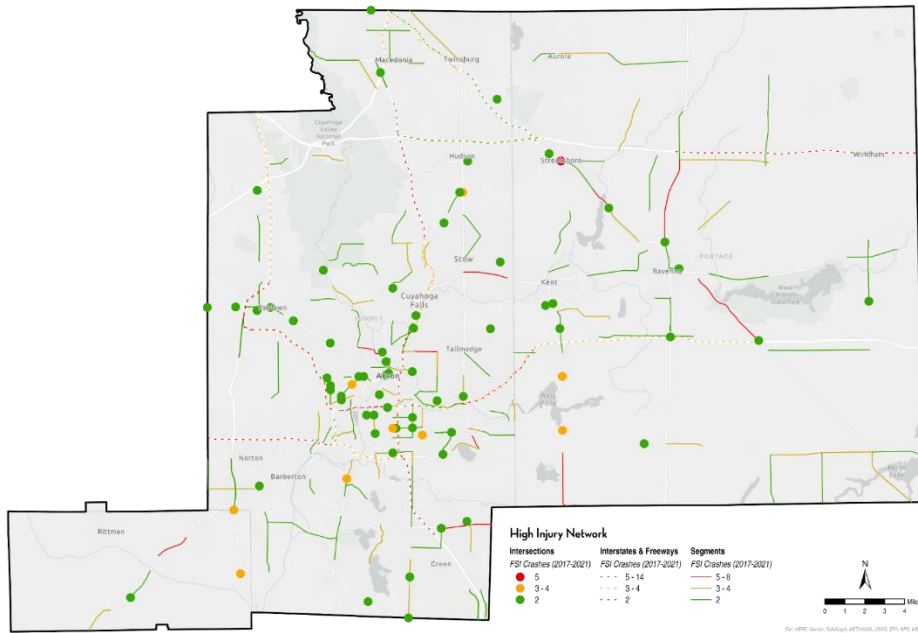
AMATS' ACRs have evolved over time. The most dramatic change occurred about three years ago, when the methodology of ranking crash locations was altered to provide more weight to the area's most serious crashes. This is in line with changes made at the state level to emphasize Fatal and Serious Injury (FSI) crashes. Specifically, at least 30% of a specific location's crashes must

be fatal or injury related to be included on a High Crash Section or Intersection list.

Complementing the trend of focusing on more serious crashes, AMATS completed its first *Safe Streets for All (SS4A) Action Plan* in May 2023. SS4A was a new funding source, established through the Bipartisan Infrastructure Law (BIL) aimed specifically at reducing FSI crashes.



Creating the *AMATS SS4A Action Plan* involved close collaboration with a taskforce comprised of AMATS members. The final action plan led to several new strategies to improve regional safety. Perhaps most notably, the Action Plan created a High Injury Network (HIN) that considers the locations of the area's highest FSI-crash locations. The *SS4A Action Plan* differs from this ACR by: (1.) focusing more heavily—almost exclusively—on the HIN and by (2.) considering a five-year reportable period for crashes versus the three-year period in an ACR. Having differing timetables allows AMATS and its partners to understand and compare trends over two timelines.



AMATS High Injury Network, from SS4A Action Plan

The SS4A Action Plan differed from the ACR in a few other significant ways. One of the most notable differences was the SS4A Action Plan contained a highly detailed safety analysis that showed and described data relating to how, where, when, and why crashes occurred throughout the region. The 2023 SS4A Action Plan also contained several prioritized lists of recommendations. These included project-based recommendations in short, medium, and long-term timeframes; strategy recommendations to improve behavior and reduce risks through a variety of initiatives; and transit-specific recommendations of various types.

The current (2023) AMATS SS4A Action Plan can be found at:

<https://www.amatsplanning.org/sites/default/files/docs/SS4A-Action-Plan.pdf>

The SS4A HIN webapp can be viewed at:

<https://akrongis.maps.arcgis.com/apps/webappviewer/index.html?id=d3b866db810e470fb3de4b6a1ab81784>

Certain aspects of the SS4A Action Plan, such as the data years for the HIN, are scheduled to be updated in 2025. Additional detail on this planned update can be found in the final chapter of the SS4A Action Plan.

The ACR and SS4A Action Plan should be considered as complementary tools that allow AMATS and its partners to comprehensively consider safety issues within the region. Both processes have their place within AMATS' safety planning and both reports should be consulted as regional communities and agencies consider how to improve safety at a given location or through larger geographic scale systemic improvements.

Proven Safety Countermeasures

Once a crash hotspot is identified in either or both the AMATS' ACR and SS4A Action Plan, community officials and other stakeholders often start thinking about how to alleviate safety issues at a given location. Effective solutions for any location will depend upon the unique characteristics of an intersection or section but deciding how to most effectively improve a location's safety can sometimes be a difficult or contentious process.

Fortunately, the Federal Highway Administration (FHWA) has conducted research to understand what approaches are most effective at improving safety. FHWA provides many data-driven strategies to improve safety, which it has listed as [Proven Safety Countermeasures \(PSCs\)](#). PSCs were first developed in 2008, but have been updated and refined several times since, most recently in 2021. All 28 PSCs are proven to provide significant, measurable safety benefits based on real-world case studies across the United States. PSCs are broken down into five categories:

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

AMATS strongly encourages communities to consider and incorporate PSCs into all roadway projects, regardless of the severity of safety issues. The implementation of PSCs is incentivized through many AMATS-controlled funding sources.

Funding

After safety problems are demonstrated, and as stakeholders discuss possible ways to improve the problem(s), there are several federal and state funding sources that can help communities and agencies address safety issues. AMATS encourages project sponsors to discuss any safety issues they hope to address with AMATS and the Ohio Department of Transportation (ODOT).

HSIP Funding

The most popular funding source for safety-related transportation projects is through the federal Highway Safety Improvement Program (HSIP). In Ohio, this funding is managed and distributed through ODOT. Within the past few years, ODOT has made major changes to its statewide safety program, changes that directly align with a greater focus on reducing and eliminating FSI crashes.

Controlling HSIP through ODOT allows one centralized agency to target funds where they will be most effective at reducing FSI crashes. The competitive nature of these funds ensures that only the best projects are selected through a data-driven approach.

Approximately \$185 million is dedicated annually to improve severe crash locations or locations with the potential for severe crashes. This includes about \$100 million from the federal government through HSIP formula funds, some additional allocation from various general federal funding that ODOT receives, as well as some of the funds from the state gas tax. While most of this funding is federal, the additional investment and control via ODOT lead to it being one of the largest safety programs per capita of any state.

Distribution of these funds is divided into three sub-programs. Currently, ODOT also has a special solicitation open for pedestrian-and-bicycle-specific safety improvements. Details of each of these programs is listed on the following page.

OFFICE OF SAFETY
Proven Safety Countermeasures

SPEED MANAGEMENT

- Speed Safety Cameras
- Variable Speed Limits
- Appropriate Speed Limits for All Road Users

ROADWAY DEPARTURE

- Wider Edge Lines
- Enhanced Delineation for Horizontal Curves
- Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- SafetyEdge™
- Roadside Design Improvements at Curves
- Median Barriers

INTERSECTIONS

- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left- and Right-Turn Lanes at Intersections
- Reduced Left-Turn Conflict Intersections
- Roundabouts
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
- Yellow Change Intervals

PEDESTRIANS/BICYCLES

- Crosswalk Visibility Enhancements
- Bicycle Lanes
- Rectangular Rapid Flashing Beacons (RRFB)
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacons
- Road Diets (Roadway Reconfiguration)
- Walkways

CROSSCUTTING

- Pavement Friction Management
- Lighting
- Local Road Safety Plans
- Road Safety Audit

FHWA-SA-21-082

List of FHWA Proven Safety Countermeasures

- **HSIP Formal Safety program**—for higher-cost, more complex safety improvements that require a more detailed review. This program is meant to address locations with a history of fatal or injury crashes where low-cost safety improvements have failed to solve the problem.
- **HSIP Systemic Safety Funding program**—focused specifically on pedestrian-related and roadway departure-related crashes, systemic improvements are meant to be proactive and widely implemented across all or part of a community or region. The Systemic program incentivizes projects that would implement FHWA’s Proven Safety Countermeasures.
- **HSIP Abbreviated Safety Funding program**—a simplified process to allow for a quicker review and funding of less expensive, less complex safety improvements at locations with safety concerns and a pattern of crashes.
- **Pedestrian & Bicycle Special Solicitation**—for projects that make walking and biking a safe, convenient, and accessible transportation option for everyone. There is an emphasis on projects that can begin construction before July 2026.

Safe Streets for All

The aforementioned SS4A program is a discretionary source that appropriates \$5 billion over five years to reduce FSI crashes. Like many recent discretionary programs, a compliant plan (i.e. a SS4A Action Plan) must be in place by sponsoring agencies prior to receiving funding.

Because the AMATS has a SS4A Action Plan, communities and eligible agencies within the Greater Akron area can apply through FHWA for continued planning and demonstration grants (studying an area more-in depth or trying out innovative ideas prior to a large-scale project), and Implementation Grants used toward either larger, transformational projects or systemic improvements across a larger geographic area.

AMATS Sources of Funding

Two of AMATS’ most popular funding programs award additional points to projects that will improve safety or that are in locations listed on either the SS4A HIN or on ACR high-crash lists. AMATS typically opens a call for funding on a biennial basis, typically held in the summer or autumn of odd-numbered years. These programs include the following:

- **Surface Transportation Block Grant (STBG)**—this is a versatile funding source for a wide variety of transportation projects on federally classified collector and arterial roadways. 25 out of 130 possible total points are directly related to safety, and up to 15 additional points can be awarded for implementing Complete Streets elements into the project’s design.
- **Carbon Reduction Program (CRP)**—this is a newer funding source designed to fund projects that reduce carbon dioxide emissions from on-road highway sources. Roundabouts are the top-scoring project type, compared to other eligible activities. 10 out the 65 possible total points are directly related to safety.
- **Transportation Alternatives Set-Aside (TASA)**—this program provides funding toward bicycle and pedestrian facilities. Project applications that can demonstrate a history of bicycle or pedestrian crashes receive 5 additional points out of a total possible 115 points.

Section 2: Regional Trends

Overview

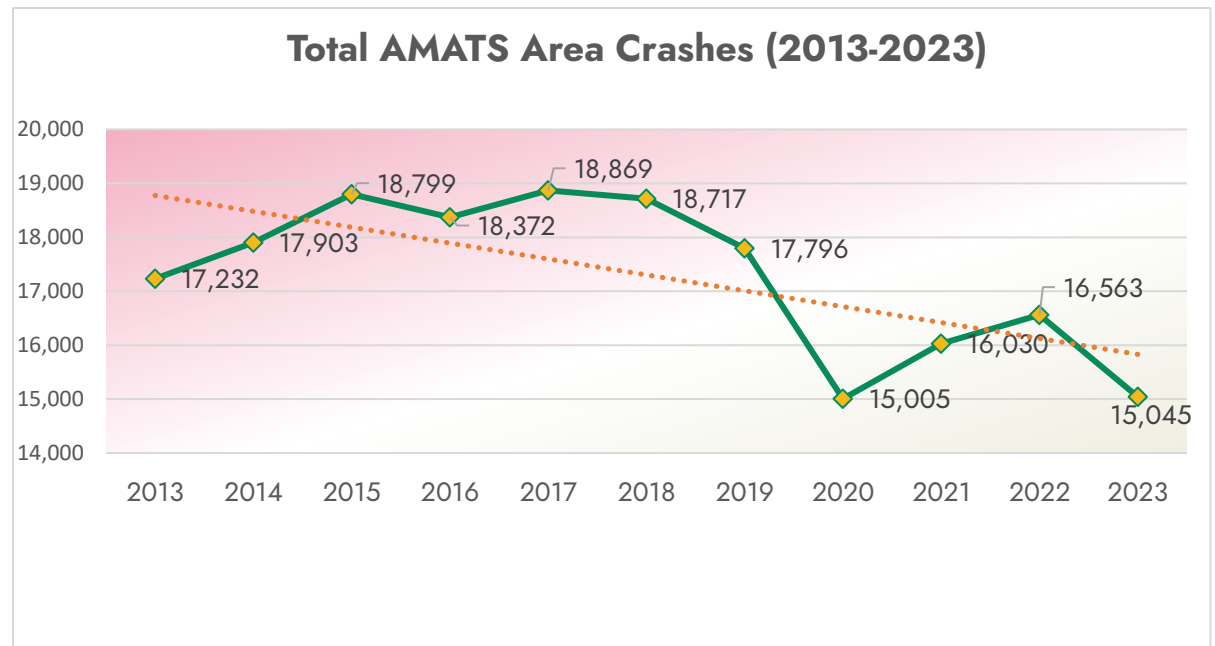
Over a three-year period (2021-2023), 47,638 crashes across the AMATS planning region covering Portage and Summit Counties and the northeastern portion of Wayne County were considered for this report. As will be further detailed in Section 3, animal crashes and construction zone crashes are not included in the analysis because they do not relate to the characteristics of the roadway.

Records of each crash were obtained from the Ohio Department of Transportation (ODOT) and were further analyzed as detailed in Section 3. The following charts and text detail the trends of crashes and traffic volumes over this three-year period. A more complete understanding of the AMATS region's crashes can be found in Chapter 4 of The [AMATS Safe Streets for All Action Plan](#). Although the analysis years of this plan (currently 2017-2021) differ from this Annual Crash Report (ACR), the SS4A plan provides an overview of circumstances surrounding crashes in the region.

Crash Trends

Total Crashes

As shown in the graph to the right, the total number of crashes within the AMATS area has continued to trend downward over the past decade. 2023's number of reportable crashes within the AMATS planning area (15,045) is nearly as low as the 2020 level, which was an atypical time of lower travel and lower crashes due to the pandemic. Continuing, targeted funding toward improving the safety of the area's roadways, including the intentional implementation of *Proven Safety Countermeasures* to areas of known concern have likely helped to reduce the total number of areawide crashes. The increasing availability of crash prevention features on most newer vehicles almost certainly play an important role in this total reduction as well. Year-over-year change between 2022 and 2023 saw the number of crashes reduced by 1,518, or 9.2%.

