AMATS

Crash Report

2022-2024

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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. *Cover photo: Adobe Stock Image*

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Chapter 1: Overview

Introduction

AMATS is pleased to present the 2022-2024 Annual Crash Report, the latest iteration of areawide crash trends and ranked listings of high crash locations. This information can be utilized by communities, agencies and citizens as an important starting point toward identifying transportation safety issues and planning for safer roadways within the Greater Akron area.

Improving roadway safety has been of central importance to AMATS and its partners for decades. When considering the overall transportation system, there is nothing more fundamentally important than ensuring the safety of people who utilize the region's network of roads, bridges, sidewalks, trails, and transit infrastructure.

Annual Crash Reports in the recent past conveyed some unfortunate, common characteristics: In general, despite noteworthy advances in automotive safety and significant investment in safety-related improvements to infrastructure, the most serious crashes have tended to increase, or at best did not significantly improve year-to-year. This trend followed patterns at broader geographical levels. Notably, traffic fatalities increased nationally, statewide, and regionally into the 2020s.

This latest report, however, reveals some encouraging statistics. Many of the key crash metrics AMATS tracks showed a year-over-year improvement in 2024. This is welcome news, yet regional decision-makers responsible for the safety of areawide roadways cannot be complacent with these latest statistics; there is still so much more work to be done. Until serious crashes are eliminated, AMATS, The Ohio Department of Transportation, the U.S. Department of Transportation, local governments, and other stakeholders will continue working together to make our region's roadways safe. Creating a safe system requires all partners to be open to new ideas, to make data-informed decisions, to exhibit persistence, and to continue prioritizing safety in transportation investments.

2024 Summary of Trends

Areawide Metric	2023 to 2024 Change
Total Crashes	-0.5%
Fatal Crashes	-27.9%
Serious Injury Crashes	6.5%
Minor Injury Crashes	-0.2%
PDO Crashes	-0.9%
# of Fatalities	-26.1%
# of Serious Injuries	2.3%
Bicycle Crashes	-23.0%
Pedestrian Crashes	-20.6%

Organization of This Report

The central components of this latest annual report—the regional crash trends (Chapter 2) and the ranked crash lists (Chapter 3)—remain, and many of the other features of this report are familiar. AMATS has also fine-tuned the report's organization and added a few new features to the report:

- Reporting on additional crash metrics such as crashes by