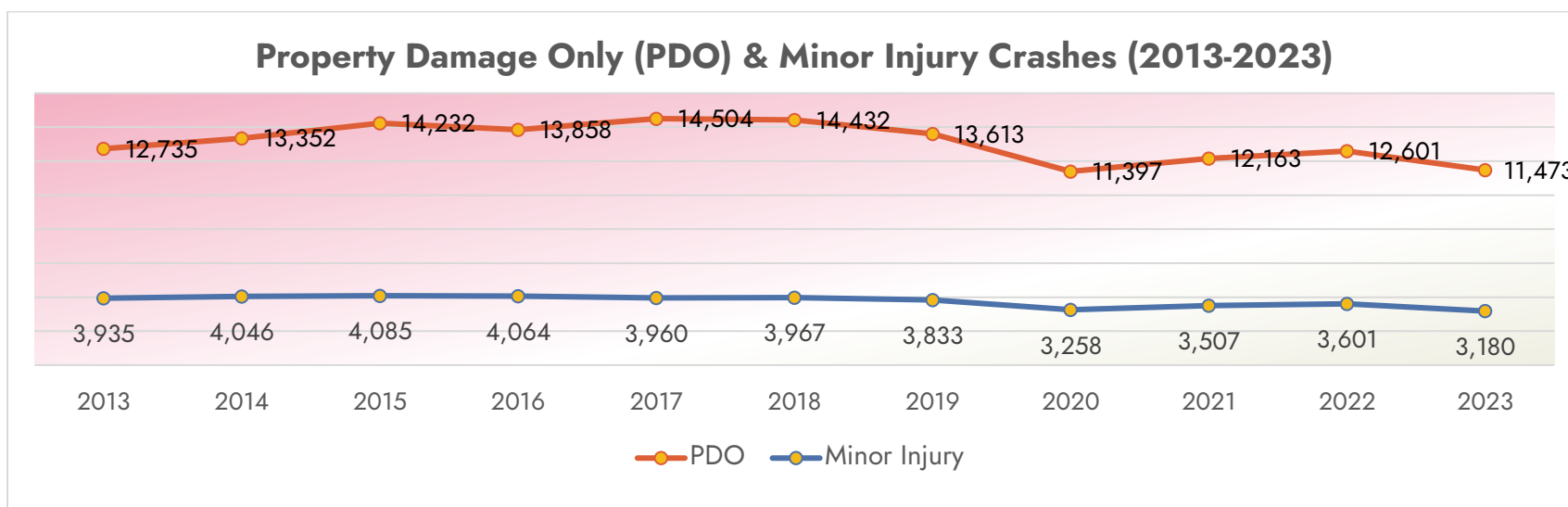


Crashes by Severity

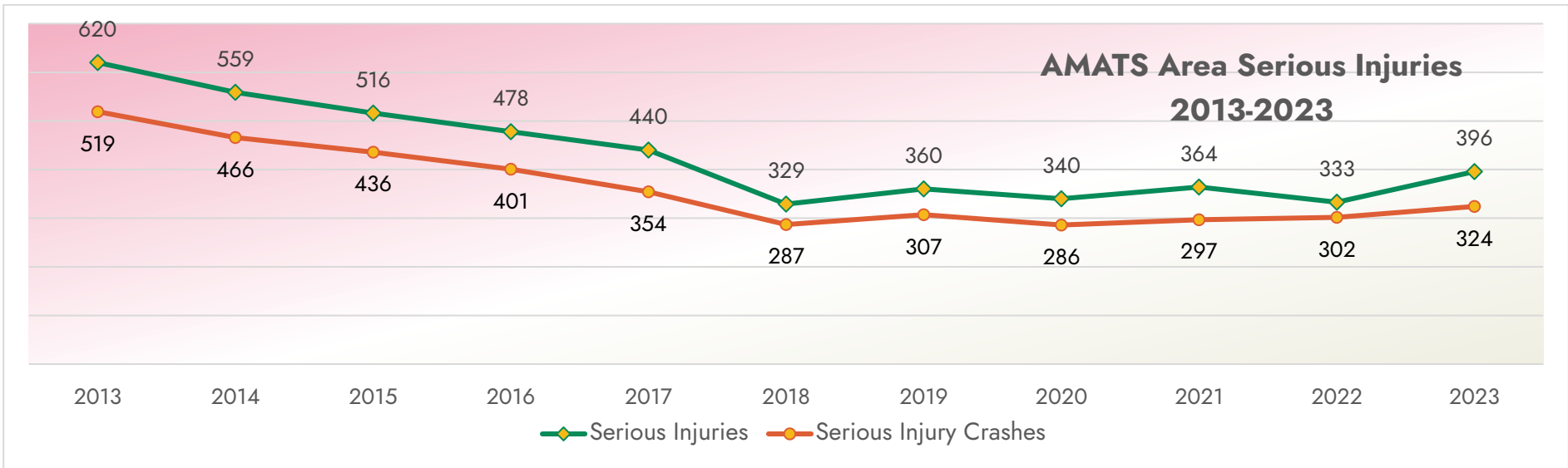
ODOT groups the severity of crashes into four categories. These are described below in increasing level of severity:

Level of Severity	Description
Property Damage Only (PDO)	A crash resulting in no injuries to those involved in the crash
Minor Injury (aka Injury or Possible/Potential Injury)	A crash either resulting in a non-incapacitating injury or a potential injury, e.g., the victim may be sore or plan to seek medical treatment
Serious Injury	A crash causing an incapacitating injury
Fatal	A crash resulting in a fatal injury

The two categories of less-severe crashes are shown in the graph below. Areawide, PDO crashes in 2023 decreased by 1,128 (-9.0%) and Minor Injury crashes decreased by 421 (-11.7%) from the prior year (2022).

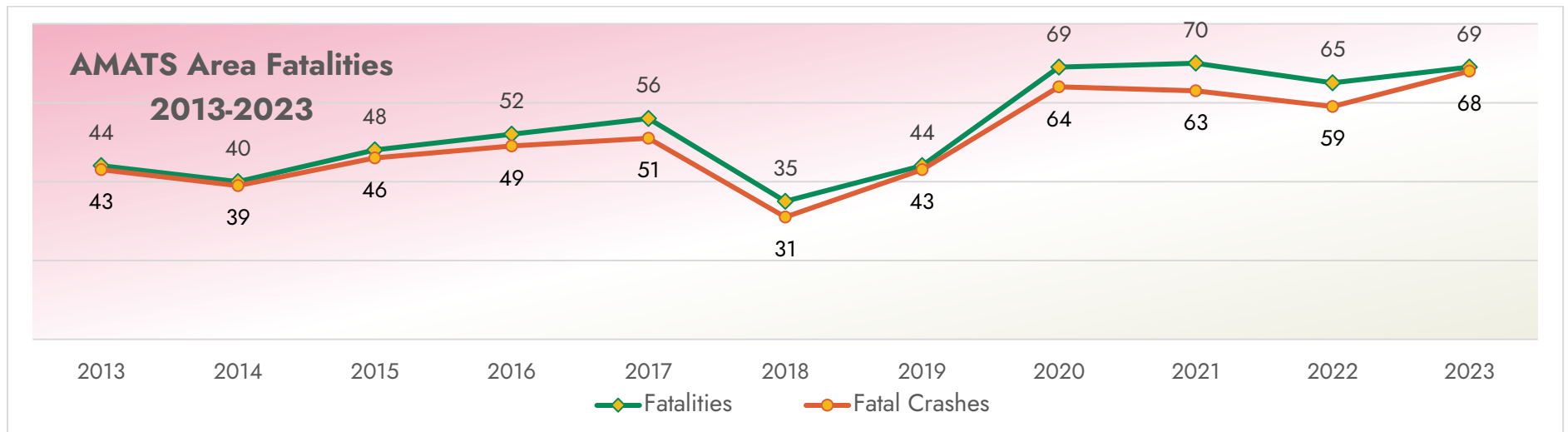


The number of serious injuries had been relatively steady since 2018, but 2023 saw numbers increase somewhat significantly for both the number and the number of serious injury crashes and the number of serious injuries. Serious injury crashes increased by 22 (7.3%) from 2022 to 2023, and serious injuries increased more dramatically—63 (18.9%)—in the same timeframe. Both metrics, however, show numbers significantly below pre-2018 figures. A graph containing serious injury crashes and serious injuries is shown on the following page.



The following graph shows the number of fatal crashes and the resulting fatalities between 2013 and 2023. A crash is one event, but it may involve multiple vehicles or multiple occupants and result in multiple fatalities or injuries. Fatal crashes have increased over the past decade, mirroring national trends. Locations with a higher percentage of fatal and injury crashes are a main focus of ODOT and their safety program.

The number of fatalities in 2020 went up significantly, remained high in 2021, and finally started to reduce in 2022. As shown below, fatal crashes went up by 9 (15.3% increase) and fatalities increased by 4 (6.2%) from 2022 to 2023. Although vehicles are becoming safer in both crash performance and prevention, distracted driving and other high-risk behaviors (such as alcohol and drug impairment) have increased both nationally and regionally.



Bicycle and Pedestrian Crash Trends

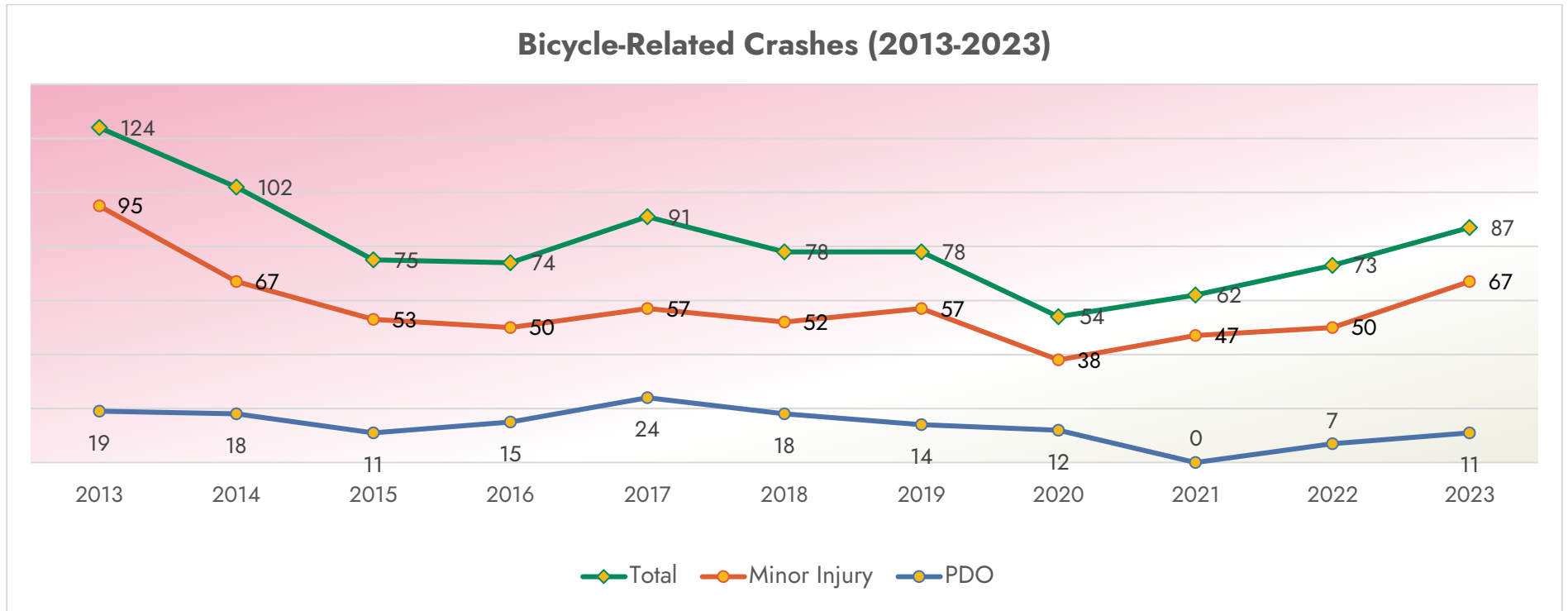
Overview

As biking and walking increase in popularity, there is growing concern about the safety of bicycle riders and pedestrians. Determining how and where these incidents occur can help plan for future bicycle lanes, sidewalks, lighting, and educational outreach. Bicycle and pedestrian-related crashes tend to happen more randomly and usually do not have the characteristic of being concentrated at specific locations to the same extent as vehicular crashes. A sound planning approach to counter this randomness is to pursue improvements along a corridor rather than a specific location.

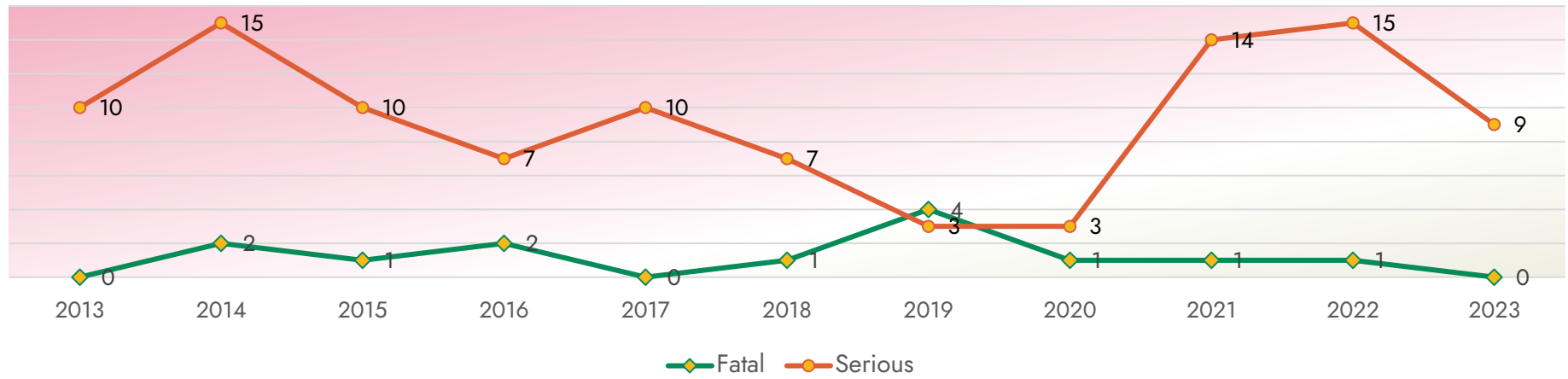
Significant urgency to address bicycle and pedestrian safety exists because crashes involving these users result in a high percentage of injuries. Over the three-year period between 2021-2023, 91.9% of bicycle crashes and 96.5% of pedestrian crashes within the planning area resulted in some level of injury or a fatality.

Bicycle-Related Crashes

In 2023, total bicycle-related crashes increased by 14 (19.2%), but fortunately there were not any bicycle-related fatalities in 2023. Bicycle-related crashes over the past decade are shown in the charts below and on the following page.



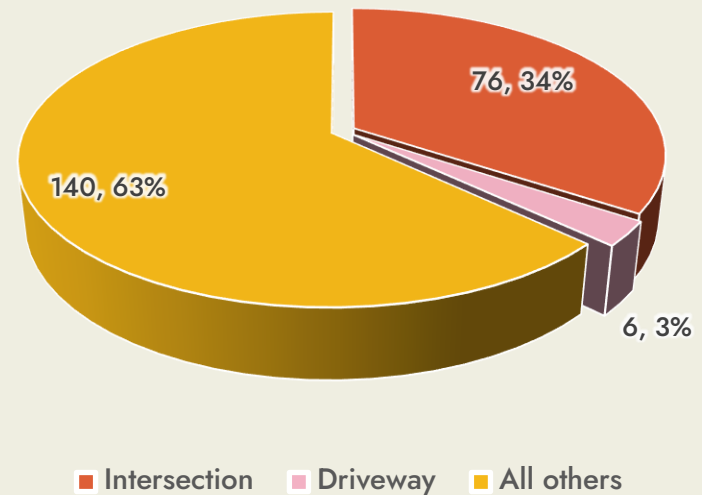
Fatal & Serious Injury Bicycle-Related Crashes (2013-2023)



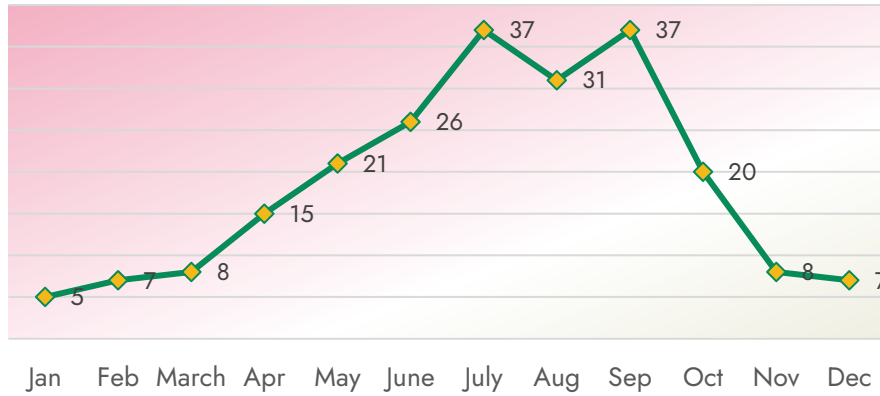
The chart to the right shows where most bicycle-related crashes occur. Nearly two out of three of these crashes occur along road segments, while just over one third occur at intersections. Many bicycle riders, especially younger ones, may not obey stop signs and traffic signals which leads to intersection-related crashes. Often a vehicle does not see a bicycle because of their narrow profile and turns into it or pulls in front of it. Sometimes a driver is not expecting a bicycle in the crosswalk or misjudges its approach speed. If a rider is bicycling against traffic a driver may not look that direction when turning into or pulling out of another street or driveway.

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

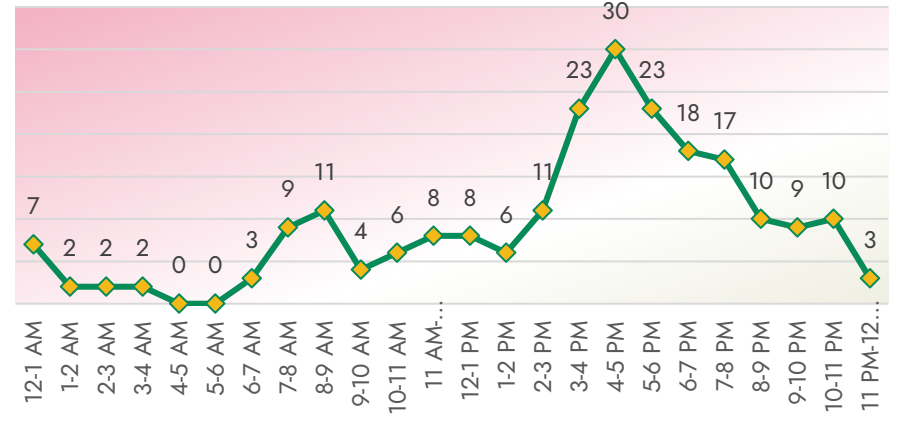
Location of Bicycle-Related Crashes (2021-2023)



Bicycle-Related Crashes by Month of Year (2021-2023)



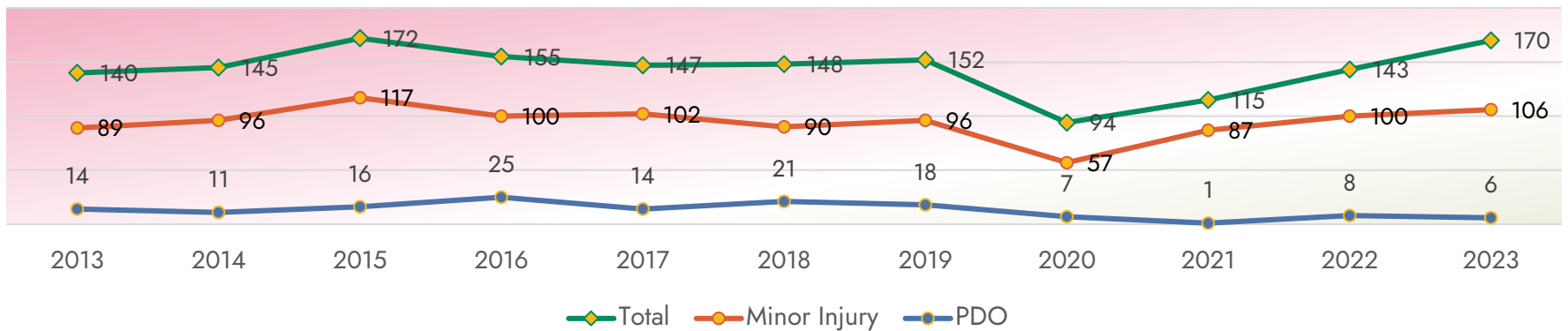
Bicycle-Related by Time of Day (2021-2023)



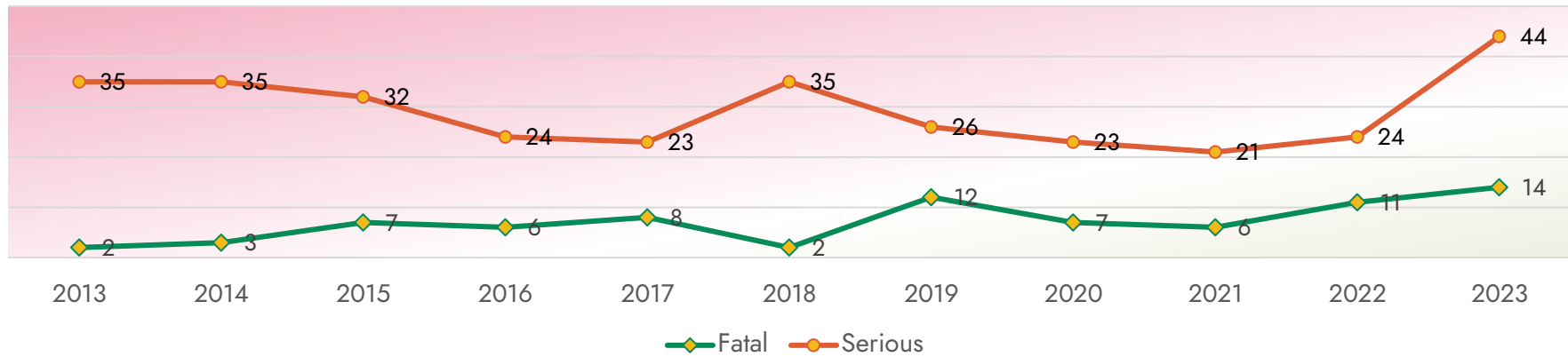
Pedestrian-Related Crashes

The number of pedestrian-related crashes and injuries has increased steadily and significantly since the atypically low number of such crashes in 2020, and 2023's pedestrian crash totals were unfortunately the second-highest number (170) of the ten-year period. Between 2021 and 2023 there were 428 pedestrian-related crashes with 382 (serious and minor) injuries and 31 fatalities. This means that nearly all (96.5%) pedestrian-related crashes resulted in injury or fatality. Overall, pedestrian fatalities accounted for 31 out of 190, or over 16.3%, of all fatalities over the three-year period. The two charts below and on the following page show pedestrian related crashes by year going back to 2013. Pedestrian crashes are broken down into two charts to show the different severity levels of crashes.

Pedestrian-Related Crashes (2013-2023)



Fatal & Serious Injury Pedestrian-Related Crashes (2013-2023)

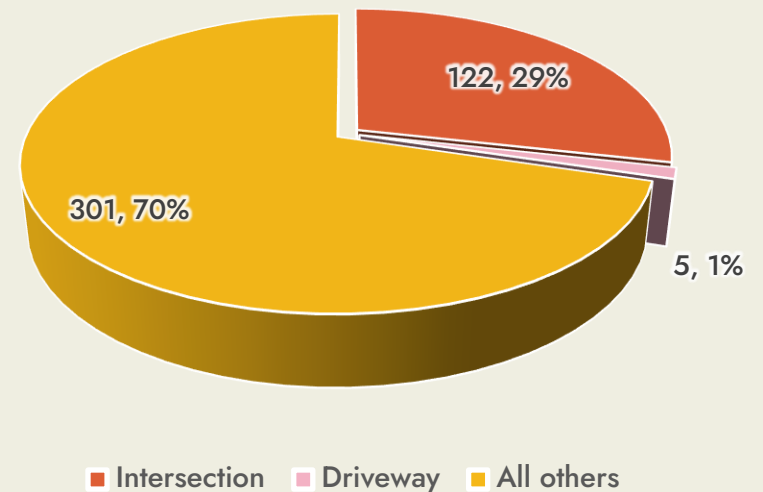


Pedestrian crashes are more likely to occur away from intersections. However, as shown in the graph to the right, a sizeable minority (29%) of pedestrian crashes occurred at an intersection within the 2021-2023 timeframe. Many pedestrian crashes that are intersection-related occur as a vehicle is turning and does not see the pedestrian. Others involve pedestrians crossing the street against traffic signals.

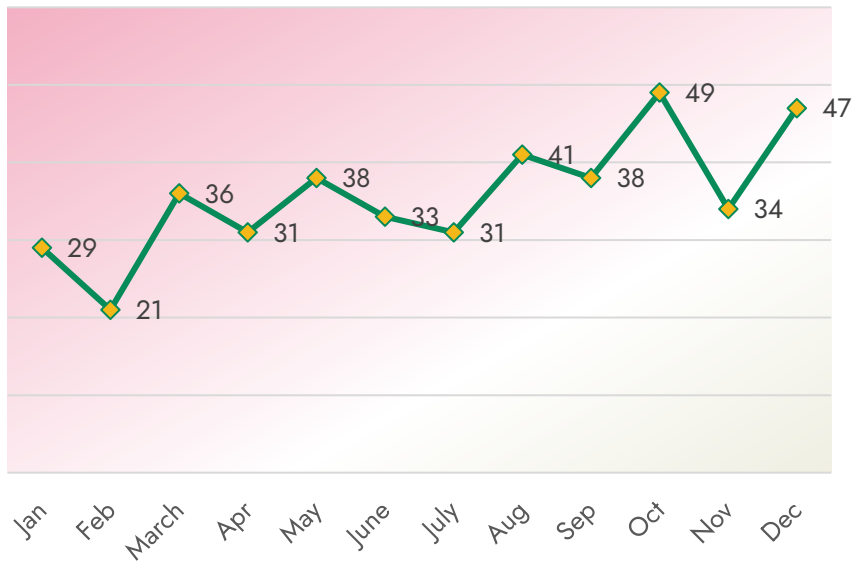
The graphs on the following page show the month and time of day that pedestrian-related crashes occurred. October has almost invariably been the month with the most incidents each year. A likely reason that October has the most incidents is the decreasing amount of daylight along with weather that is still reasonably nice. Pedestrians are still active but are harder to see in darkness even if streetlights are present.

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

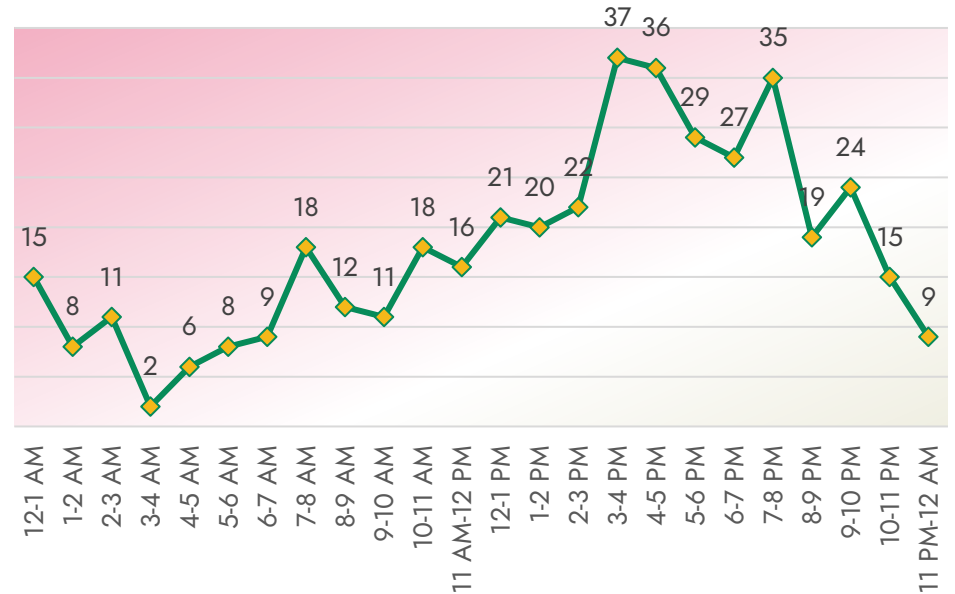
Location of Pedestrian-Related Crashes (2021-2023)



Pedestrian-Related Crashes by Month of Year (2021-2023)



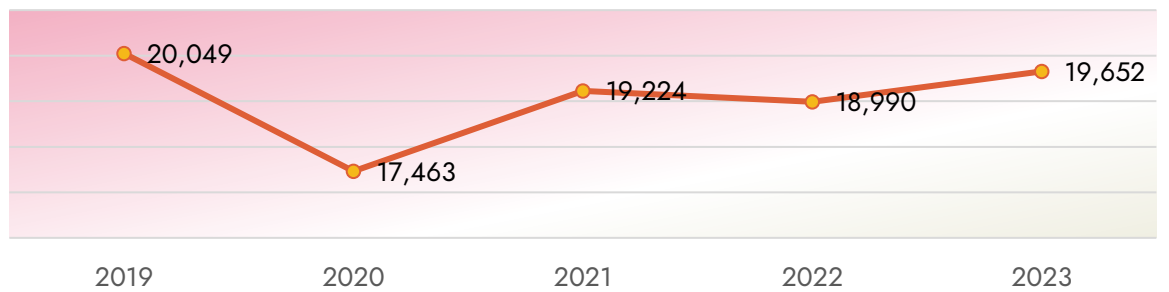
Pedestrian-Related by Time of Day (2021-2023)



Travel Patterns

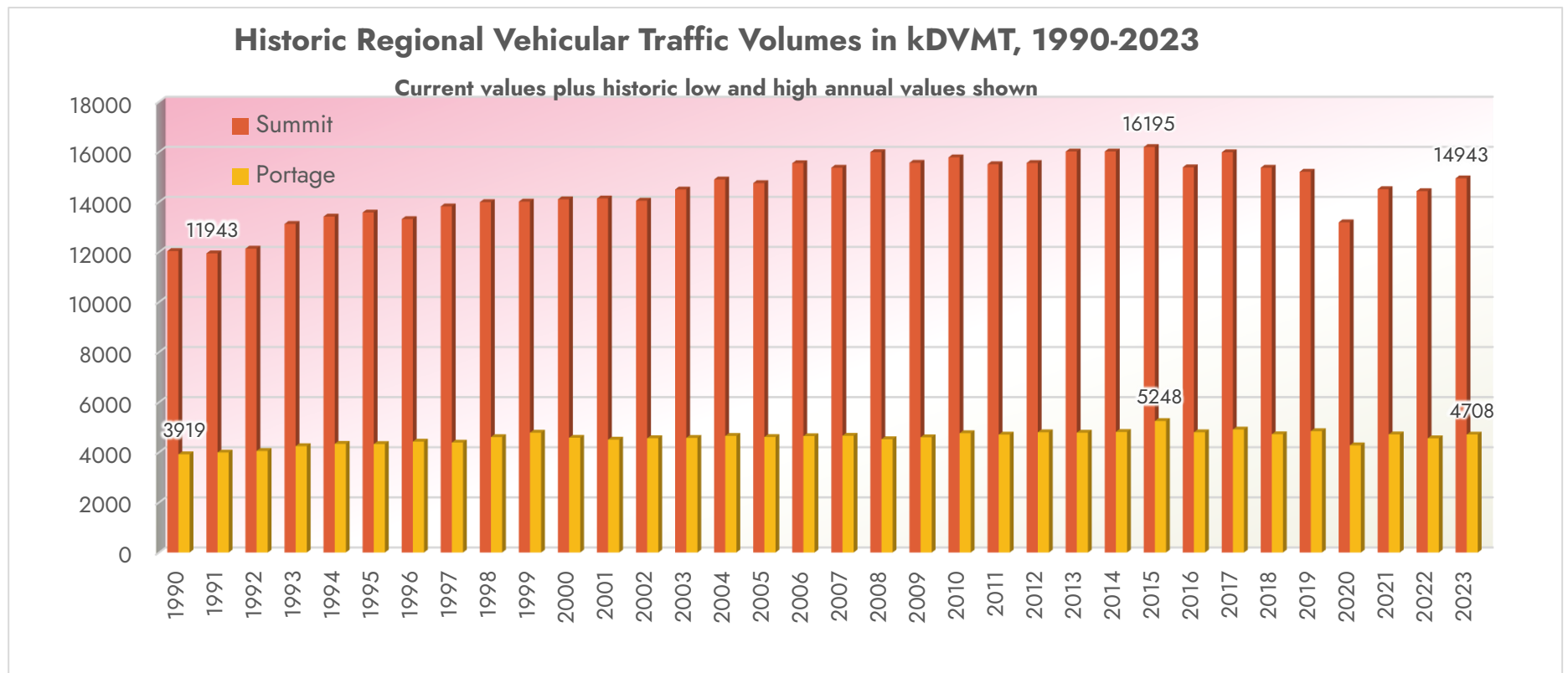
The amount of vehicular traffic is measured as Vehicle Miles Traveled (VMT), and often reported as thousands of daily vehicle miles traveled (kDVMT). As shown in the graph to the right, regional* kDVMT has changed significantly within the past five years, as shown in the graph to the right. The COVID-19 Pandemic in 2020 substantially disrupted VMT trends, and its decrease also led to a reduction in overall crashes. The kDVMT rebounded significantly in 2021, as traffic patterns returned to a somewhat normal level, and volumes have

Portage and Summit County Combined 5-Year kDVMT



fluctuated modestly since. 2023's regional kDVMT—up 3.5% from 2022—is only 2.0% below the pre-pandemic (2019) value. However, kDVMT is still approximately 8.4% below the combined (two-county) 2015 peak of 21,443 kDVMT. A longer view of regional kDVMT (1990 to 2023) is displayed on the graph below.

**This data, obtained from the ODOT Office of Technical Services, provides data at the county level of geography. Because the section of Wayne County within the AMATS planning area cannot reliably be extracted from the overall Wayne County kDVMT values, regional totals refer only to the combined Portage and Summit County values, omitting any Wayne County values.*



With a decreasing regional population and changing travel patterns, there is reason to believe that volumes may never fully rebound completely from historic highs from about a decade ago. A significant increase in flexible/in-home work, generational variances in how people travel, and continuing investment in the active transportation (bicycle and pedestrian) and transit networks may all combine to make other modes of transportation more accessible and safer to a larger population.

Section 3: Crash Locations

Overview

The AMATS 2021-2023 Annual Crash Report (ACR) considers 47,638 crash records obtained from the Ohio Department of Transportation (ODOT) during the three-year period. This number reflects all crashes occurring within the AMATS planning area, **except** for animal crashes and construction zone crashes. These were removed and not included in the analysis because they do not relate to the characteristics of the roadway.

Each crash record contains geographic coordinates to pinpoint the location of each crash, and various additional information about the type of crash and the circumstances leading to the crash. AMATS imports the coordinate data into GIS to map the locations of each crash. It is (1.) carefully checked for location accuracy and (2.) crashes are then categorized as section or intersection crashes. The roadway section and intersection locations are further analyzed and then ranked.

Methodology

The 2021-2023 ACR uses Geographical Information System (GIS) coordinates to plot crashes. Occasionally, the coordinates are incorrect in the imported data and crashes must be manually moved to their proper location based on descriptions on police reports provided to AMATS. This is time-consuming, but necessary for an accurate report.

Another challenge is determining if crashes are section or intersection related. Not all crashes that occur near an intersection are classified as intersection related. An example would be a crash occurring as vehicles are departing an intersection. Another would be when crashes occur at a driveway near the intersection. The final decision made by AMATS is based on the location of the vehicles and the nature of the crash.

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

Once a GIS analysis is completed by AMATS, a list of high crash sections and intersections is produced. This criterion is focused on crash severity and the number to crashes. The following are the minimum criteria used to be considered a “high crash” location.

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

Once the locations that meet the minimum criteria are obtained a final score is calculated based on a combined score of two ranks. The location is ranked according to total number of crashes and ranked according to the percentage of fatal and injury crashes. The lowest number once these ranks are combined is the worst. For example, ranks #3 plus #5 would be a worse location than ranks #10 and #12 combined.

Freeway crashes are reflected in crash totals and in describing the trends, but they do not show up in the high-crash section and intersection lists described below. ODOT has its own process for analyzing and ranking freeway-related crashes and AMATS does not duplicate this analysis since ODOT maintains the freeway network. For additional information, see the *High Crash Freeway Sections* subsection.

High Crash Roadway Sections

A *section*—sometimes also called a *segment*—is defined as a length of roadway between two logical termini such as intersections with other roadways. Throughout the AMATS planning area, the length of defined sections can vary considerably. Typically, sections are usually shorter in urban areas but can be several miles long in a rural area. All roads in the AMATS area were considered, including those that are not federally classified.

AMATS identified 138 high crash roadway sections that have three or more crashes per mile per year (9 total for the three-year period) and at least 30 percent of the crashes are fatal or injury-related over the three-year period. The top-ranked sections are shown on the table to the right, along with how those sections have ranked in the previous two years.

Table 1 lists the 138 high crash roadway sections ranked by composite score. This table also notes if any crashes were bicycle or pedestrian-related

and if any of these sections are on the *Safe Streets for All High Injury Network (SS4A HIN)*. A location in **red** font indicates at least one fatality. There are 16 sections that had at least one fatality. There are 32 sections that are also on the SS4A HIN, representing approximately 23.2% of the high crash roadway sections in **Table 1**.

Map 1 shows the top 50 high crash roadway sections.

Top-10 2023 High Crash Sections and Comparison to Prior Ranks

2023 Overall Rank	2022 Overall Rank	2021 Overall Rank	Roadway Section	Location
1	1	1	SR 59 from Alpha Dr to SR 261	Franklin Twp
2	6	9	E Main St (SR 59) from Freedom St (SR 88) to SR 14/SR 44	Ravenna/Ravenna Twp
3	42	n/a	Fairchild Ave from Majors Lane to N Mantua St	Kent
4	24	12	N Main St (SR 261) from Olive St (W) to E Tallmadge Ave (SR 261)	Akron
5	12	51	E Glenwood Ave from Howard St to SR 8	Akron
6	7	54	Copley Rd (SR 162) from Collier Rd to St Micheals	Akron/Copley Twp
6	n/a	n/a	W Cedar St from Dart Ave to Locust St	Akron
8	2	1	Massillon Rd (SR241) from Krumroy Rd (CR 130) to Oakes Dr / Akron SCL	Springfield Twp
8	53	n/a	E Main St (SR 59) from Homing Rd to Kent East Corp Line	Kent/Franklin Twp
10	22	21	W Turkeyfoot Lake Rd (SR 619) from Green West Corp Line to S Main St	Green

Table 1: High Crash Sections (2021-2023)

Overall Rank	Roadway Section	Length (miles)	Total Crashes	Crashes per Mile per Year	Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
1	SR 59 from Alpha Dr to SR 261	0.41	12	9.76	28	75.00%	2	30	0	0	No	Franklin Twp
2	E Main St (SR 59) from Freedom St (SR 88) to SR 14/SR 44	0.75	38	16.89	8	44.74%	25	33	0	0	No	Ravenna/Ravenna Twp
3	Fairchild Ave from Majors Lane to N Mantua St	0.33	10	10.10	27	50.00%	15	42	0	0	No	Kent
4	N Main St (SR 261) from Olive St (W) to E Tallmadge Ave (SR 261)	0.32	14	14.58	13	42.86%	31	44	0	0	No	Akron
5	E Glenwood Ave from Howard St to SR 8	0.84	21	8.33	41	52.38%	14	55	0	1	No	Akron
6	Copley Rd (SR 162) from Collier Rd to St Micheals	0.50	11	7.33	48	54.55%	10	58	0	0	No	Akron/Copley Twp
6	W Cedar St from Dart Ave to Locust St	0.28	10	11.90	17	40.00%	41	58	0	1	No	Akron
8	Massillon Rd (SR241) from Krumroy Rd (CR 130) to Oakes Dr / Akron SCL	0.29	10	11.49	19	40.00%	41	60	0	0	No	Springfield Twp
8	E Main St (SR 59) from Horning Rd to Kent East Corp Line	0.50	45	30.00	2	37.78%	58	60	0	1	No	Kent/Franklin Twp
10	W Turkeyfoot Lake Rd (SR 619) from Green West Corp Line to S Main St	0.50	14	9.33	34	42.86%	31	65	0	1	No	Green
11	Vernon Odom Blvd (SR 261) from Collier Rd / Akron Corp Line to Romig Rd	0.36	7	6.48	60	57.14%	6	66	0	2	No	Akron
11	W Wilbeth Rd from East Ave to Kenmore Blvd	0.36	7	6.48	60	57.14%	6	66	0	0	No	Akron
13	W North St from W Market St (SR 18) to N Howard St	0.74	15	6.76	58	53.33%	12	70	0	2	Yes	Akron
13	State Rd from Cuyahoga Falls Corp Line to Broad Blvd	0.66	32	16.16	11	37.50%	59	70	0	1	No	Cuyahoga Falls
15	Canton Rd (SR 91) from Waterloo Rd (US224) to Akron SCL	0.72	19	8.80	36	42.11%	37	73	0	2	Yes	Akron/Springfield Twp
16	W Thornton St from East Ave to Rhodes Ave	0.70	14	6.67	59	50.00%	15	74	0	1	No	Akron
17	Darrow Rd (SR 91) from Twinsburg SCL (E-W) to E Highland Rd	0.90	17	6.30	62	52.94%	13	75	0	0	No	Twinsburg
18	S Frank Blvd from White Pond Dr to W Market St (SR 18)	0.44	8	6.06	64	50.00%	15	79	0	0	No	Akron
18	SR 59 from Brady Lake Rd (CR 162) to Ravenna West Corp Line	0.45	22	16.30	10	36.36%	69	79	0	0	No	Ravenna Twp
20	E Thornton St from Grant St to Brown St	0.43	9	6.98	53	44.44%	27	80	0	0	No	Akron
21	S Turkeyfoot Rd from Turkeyfoot Lake Rd (SR 619) to New Franklin North Corp Line	0.67	14	6.97	54	42.86%	31	85	0	0	No	New Franklin
22	M.L. King Blvd (SR 59) from W Market St Overpass to N Broadway St	0.18	24	44.44	1	33.33%	85	86	0	0	Yes	Akron
23	S Maple St (SR 162) from W Exchange St to Glendale Ave	0.47	7	4.96	83	57.14%	6	89	0	1	No	Akron
24	W Streetsboro St (SR 303) from Nicholson Dr to Boston Mills Rd	0.79	17	7.17	51	41.18%	40	91	0	0	No	Hudson
24	Copley Rd (SR 162) from Storer Ave to East Ave	0.36	27	25.00	6	33.33%	85	91	1	1	Yes	Akron
26	W Turkeyfoot Lake Rd (SR 619) from State St to New Franklin East Corp Line	0.81	14	5.76	67	42.86%	31	98	0	0	No	New Franklin
27	W Main St (SR 59) from Diamond St to Sycamore St	0.37	15	13.51	14	33.33%	85	99	0	0	No	Ravenna
28	Cuyahoga St from Uhler Ave to Sackett Ave	1.47	20	4.54	96	60.00%	4	100	0	1	No	Akron
28	E Waterloo Rd (US 224) from Geo Washington Blvd (SR 241) to Akron Corp Line	0.51	17	11.11	20	35.29%	80	100	0	0	No	Akron
30	S Case Ave from Arlington St to E Market St (SR 18)	0.24	9	12.50	16	33.33%	85	101	0	1	No	Akron
31	W Cedar St from Rhodes Ave to Dart Ave	0.57	13	7.60	46	38.46%	56	102	0	1	No	Akron
32	Robinson Ave from 5th St (SR 619) to State St	1.05	27	8.57	39	37.04%	65	104	0	1	No	Barberton
33	Dart Ave/Ash St from Center St to W Mill St	0.28	5	5.95	65	40.00%	41	106	0	0	No	Akron
33	SR 59 from SR 261 to Brady Lake Rd (CR 162)	2.55	72	9.41	33	36.11%	73	106	0	2	Yes	Franklin Twp/Ravenna Twp
35	Hill St/E Buchtel Ave from University Ave to S Union St	0.33	4	4.04	105	75.00%	2	107	0	0	No	Akron
35	Massillon Rd/Geo Washington (SR 241) from Oakes Dr to E Waterloo Rd (US 224)	0.55	18	10.91	22	33.33%	85	107	0	0	No	Akron
37	Boulevard St from South St to Dart Ave	0.29	4	4.60	94	50.00%	15	109	0	0	No	Akron
37	W Aurora Rd/Ravenna Rd (SR 82) from Darrow Rd (SR 91) to Aurora Rd	1.16	20	5.75	68	40.00%	41	109	0	0	No	Twinsburg
37	Vernon Odom Blvd (SR 261) from Romig Rd to S Hawkins Ave	1.23	38	10.30	25	34.21%	84	109	0	0	No	Akron
40	Winton Ave from Vernon Odom Blvd (SR 261) to Stoner St	0.46	7	5.07	79	42.86%	31	110	0	0	No	Akron

Table 1: High Crash Sections (2021-2023)

Overall Rank	Roadway Section	Length (miles)	Total Crashes	Crashes per Mile per Year	Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
41	East Ave from Munroe Rd to Tallmadge ECL	1.21	18	4.96	84	44.44%	27	111	0	1	No	Tallmadge
41	N Main St (SR 91) from Munroe Falls Ave to N River Rd	0.39	12	10.26	26	33.33%	85	111	0	0	No	Munroe Falls
43	SR 14 from Diagonal Rd to Streetsboro East Corp Line	1.30	30	7.69	44	36.67%	68	112	0	0	Yes	Streetsboro
43	SR 14 from Cleveland Rd (CR 171) to Infirmary Rd (CR 164)	0.47	11	7.80	43	36.36%	69	112	0	0	No	Ravenna Twp
45	Prospect St (CR 74) from SR 5/44 to Hayes Rd (CR 138)	1.70	26	5.10	77	42.31%	36	113	0	1	Yes	Rootstown Twp/Ravenna Twp
45	SR 14/44 from SR 59 to SR 5 (end SR 14 overlap)	0.39	31	26.50	4	32.26%	109	113	0	0	No	Ravenna Twp
47	Canton Rd (SR 91) from Akron SCL to Triplett Blvd	0.33	28	28.28	3	32.14%	111	114	0	0	No	Akron
48	N Cleveland Ave (SR 532) from Mogadore Rd to Mogadore North Corp Line	1.08	16	4.94	85	43.75%	30	115	0	0	Yes	Mogadore
48	SR 14 from I-76 to SR 183	0.78	16	6.84	56	37.50%	59	115	0	0	No	Edinburg Twp
50	E Thornton St from S Main St to Grant St	0.42	12	9.52	31	33.33%	85	116	0	0	No	Akron
51	Wabash Ave from W Cedar St to W Exchange St	0.09	1	3.70	116	100.00%	1	117	0	0	No	Akron
51	Snyder Ave from Van Buren Ave to 5th St SE	0.65	10	5.13	76	40.00%	41	117	0	0	No	Barberton
51	Copley Rd/S Maple St (SR 162) from Diagonal Rd/S Portage Path to W Exchange St	0.33	25	25.25	5	32.00%	112	117	0	1	Yes	Akron
54	Ravenna Rd from Shepard Rd to Chamberlin Rd	0.79	10	4.22	103	50.00%	15	118	1	0	Yes	Twinsburg
55	S Hawkins Ave from Vernon Odom Blvd (SR 261) to Copley Rd (SR 162)	1.31	27	6.87	55	37.04%	65	120	0	1	Yes	Akron
55	Wooster Rd N from Hopocan Ave to Norton Ave	0.67	17	8.46	40	35.29%	80	120	0	0	No	Barberton
55	SR 14/44 from Ravenna NE Corp Line to SR 59	1.00	27	9.00	35	33.33%	85	120	0	0	No	Ravenna Twp/Ravenna
58	Norton Ave/Fairview Ave from Wooster Rd N to 5th St NE (SR 619)	0.33	5	5.05	80	40.00%	41	121	0	0	No	Barberton
59	E Turkeyfoot Lake Rd (SR 619) from S Main St to Arlington Rd	1.56	37	7.91	42	35.14%	82	124	0	1	No	Green
60	W Miller Ave from Lakeshore Blvd to S Main St	0.64	14	7.29	50	35.71%	75	125	0	1	No	Akron
61	W Aurora Rd (SR 82) from Cuyahoga County Line to Olde Eight Rd (CR 16)	2.69	38	4.71	90	42.11%	37	127	0	0	Yes	Sagamore Hills/Northfield Cntr Twp
61	Triplett Blvd (SR 764) from S Arlington St to Seiberling St	1.13	18	5.31	74	38.89%	53	127	1	1	No	Akron
61	East Ave from Iona Ave to Morse St	0.89	31	11.61	18	32.26%	109	127	0	0	No	Akron
64	E Market St (SR 18) from E Exchange St to Seiberling St	1.12	37	11.01	21	32.43%	107	128	0	1	Yes	Akron
64	W Market St (SR 18) from Hawkins Ave to Twin Oaks Rd	0.82	38	15.45	12	31.58%	116	128	1	0	No	Akron
66	Robinson Ave (CR 54) from State St (CR162) to Manchester Rd (SR 93)	0.78	18	7.69	44	33.33%	85	129	0	1	No	Barberton/Coventry Twp
67	US422 from Geauga County Line to Trumbull County Line	1.93	22	3.80	115	50.00%	15	130	0	0	No	Nelson Twp
68	Sycamore St from W Main St (SR 59) to Highland Ave	0.18	2	3.70	116	50.00%	15	131	0	0	No	Ravenna
69	SR 585 from Benner Rd to SR 57	1.20	12	3.33	127	58.33%	5	132	0	0	No	Milton Twp
69	Rand Ave from Center St to W Market St (SR 18)	0.40	9	7.50	47	33.33%	85	132	0	0	No	Akron
71	Great Lakes Blvd (SR 21) from Clinton Rd (CR 100) to Eastern Rd (CR 150)	3.23	38	3.92	108	44.74%	25	133	0	0	No	Chippewa Twp
72	Highland Rd from Twinsburg WCL to Darrow Rd (SR 91)	0.76	9	3.95	107	44.44%	27	134	0	1	No	Twinsburg
73	SR 44 from Hartville Rd (CR 69) to Tallmadge Rd (CR 18)	1.42	14	3.29	129	57.14%	6	135	0	0	No	Rootstown Twp
74	W Wilbeth Rd from Kenmore Blvd to Maryland Ave	0.77	8	3.46	121	50.00%	15	136	0	2	No	Akron
75	SR 14 from SR 5 to I-76	4.48	67	4.99	82	38.81%	55	137	0	0	Yes	Ravenna Twp/Edinburg Twp
75	Fuller St from 7th Ave to 5th Ave	0.28	6	7.14	52	33.33%	85	137	0	0	No	Akron
77	E North St/Home Ave from N Arlington St to E Tallmadge Ave (SR 261)	1.13	15	4.42	98	40.00%	41	139	0	0	No	Akron
78	Ghent Rd from W Market St (SR 18) to Smith Rd	0.38	5	4.39	99	40.00%	41	140	0	0	No	Fairlawn
78	Smith Rd from Sand Run Rd to Riverview Rd	1.23	18	4.88	87	38.89%	53	140	0	0	Yes	Akron/Cuyahoga Falls
78	Graham Rd from Fishcreek Rd to Stow East Corp Line	0.66	33	16.67	9	30.30%	131	140	0	0	No	Stow
78	Copley Rd (SR 162) from East Ave to Diagonal Rd/S Portage Path	0.38	20	17.54	7	30.00%	133	140	0	1	No	Akron

Table 1: High Crash Sections (2021-2023)

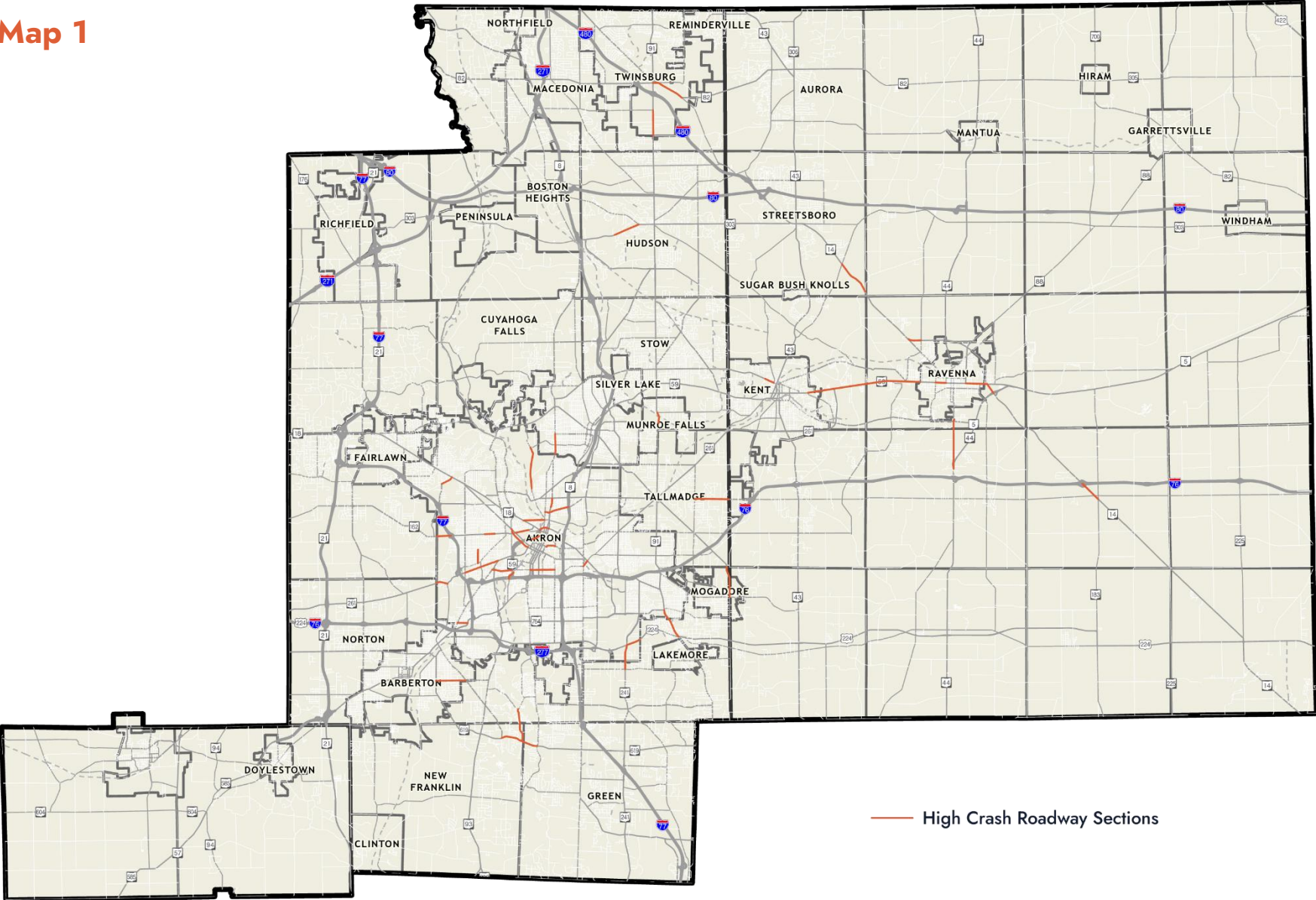
Overall Rank	Roadway Section	Length (miles)	Total Crashes	Crashes per Mile per Year	Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
82	Northampton Rd from Portage Trail to Bath Rd	2.36	30	4.24	102	40.00%	41	143	0	0	No	Akron/Cuyahoga Falls
83	North Ave / S Main St (SR 91) from Howe Rd to Northmoreland Ave	0.89	13	4.87	88	38.46%	56	144	0	0	No	Tallmadge/Munroe Falls
83	Carnegie Ave from Sarlson Ave to Manchester Rd (SR 93)	1.41	22	5.20	75	36.36%	69	144	0	0	No	Akron
85	SR 183 from US 224 to Clark Rd (TR 121)	2.60	24	3.08	134	54.17%	11	145	0	0	No	Atwater Twp/Edinburg Twp
86	N Portage Path from Garman Rd to Merriman Rd	1.32	34	8.59	38	32.35%	108	146	0	0	No	Akron
86	Mogadore Rd from E Market St (SR 18) to Canton Rd (SR 91)	0.92	29	10.51	23	31.03%	123	146	0	0	Yes	Akron
88	Wooster Rd N from Norton Ave to State St	0.50	20	13.33	15	30.00%	133	148	0	0	No	Barberton
89	Arlington Rd from Greensburg Rd to Turkeyfoot Lake Rd (SR 619)	1.68	52	10.32	24	30.77%	125	149	0	0	No	Green
90	US 224 from Cleve Ave (SR532)/Por Line Rd to SR 43	2.40	22	3.06	135	50.00%	15	150	0	0	No	Suffield Twp
91	Buchholzer Blvd from Independence Ave to Howe Ave	0.57	8	4.68	92	37.50%	59	151	0	0	No	Akron/Cuyahoga Falls
92	SR 303 from Page Rd to Streetsboro East Corp Line	1.51	15	3.31	128	46.67%	24	152	0	0	Yes	Streetsboro
92	SR 43 from Kent North Corp Line to Streetsboro South Corp Line	2.40	63	8.75	37	31.75%	115	152	0	0	Yes	Franklin Twp
94	Orlando Ave from Courtland Ave to Copley Rd (SR 162)	0.87	15	5.75	68	33.33%	85	153	0	1	No	Akron
95	East Ave from Akron Corp Line to Iona Ave	0.90	26	9.63	29	30.77%	125	154	0	0	Yes	Akron
96	Albrecht Ave from Canton Rd (SR 91) to Akron Corp Line	0.70	12	5.71	70	33.33%	85	155	1	0	Yes	Akron
96	Goodyear Blvd from Kelly Ave to Brittain Rd	0.70	12	5.71	70	33.33%	85	155	0	0	No	Akron
98	SR 303 from Diagonal Rd (Streetsboro) to Diagonal Rd (Shalersville Twp)	0.91	10	3.66	119	40.00%	41	160	0	0	No	Streetsboro/Shalersville Twp
99	Medina Rd (SR 18) from Medina Line Rd (CR 2) to S Hametown Rd (CR253)	1.00	22	7.33	48	31.82%	113	161	0	0	No	Copley Twp/Bath Twp
99	SR 43 from I-76 to Kent South Corp Line	1.61	46	9.52	31	30.43%	130	161	0	0	Yes	Brimfield Twp
99	5th St NE (SR 619) from Robinson Ave to State St	1.15	33	9.57	30	30.30%	131	161	0	1	No	Barberton
102	S Seiberling St from Martha Ave to E Market St (SR 18)	0.49	5	3.40	122	40.00%	41	163	0	0	No	Akron
103	SR 183 from German Church Rd (TR 49) to Waterloo Rd (US 224)	2.48	25	3.36	126	40.00%	41	167	0	0	Yes	Atwater Twp
104	SR 5/44 from Prospect St to SR 14	3.04	29	3.18	130	41.38%	39	169	0	0	No	Rootstown Twp/Ravenna Twp/Ravenna
105	W Bath Rd from Riverview Rd to Cuy Falls Corp Line	1.02	14	4.58	95	35.71%	75	170	0	0	No	Akron
106	Massillon Rd (SR241) from Killian Rd (CR135) to Krumroy Rd (CR130)	1.39	16	3.84	114	37.50%	59	173	0	0	No	Springfield Twp
107	W Streetsboro Rd (SR303) from Richfield ECL (S) to Black Rd (CR169)	0.72	8	3.70	116	37.50%	59	175	0	0	Yes	Richfield Twp
108	Lake St from N Water St to Kent ECL	1.08	14	4.32	101	35.71%	75	176	0	0	Yes	Kent
108	Smith Rd from W Market St (SR 18) to Ghent Rd	0.64	9	4.69	91	33.33%	85	176	0	0	No	Fairlawn
110	Wooster Rd W from ramp to NB SR 21 to Johnson Rd	1.19	14	3.92	108	35.71%	75	183	0	0	No	Norton/Barberton
111	Bailey Rd from Howe Ave to Northmoreland Blvd	0.92	12	4.35	100	33.33%	85	185	0	0	No	Cuyahoga Falls
112	Northeast Ave (SR 261) from Tallmadge Circle to E Howe Rd/N Munroe Rd	1.74	19	3.64	120	36.84%	67	187	0	0	No	Tallmadge
113	N Forge St from Fountain St to N Arlington St	0.70	13	6.19	63	30.77%	125	188	0	1	No	Akron
114	W Bath Rd from Akron/Cuy Falls CL to Northampton Rd	1.18	19	5.37	73	31.58%	116	189	0	0	Yes	Cuyahoga Falls
115	E Archwood Ave from S Arlington St to Kelly Ave	0.49	10	6.80	57	30.00%	133	190	0	1	Yes	Akron
116	Akron Rd (SR 585) from Mt Eaton Rd N Jct (SR 94) to Doylestown Rd (CR 70)	1.71	16	3.12	132	37.50%	59	191	0	0	Yes	Chippewa Twp
116	Darrow Rd (SR 91) from Middleton Rd to Hudson North Corp Line	0.50	6	4.00	106	33.33%	85	191	0	0	No	Hudson
116	Russell Ave/Superior Ave from East Ave to Diagonal Rd	0.74	13	5.86	66	30.77%	125	191	0	0	No	Akron
119	S Main St from Center Rd to Turkeyfoot Lake Rd (SR 619)	2.24	26	3.87	111	34.62%	83	194	0	0	Yes	New Franklin/Green
120	Garfield Rd E (SR 82) from Chillicothe Rd (SR 306) to Town Line Rd	2.46	25	3.39	124	36.00%	74	198	0	0	Yes	Aurora/Mantua Twp
120	N Freedom St (SR 88) from SR 14/SR 44 to Ravenna North Corp Line	0.26	3	3.85	113	33.33%	85	198	0	0	No	Ravenna

Table 1: High Crash Sections (2021-2023)

Overall Rank	Roadway Section	Length (miles)	Total Crashes	Crashes per Mile per Year	Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
122	W Aurora Rd (SR 82) from Twinsburg WCL to I-480	1.90	29	5.09	78	31.03%	123	201	0	1	No	Twinsburg
123	N Munroe Rd from East Ave to E Howe Rd/Northeast Ave (SR261)	1.18	11	3.11	133	36.36%	69	202	0	0	No	Tallmadge
123	SR 43 from Streetsboro South Corp Line to SR 303	2.58	38	4.91	86	31.58%	116	202	1	0	No	Streetsboro
125	Copley Rd (SR162) from Jacoby Rd (CR205) to Collier Rd (CR 28) / Akron WCL	1.84	30	5.43	72	30.00%	133	205	0	0	No	Copley Twp
126	Cuyahoga St/Northampton Rd from Sackett Ave to Portage Trail	0.86	13	5.04	81	30.77%	125	206	0	1	No	Akron/Cuyahoga Falls
127	Diagonal Rd from S Hawkins Ave to Superior Ave	0.59	6	3.39	123	33.33%	85	208	0	0	No	Akron
128	Eastland Ave from Brittain Rd/Eastwood Ave to Akron Corp Line	0.89	9	3.37	125	33.33%	85	210	0	0	No	Akron
128	E State St (SR 619 part) from Wooster Rd N to Robinson Ave	1.63	22	4.50	97	31.82%	113	210	0	0	No	Barberton
130	Eastland Ave from Newton St to Brittain Rd/Eastwood Ave	1.14	16	4.68	92	31.25%	119	211	0	1	No	Akron
131	SR 44 from US 224 to Hartville Rd (CR 69)	3.41	31	3.03	137	35.48%	79	216	0	1	No	Randolph Twp/Rootstown Twp
131	Murray Ave from Cuyahoga Falls Ave to Riverside Dr	0.63	6	3.17	131	33.33%	85	216	0	0	No	Akron
133	Copley Rd (SR162) from SR 21 centerline to Cleveland-Massillon Rd (CR 17)	0.66	6	3.03	137	33.33%	85	222	0	0	No	Copley Twp
133	Portage Lakes Dr (CR 75) from Manchester Rd (SR 93) to S Turkeyfoot Rd (CR123)	1.38	20	4.83	89	30.00%	133	222	1	0	Yes	Coventry Twp
135	Killian Rd (CR135) from Massillon Rd (SR241) to Myersville Rd (CR184)	1.37	16	3.89	110	31.25%	119	229	0	0	No	Springfield Twp
136	E North St from N Howard St to N Arlington St	1.38	16	3.86	112	31.25%	119	231	0	0	Yes	Akron
137	Main St (SR 303) from Peninsula West Corp Line to Riverview Rd	1.61	20	4.14	104	30.00%	133	237	0	0	Yes	Peninsula
138	Norton Rd from Darrow Rd (SR 91) to Stow Rd	1.75	16	3.05	136	31.25%	119	255	0	0	No	Stow/Hudson

Top 50 High Crash Roadway Sections 2021-2023

Map 1



— High Crash Roadway Sections

December 2024

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 245 intersections (235 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. The top-ranked intersections are shown on the table to the right, along with how those intersections have ranked in the previous two years.

Table 2 lists the 245 high crash intersections ranked by composite score. This table also notes if any crashes were bicycle or pedestrian-related and if any of these intersections are also

on the Safe Streets for All High Injury Network (SS4A HIN). A location in **red** font indicates at least one fatality. 19 of these intersections had at least one fatality. Only 25 of the 245 intersections on the high crash list are also on the SS4A HIN, representing an overlap of 10.2% of the intersections listed in **Table 2**.

Map 2 shows the top 50 high crash intersections.

Top-10 2023 High Crash Intersections and Comparison to Prior Ranks

2023 Overall Rank	2022 Overall Rank	2021 Overall Rank	Street and Intersection Street	Location
1	1	2	SR 14 and SR 44/N Chestnut St	Ravenna Twp/Ravenna
2	2	28	Riverview Rd and Ira Rd	Cuyahoga Falls
3	45	54	SR 14/44 and N Freedom St (SR 88)	Ravenna
4	33	57	Hudson Dr and Steels Corners Rd/Allen Rd	Stow
5	29	44	S Maple St (SR 162) and W Cedar St	Akron
5	15	59	SR 261 and Summit Rd	Franklin Twp
7	7	17	Wadsworth Rd (SR 57) and Easton Rd (SR 604)	Chippewa Twp/Milton Twp
8	43	74	Rhodes Ave and W Thornton St	Akron
9	8	4	SR 261 and Mogadore Rd	Kent
10	132	n/a	S Main St and Waterloo Rd	Akron

Table 2: High Crash Intersections (2021-2023)

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
1	SR 14 and SR 44/N Chestnut St	32	14	59.38%	27	41	0	1	Yes	Ravenna Twp/Ravenna
2	Riverview Rd and Ira Rd	25	28	60.00%	24	52	1	0	No	Cuyahoga Falls
3	SR 14/44 and N Freedom St (SR 88)	33	11	48.48%	61	72	0	0	No	Ravenna
4	Hudson Dr and Steels Corners Rd/Allen Rd	17	65	70.59%	8	73	0	0	No	Stow
5	S Maple St (SR 162) and W Cedar St	24	32	50.00%	43	75	0	2	Yes	Akron
5	SR 261 and Summit Rd	24	32	50.00%	43	75	0	1	No	Franklin Twp
7	Wadsworth Rd (SR 57) and Easton Rd (SR 604)	16	74	81.25%	4	78	0	0	No	Chippewa Twp/Milton Twp
8	Rhodes Ave and W Thornton St	17	65	64.71%	20	85	0	0	No	Akron
9	SR 261 and Mogadore Rd	21	47	52.38%	42	89	0	0	No	Kent
10	S Main St and Waterloo Rd	32	14	43.75%	82	96	0	0	No	Akron
11	N Howard St and Glenwood Ave	23	37	47.83%	62	99	1	0	Yes	Akron
12	S Arlington St and Archwood Ave	33	11	42.42%	89	100	0	3	Yes	Akron
13	W Exchange St and Dart Av	18	62	50.00%	43	105	0	1	No	Akron
14	Myersville Rd and Killian Rd	17	65	52.94%	41	106	0	0	No	Springfield Twp
15	Kent Rd (SR 59) and Fishcreek Rd	25	28	44.00%	81	109	0	1	No	Stow
16	SR 21 and Edwards Rd	14	105	71.43%	7	112	0	0	No	Chippewa Twp
17	Kenmore Blvd and Old Manchester Rd	16	74	50.00%	43	117	1	0	No	Akron
17	S Arlington Rd and Mount Pleasant Rd	16	74	50.00%	43	117	0	0	Yes	Green
19	Medina Line Rd and Granger Rd	13	113	76.92%	6	119	0	0	No	Bath Twp
20	S Arlington Rd and Chenoweth Rd/I-77 NB On-ramp	23	37	43.48%	85	122	0	0	No	Coventry Twp/Springfield Twp
20	Medina Rd (SR 18) and Medina Line Rd	23	37	43.48%	85	122	0	0	Yes	Bath Twp/Copley Twp
22	S Miller Rd and Ridgewood Rd /I-77 Ramps	36	8	38.89%	116	124	0	0	No	Akron/Fairlawn/Copley Twp
23	SR 14/44 and SR 59	33	11	39.39%	115	126	0	0	No	Ravenna Twp
23	SR 82 and Mantua Center Rd	20	53	45.00%	73	126	0	0	No	Mantua Twp
23	Eastern Rd and Rittman Rd	14	105	64.29%	21	126	0	0	No	Chippewa Twp
26	US 224 and SR 225	25	28	40.00%	99	127	0	0	No	Atwater Twp/Deerfield Twp
26	W Market St (SR 18) and Valley St	15	90	53.33%	37	127	1	1	No	Akron
26	E Exchange St and Grant St	15	90	53.33%	37	127	0	1	No	Akron
26	SR 21 and Eastern Rd	15	90	53.33%	37	127	0	0	No	Chippewa Twp/Norton
26	Kent Rd (SR 59) and Charring Cross Rd	15	90	53.33%	37	127	0	1	No	Stow

Table 2: High Crash Intersections (2021-2023)

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
31	Brown St and Lovers Lane	17	65	47.06%	63	128	0	0	No	Akron
32	SR 21 and Clinton Rd	12	128	83.33%	2	130	0	0	Yes	Chippewa Twp
33	W Market St (SR 18) and Maple St	21	47	42.86%	87	134	1	1	No	Akron
33	E Aurora Rd (SR 82) and Chamberlin Rd	14	105	57.14%	29	134	0	0	No	Twinsburg
35	S Main St and Thornton St	31	18	38.71%	117	135	1	0	No	Akron
36	Perkins St (SR 59) and SR 8 SB Ramps / Goodkirk St	43	3	37.21%	136	139	0	0	No	Akron
36	Tallmadge Rd and Sandy Lake Rd	12	128	66.67%	11	139	0	0	No	Brimfield Twp
36	Diagonal Rd and Mennonite Rd	12	128	66.67%	11	139	0	0	No	Mantua Twp
39	W Market St (SR 18) and Rhodes Ave	22	42	40.91%	98	140	0	2	No	Akron
40	US 224 and Portage Line Rd (SR 532)	32	14	37.50%	127	141	0	0	No	Springfield Twp/Suffield Twp
41	Triplet Blvd (SR 764) and Kelly Ave/Lindsay Ave	26	27	38.46%	118	145	0	0	Yes	Akron
42	Graham Rd and Wyoga Lake Rd/Oakwood Dr	35	10	37.14%	137	147	0	0	No	Cuyahoga Falls
43	Cleveland Massillon Rd and Eastern Rd	19	58	42.11%	90	148	0	0	No	Norton/New Franklin
43	E Waterloo Rd and Brown St	14	105	50.00%	43	148	0	0	Yes	Akron
45	SR 14 and SR 225	13	113	53.85%	36	149	0	0	No	Deerfield Twp
46	SR 14 and Alliance Rd	11	148	81.82%	3	151	0	0	No	Atwater Twp/Deerfield Twp
47	Diagonal Rd and East Ave	15	90	46.67%	64	154	0	0	Yes	Akron
47	SR 57 and SR 585	15	90	46.67%	64	154	0	0	Yes	Chippewa Twp/Milton Twp
47	Portage Trail and 4th St	15	90	46.67%	64	154	1	0	No	Cuyahoga Falls
47	Canton Rd and Tisen Rd	15	90	46.67%	64	154	0	0	No	Springfield Twp
51	W Thornton St and Channelwood Cir	16	74	43.75%	82	156	0	0	No	Akron
51	N Chestnut St and Loomis Pkwy	16	74	43.75%	82	156	0	0	No	Ravenna Twp/Ravenna
51	SR 59 and Rhodes Rd/Ashton Ln	12	128	58.33%	28	156	2	0	No	Franklin Twp
54	S Hawkins Ave and Diagonal Rd	24	32	37.50%	127	159	0	1	No	Akron
55	Manchester Rd (SR 93) and Carnegie Ave	36	8	36.11%	153	161	0	0	No	Akron
56	S Main St and US 224 WB Ramps	17	65	41.18%	97	162	0	0	No	Akron
57	Bartges St and Dart Ave	10	167	90.00%	1	168	0	0	No	Akron
58	E Market St (SR 18) and E Exchange St	11	148	63.64%	22	170	1	0	No	Akron
58	SR 261 and Franklin Ave/Sunnybrook Rd	11	148	63.64%	22	170	0	1	Yes	Kent

Table 2: High Crash Intersections (2021-2023)

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
60	W Market St (SR 18) and Revere Rd	12	128	50.00%	43	171	0	0	No	Akron
60	Russell Ave and Boulevard St	12	128	50.00%	43	171	0	0	No	Akron
60	Mayfair Rd and Wise Rd	12	128	50.00%	43	171	0	0	No	Green
60	E Main St (SR 59) and Freedom St (SR 88)	12	128	50.00%	43	171	1	1	No	Ravenna
64	S High St and Bartges St	21	47	38.10%	126	173	0	0	No	Akron
65	Kent Rd (SR 59) and Darrow Rd (SR 91)	31	18	35.48%	158	176	0	0	No	Stow
65	S Arlington Rd and Krumroy Rd/Thierry Ave	10	167	70.00%	9	176	0	0	No	Coventry Twp/Springfield Twp
65	Killian Rd and Pressler Rd	10	167	70.00%	9	176	0	0	No	Springfield Twp
68	Glenwood Ave and SR 8 NB Off Ramp/Gorge Blvd	32	14	34.38%	166	180	1	1	No	Akron
69	Bellows St and Steiner Ave	13	113	46.15%	68	181	0	0	No	Akron
70	SR 59 and SR 261	25	28	36.00%	154	182	0	0	No	Franklin Twp
71	S Arlington Rd and Boettler Rd	22	42	36.36%	141	183	0	0	No	Green
71	SR 14 and SR 303 (W Jct)	11	148	54.55%	35	183	0	0	No	Streetsboro
73	S Arlington Rd and I-77 SB Ramps	29	22	34.48%	165	187	0	0	No	Green
74	S Arlington St and E Waterloo Rd	30	21	33.33%	167	188	0	0	No	Akron
75	Archwood Ave and Hammel St	15	90	40.00%	99	189	0	0	No	Akron
75	W Cedar St and Rand Ave	15	90	40.00%	99	189	0	0	No	Akron
75	Carroll St and Goodkirk St	15	90	40.00%	99	189	0	0	No	Akron
78	S Main St and Swartz Rd/US 224 EB Ramps	27	24	33.33%	167	191	0	0	No	Akron/Coventry Twp
78	Copley Rd (SR 162) and Diagonal Rd/S Portage Path	27	24	33.33%	167	191	1	0	Yes	Akron
78	MLK Jr. Blvd (SR 59) and N Broadway St (SR 261)	27	24	33.33%	167	191	0	0	Yes	Akron
78	N Arlington St and E North St	10	167	60.00%	24	191	0	0	Yes	Akron
78	SR 43 and Trares Rd	10	167	60.00%	24	191	0	0	Yes	Suffield Twp
83	Copley Rd (SR 162) and Madison Ave	14	105	42.86%	87	192	1	0	No	Akron
84	W Market St (SR 18) and Frank Blvd	19	58	36.84%	138	196	0	0	No	Akron
84	W Market St (SR 18) and Elmdale Ave/Kenilworth Dr	19	58	36.84%	138	196	0	0	No	Akron
84	S Arlington St and 2nd St/Martin St/I-76 WB Off-ramp	19	58	36.84%	138	196	0	0	No	Akron
87	Vernon Odom Blvd (SR 261) and Superior Ave	24	32	33.33%	167	199	0	1	Yes	Akron
87	Darrow Rd (SR 91) and Norton Rd	24	32	33.33%	167	199	0	0	No	Stow/Hudson

Table 2: High Crash Intersections (2021-2023)

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
89	SR 14 and Infirmary Rd	23	37	34.78%	164	201	0	0	No	Ravenna Twp
89	E Market St (SR 18) and I-76 WB Ramps	16	74	37.50%	127	201	1	0	No	Akron
89	Wolf Ledges Pkwy and E South St/Bellows St	16	74	37.50%	127	201	0	0	No	Akron
89	S Hawkins Ave and Delia Ave	16	74	37.50%	127	201	0	0	No	Akron
89	Van Buren Ave and Robinson Ave	16	74	37.50%	127	201	1	1	No	Barberton
89	Portage Trail and Lillis Dr	16	74	37.50%	127	201	0	0	No	Cuyahoga Falls
89	E Aurora Rd (SR 82) and Golden Link Blvd	16	74	37.50%	127	201	0	0	No	Northfield Center Twp
89	Waterloo Rd and Portage Line Rd	16	74	37.50%	127	201	0	0	No	Springfield Twp/Suffield Twp
97	S Prospect St and Sandy Lake Rd	9	203	77.78%	5	208	0	0	No	Rootstown Twp
98	E Wilbeth Rd (SR 764) and Virginia Ave	10	167	50.00%	43	210	0	1	No	Akron
98	US 224 and SR 183 (S Jct)/Waterloo Rd	10	167	50.00%	43	210	0	0	No	Atwater Twp
98	Portage Trail and North Haven Blvd	10	167	50.00%	43	210	1	1	No	Cuyahoga Falls
98	S Miller Rd and Chamberlain Rd	10	167	50.00%	43	210	0	1	No	Fairlawn
98	Ravenna Rd and Stow Rd	10	167	50.00%	43	210	0	0	No	Hudson
98	Olde Eight Rd and E Highland Rd	10	167	50.00%	43	210	1	0	No	Northfield Center Twp
98	SR 5/44 and Hayes Rd	10	167	50.00%	43	210	0	0	No	Ravenna Twp
98	W Main St (SR 59) and Sycamore St	10	167	50.00%	43	210	1	1	No	Ravenna
106	S Main St and Wilbeth Rd (SR 764)	46	2	32.61%	211	213	0	0	No	Akron
107	S Broadway St and Rosa Parks Dr	21	47	33.33%	167	214	0	1	Yes	Akron
107	Manchester Rd (SR 93) and W Thornton St	21	47	33.33%	167	214	1	0	No	Akron
107	S Arlington Rd and Swartz Rd	21	47	33.33%	167	214	0	0	No	Coventry Twp/Springfield Twp
107	Copley Rd (SR 162) and Noble Ave	9	203	66.67%	11	214	0	1	No	Akron
107	S Arlington St and Derbydale Rd	9	203	66.67%	11	214	0	0	No	Akron
107	Copley Rd (SR 162) and Frederick Blvd	9	203	66.67%	11	214	0	2	Yes	Akron
107	E Waterloo Rd/US 224 and Hilbish Ave	9	203	66.67%	11	214	0	0	Yes	Akron
107	US 224 and SR 183 (N Jct)	9	203	66.67%	11	214	0	0	No	Atwater Twp
107	Canton Rd and Sanitarium Rd	9	203	66.67%	11	214	0	0	No	Lakemore/Springfield Twp
107	SR 5 and SR 225	9	203	66.67%	11	214	0	0	No	Paris Twp
117	Brown St and Lamparter St	20	53	35.00%	163	216	0	0	No	Akron

Table 2: High Crash Intersections (2021-2023)

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
118	Copley Rd (SR 162) and S Hawkins Ave	40	5	32.50%	212	217	0	1	No	Akron
118	MLK Jr. Blvd (SR 59) and N High St (SR 261)	40	5	32.50%	212	217	0	0	No	Akron
118	W Market St (SR 18) and Highland Ave	11	148	45.45%	69	217	0	1	No	Akron
118	Darrow Rd (SR 91) and Eastlawn St	11	148	45.45%	69	217	0	1	No	Akron
118	State Rd and Chestnut Blvd	11	148	45.45%	69	217	0	0	No	Cuyahoga Falls
118	State Rd and Sackett Ave	11	148	45.45%	69	217	0	0	No	Cuyahoga Falls
124	S Arlington Rd and Killian Rd	47	1	31.91%	217	218	0	0	No	Coventry Twp/Springfield Twp
125	Grant St and E Thornton St	12	128	41.67%	91	219	0	0	No	Akron
125	Wooster Rd N (SR 619) and W Waterloo Rd	12	128	41.67%	91	219	0	0	No	Barberton
125	SR 14 and I-76 WB Ramps	12	128	41.67%	91	219	0	0	Yes	Edinburg Twp
125	Smith Rd and Bath Hills Blvd/Corunna Ave	12	128	41.67%	91	219	0	0	No	Fairlawn/Bath Twp
125	Cleveland Rd and Infirmary Rd/Wall St	12	128	41.67%	91	219	0	0	No	Ravenna Twp
125	US 224 and E Waterloo Rd	12	128	41.67%	91	219	0	0	No	Springfield Twp
131	N Howard St and North St	37	7	32.43%	214	221	0	0	No	Akron
132	S Arlington St and 5th Ave	17	65	35.29%	159	224	0	0	No	Akron
132	East Ave and Euclid Ave	17	65	35.29%	159	224	0	0	No	Akron
132	SR 43 and I-76 EB Ramps	17	65	35.29%	159	224	0	0	No	Brimfield Twp
132	SR 14 and Superior Ave	17	65	35.29%	159	224	0	0	No	Streetsboro
136	E Exchange St and Goodkirk Rd	18	62	33.33%	167	229	0	0	No	Akron
136	S Broadway St and E Thornton St	18	62	33.33%	167	229	0	0	No	Akron
138	Brown St and Archwood Ave	13	113	38.46%	118	231	0	0	Yes	Akron
138	E Exchange St and Spicer St	13	113	38.46%	118	231	0	3	No	Akron
138	Brittain Rd and Evans Ave	13	113	38.46%	118	231	0	0	No	Akron
138	Copley Rd (SR 162) and SR 21 NB Ramps	13	113	38.46%	118	231	0	0	No	Copley Twp
138	Main St and Water St	13	113	38.46%	118	231	0	2	No	Kent
138	SR 14 and Cleveland Rd	13	113	38.46%	118	231	0	0	No	Ravenna Twp
138	E Main St (SR 59) and New Milford Rd	13	113	38.46%	118	231	0	0	No	Ravenna

Table 2: High Crash Intersections (2021-2023)

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
145	Portage Trail and Northampton Rd	31	18	32.26%	215	233	0	0	No	Cuyahoga Falls
145	E Tallmadge Ave (SR 261) and Dayton St	9	203	55.56%	30	233	0	0	No	Akron
145	Brown St and E Thornton St	9	203	55.56%	30	233	0	1	No	Akron
145	W Thorton St and Princeton St/Fleming Dr	9	203	55.56%	30	233	0	1	No	Akron
145	SR 5/44 and Sandy Lake Rd	9	203	55.56%	30	233	0	0	No	Rootstown Twp
145	Randolph Rd and Martin Rd	9	203	55.56%	30	233	0	0	No	Suffield Twp
151	SR 8 and Aurora Rd (SR 82)	43	3	30.23%	231	234	0	0	No	Macedonia
152	S Main St and E Miller Ave	28	23	32.14%	216	239	0	0	Yes	Akron
153	S Arlington St and 6th Ave	15	90	33.33%	167	257	0	0	No	Akron
153	E Market St (SR 18) and Fountain St	15	90	33.33%	167	257	0	0	No	Akron
153	Haymaker Pkwy (SR 59) and S Depeyster St	15	90	33.33%	167	257	0	0	No	Kent
153	SR 14 and Diagonal Rd	15	90	33.33%	167	257	0	0	No	Streetsboro
157	S Maple St (SR 162) and Rhodes Ave	22	42	31.82%	218	260	0	0	No	Akron
157	Tallmadge Ave and N Howard St	22	42	31.82%	218	260	0	0	No	Akron
157	Medina Rd (SR 18) and Flight Memorial Dr	22	42	31.82%	218	260	0	0	No	Copley Twp/Bath Twp
157	Bailey Rd and Munroe Falls Ave	14	105	35.71%	155	260	0	0	No	Cuyahoga Falls
157	E Waterloo Rd (US 224) and Kubler Trail	14	105	35.71%	155	260	1	0	No	Springfield Twp
157	Massillon Rd (SR 241) and Krumroy Rd	14	105	35.71%	155	260	0	0	No	Springfield Twp
163	E Market St (SR 18) and Summit St	10	167	40.00%	99	266	1	1	No	Akron
163	Lakeshore Blvd and W Miller Ave	10	167	40.00%	99	266	1	0	No	Akron
163	Kelly Ave and 4th Ave/I-76 EB Off-ramp	10	167	40.00%	99	266	0	0	No	Akron
163	Akron Peninsula Rd and W Bath Rd	10	167	40.00%	99	266	0	0	No	Akron
163	State St and Hiram St	10	167	40.00%	99	266	1	0	No	Barberton
163	SR 59 and Cox Ave	10	167	40.00%	99	266	1	0	No	Franklin Twp
163	SR 14 and SR 183/Rock Spring Rd	10	167	40.00%	99	266	0	0	No	Edinburg Twp
163	SR 59 and Meadowview Square Entrance	10	167	40.00%	99	266	0	0	No	Franklin Twp
163	Haymaker Pkwy (SR 59) and W Main St (SR 59)/Longmere Dr	10	167	40.00%	99	266	0	0	No	Kent
163	US 224 and SR 44	10	167	40.00%	99	266	0	0	No	Randolph Twp
163	Stow Rd and Call Rd	10	167	40.00%	99	266	0	0	No	Stow
163	S Chillicothe Rd (SR 43) and Crane Center Dr/Ethan Dr	10	167	40.00%	99	266	0	0	No	Streetsboro
175	Buchtel Ave and Fountain St	23	37	30.43%	230	267	0	0	No	Akron

Table 2: High Crash Intersections (2021-2023)

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
176	Exchange St (SR 261) and S Main St	9	203	44.44%	74	277	0	2	No	Akron
176	Lakeshore Blvd and W South St/Boulevard St	9	203	44.44%	74	277	0	0	No	Akron
176	Graham Rd and Bailey Rd	9	203	44.44%	74	277	0	0	No	Cuyahoga Falls/Stow
176	W Market St (SR 18) and Morewood Rd/Summit Mall Entrance	9	203	44.44%	74	277	0	1	No	Fairlawn
176	S Water St (SR 43) and Rellim Dr	9	203	44.44%	74	277	1	0	No	Kent
176	SR 59 and Brady Lake Rd/Hoover Rd	9	203	44.44%	74	277	0	0	No	Ravenna Twp
176	Cleveland Canton Rd (SR 43) and Seasons Rd	9	203	44.44%	74	277	0	0	No	Streetsboro
183	Medina Rd (SR 18) and Heritage Woods Dr	20	53	30.00%	232	285	0	0	Yes	Copley Twp/Bath Twp
183	Medina Rd (SR 18) and S Hametown Rd	20	53	30.00%	232	285	0	0	No	Copley Twp/Bath Twp
183	W Streetsboro Rd (SR 303) and Terex Rd	20	53	30.00%	232	285	0	0	No	Hudson
186	N Arlington St and Kent St	11	148	36.36%	141	289	0	0	No	Akron
186	Archwood Ave and Burkhardt Ave	11	148	36.36%	141	289	0	0	No	Akron
186	Garman Rd and Castle Blvd	11	148	36.36%	141	289	0	0	No	Akron
186	State Rd and Valley Rd	11	148	36.36%	141	289	1	0	No	Cuyahoga Falls
186	Summit St and Cline Rd	11	148	36.36%	141	289	0	0	No	Franklin Twp
186	S Arlington Rd and Interstate Pkwy	11	148	36.36%	141	289	0	0	No	Green
186	Cleveland Massillon Rd and I-76 EB Ramps	11	148	36.36%	141	289	0	0	No	Norton
186	Wadsworth Rd (SR 261) and S Hametown Rd	11	148	36.36%	141	289	0	0	No	Norton
186	Diagonal Rd and Frost Rd	11	148	36.36%	141	289	0	0	No	Shalersville Twp
186	Graham Rd and Baumberger Rd	11	148	36.36%	141	289	0	0	No	Silver Lake/Stow
186	Streetsboro Rd (SR 303) and Diagonal Rd	11	148	36.36%	141	289	0	0	No	Streetsboro
197	Archwood Ave and Coventry St	16	74	31.25%	221	295	0	0	No	Akron
197	Cuyahoga Falls Ave and N Howard St	16	74	31.25%	221	295	0	0	No	Akron
197	SR 303 and SR 8 NB Off Ramp	16	74	31.25%	221	295	0	0	No	Boston Heights
197	Haymaker Pkwy and Pearl St	16	74	31.25%	221	295	0	0	No	Kent
197	Archwood Ave and Sylvan Ave	12	128	33.33%	167	295	0	0	No	Akron
197	Summit St and Powder Mill Rd	12	128	33.33%	167	295	0	0	No	Franklin Twp
197	SR 82 and Chamberlain Rd	12	128	33.33%	167	295	0	0	No	Mantua Twp
197	Barber Rd and I-76 EB Ramps	12	128	33.33%	167	295	0	0	No	Norton
197	SR 44 and Tallmadge Rd	12	128	33.33%	167	295	0	0	No	Rootstown Twp
197	Steels Corners Rd and SR 8 SB Ramps	12	128	33.33%	167	295	0	0	No	Stow

Table 2: High Crash Intersections (2021-2023)

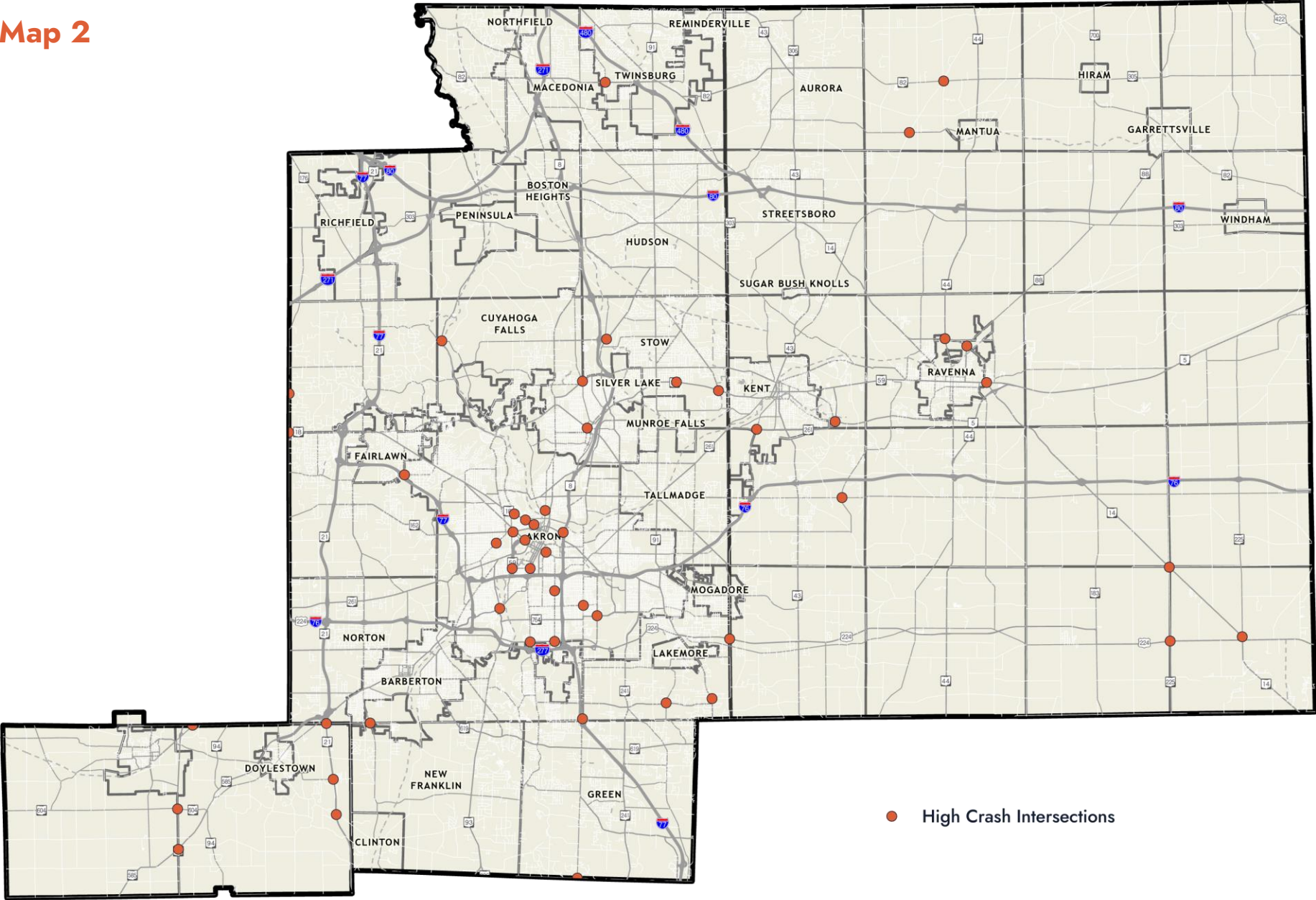
Overall Rank	Street and Intersecting Street	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
207	E Market St (SR 18) and Seiberling St	13	113	30.77%	225	338	0	0	No	Akron
207	S Hawkins Ave and Stoner St	13	113	30.77%	225	338	0	0	No	Akron
207	SR 43 and E Howe Rd	13	113	30.77%	225	338	1	0	Yes	Brimfield Twp
207	N Chestnut St and Highland Ave	13	113	30.77%	225	338	1	0	No	Ravenna
207	Cleveland Canton Rd (SR 43) and Frost Rd	13	113	30.77%	225	338	0	0	No	Streetsboro
212	Copley Rd (SR 162) and Nome Ave	9	203	33.33%	167	370	0	1	No	Akron
212	S High St (SR 261) and E Mill St	9	203	33.33%	167	370	1	0	No	Akron
212	Hazel St and Eastwood Ave/Garry Rd	9	203	33.33%	167	370	0	0	No	Akron
212	Triplet Blvd (SR 764) and Massillon Rd	9	203	33.33%	167	370	0	0	No	Akron
212	E Market St (SR 18) and Goodkirk St	9	203	33.33%	167	370	0	0	No	Akron
212	White Pond Dr and Frank Blvd	9	203	33.33%	167	370	0	0	No	Akron
212	N Aurora Rd (SR 43) and East Blvd	9	203	33.33%	167	370	0	0	No	Aurora
212	State St and Robinson Ave	9	203	33.33%	167	370	0	0	No	Barberton
212	State St and Grand Blvd	9	203	33.33%	167	370	0	0	No	Barberton
212	S Main St and Warner Rd	9	203	33.33%	167	370	0	0	No	Coventry Twp/Akron
212	Howe Ave and Ritchie St	9	203	33.33%	167	370	0	0	No	Cuyahoga Falls
212	Steels Corners Rd and Northampton Rd	9	203	33.33%	167	370	0	1	No	Cuyahoga Falls
212	Ridgewood Rd and Jacoby Rd	9	203	33.33%	167	370	0	0	No	Copley Twp/Fairlawn
212	W Market St (SR 18) and Shiawassee Ave	9	203	33.33%	167	370	0	0	No	Fairlawn
212	S Arlington Rd and Greensburg Rd	9	203	33.33%	167	370	0	0	No	Green
212	Mantua St (SR 43) and W Main St	9	203	33.33%	167	370	0	0	No	Kent
212	Summit St and Loop Rd	9	203	33.33%	167	370	0	1	No	Kent
212	SR 261 and Campus Center Dr	9	203	33.33%	167	370	0	0	No	Kent
212	Center Rd and Renninger Rd	9	203	33.33%	167	370	0	0	No	New Franklin
212	SR 585 and Eastern Rd	9	203	33.33%	167	370	0	0	No	Norton
212	Greenwich Rd and S Hametown Rd	9	203	33.33%	167	370	0	0	No	Norton
212	W Main St (SR 59) and Oakwood St	9	203	33.33%	167	370	0	0	No	Ravenna
212	Darrow Rd (SR 91) and Post Rd	9	203	33.33%	167	370	0	0	No	Twinsburg

Table 2: High Crash Intersections (2021-2023)

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
235	W Market St (SR 18) and Sand Run Rd	10	167	30.00%	232	399	1	0	No	Akron
235	S Hawkins Ave and Morse St	10	167	30.00%	232	399	0	0	No	Akron
235	Smith Rd and Revere Rd	10	167	30.00%	232	399	0	0	No	Bath Twp
235	Portage Trail and 3rd St	10	167	30.00%	232	399	0	0	No	Cuyahoga Falls
235	Broad Blvd and 6th St	10	167	30.00%	232	399	0	0	No	Cuyahoga Falls
235	E Streetsboro Rd (SR 303) and Stow Rd	10	167	30.00%	232	399	0	0	No	Hudson
235	Cherry St and Franklin Ave	10	167	30.00%	232	399	0	0	No	Kent
235	W Aurora Rd (SR 82) and Chaffee Rd	10	167	30.00%	232	399	0	0	No	Sagamore Hills Twp
235	Canton Rd and Killian Rd	10	167	30.00%	232	399	0	0	No	Springfield Twp
235	E Aurora Rd (SR 82) and Twin Hills Pkwy	10	167	30.00%	232	399	0	1	No	Twinsburg
235	Ravenna Rd and Shepard Rd	10	167	30.00%	232	399	1	0	No	Macedonia/Twinsburg

Top 50 High Crash Intersections 2021-2023

Map 2

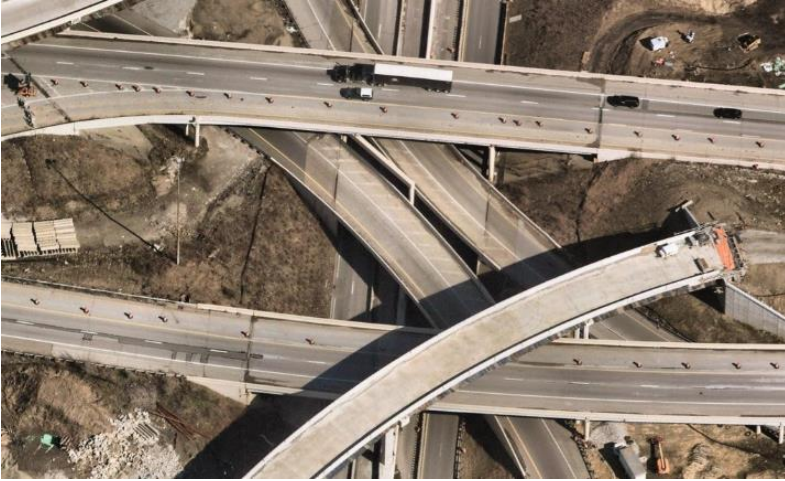


0 1 2 3 4 Miles

● High Crash Intersections

December 2024

High Crash Freeway Locations



Analysis and severity-ranking of freeway crashes in the AMATS area is conducted by the central office of ODOT in Columbus. ODOT's analysis of freeways is done using methodology from the American Association of State Highway and Transportation Officials' (AASHTO's) Highway Safety Manual. The freeway system is divided into *rural* and *urban* and is analyzed by examining segments that are one-tenth of a mile long. ODOT only considers the top 50 rural and top 50 urban locations statewide for further study.

The AMATS area has 12 rural freeway segments in Portage County and 3 in Summit County on ODOT's 2024 HSIP Priority Locations list and they are not in the top 50. AMATS has 18 urban freeway segments in Summit County on this list and none are in the top 50 (although one section of I-77 just south of the Central Interchange in Akron is close at #58). Further information about top freeway crash locations along with other 2024 HSIP Priority Locations from ODOT can be found at the following link:

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

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

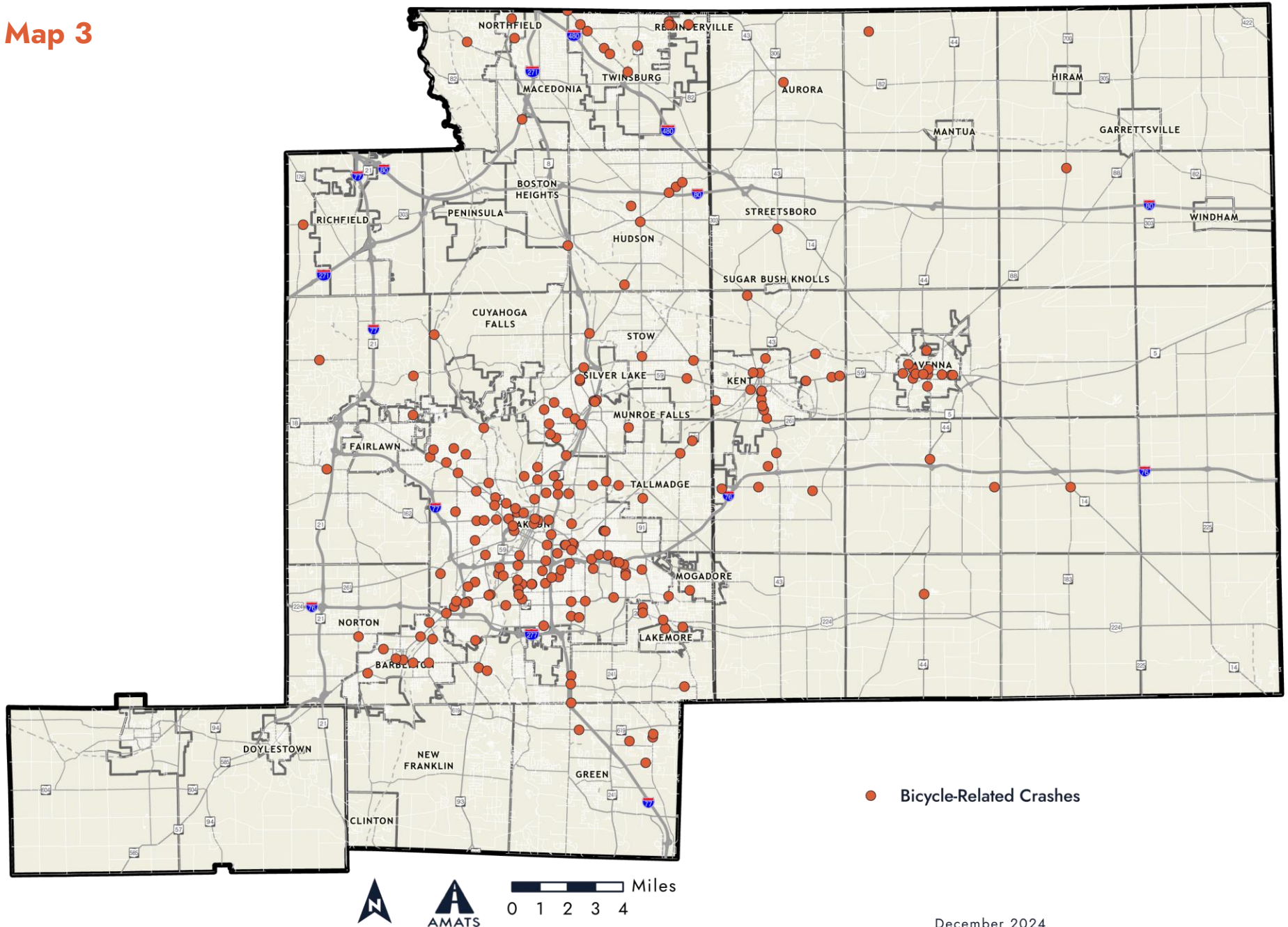
Bicycle and Pedestrian Crash Locations

Crashes involving bicycles and pedestrians during the three-year period of 2021-2023 are displayed on **Map 3** and **Map 4**, respectively. All crashes are displayed because (1.) the size of each dataset is much smaller than vehicular crashes and (2.) nearly all crashes involving these more vulnerable road users result in some level of injury, as described in *Section 2*.



Bicycle-Related Crashes 2021-2023

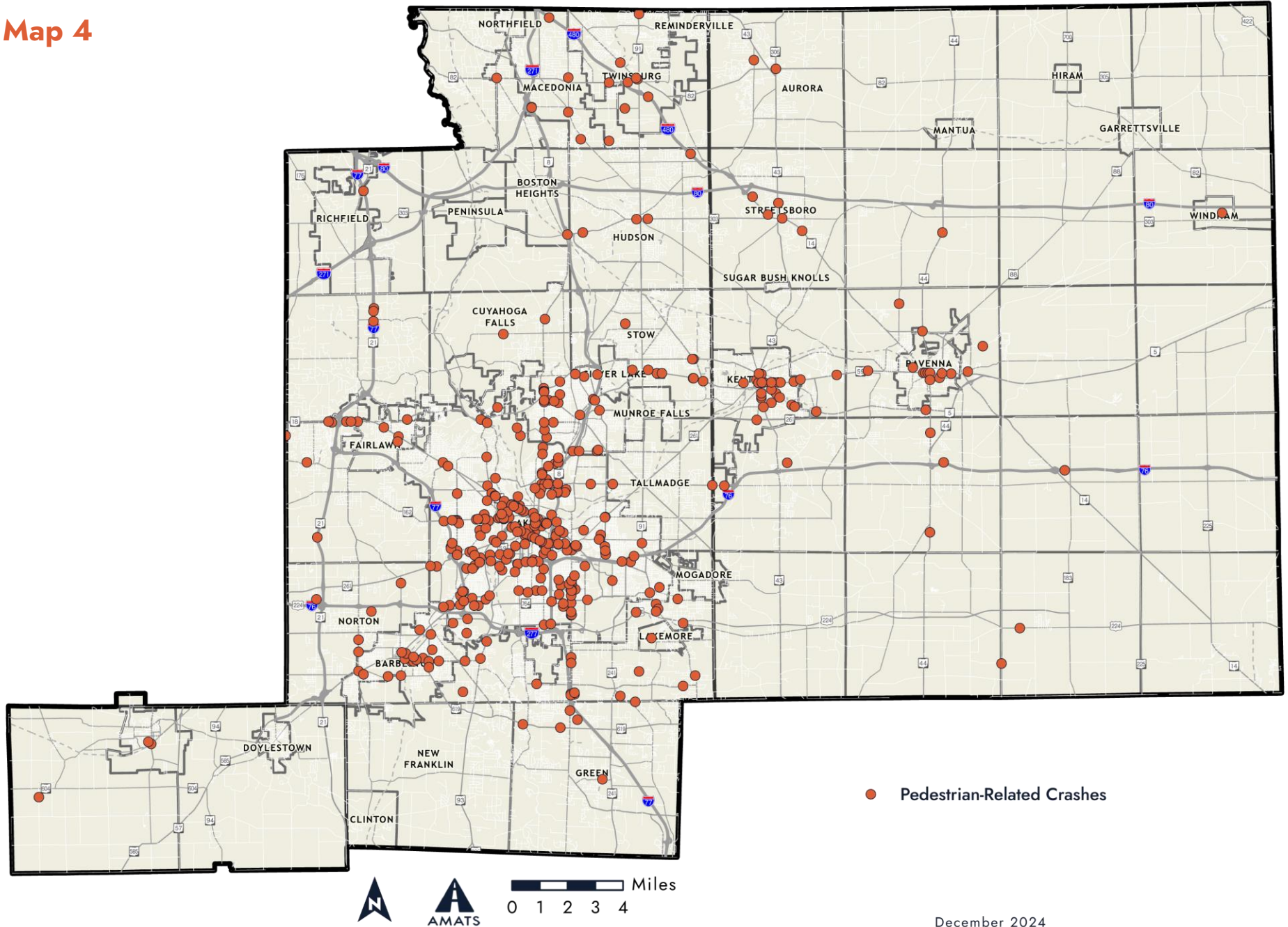
Map 3



December 2024

Pedestrian-Related Crashes 2021-2023

Map 4



December 2024

Section 4: Safety Performance Measures and Targets

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

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

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

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

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

In accordance with federal regulations, AMATS used a five-year average (2018-2022) to calculate the initial safety targets for 2023. 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.

Year	Crashes					2022 5-Year Ave	2023 Crashes	Percent Change
	2018	2019	2020	2021	2022			
Number of Fatalities	35	44	69	70	65	56.6	69	18%
Fatalities Per 100 Million VMT	0.48	0.60	1.08	1.00	0.94	0.8	0.96	15%
Number of Serious Injuries	329	360	340	364	333	345.2	396	13%
Serious Injuries Per 100 MVMT	4.49	4.92	5.33	5.19	4.80	4.95	5.52	10%
Number of Non-motorized Fatalities and Serious Injuries	48	47	35	42	54	45.2	67	33%

The table to the right shows the calculation of the AMATS rolling averages for the five safety performance measures. The 2022 averages are the benchmark values that the 2023 values are compared to. Unfortunately, in all five safety performance measures, the AMATS region did not contribute toward meeting the ODOT statewide goal of reducing each category by 2% when compared to 2022 averages.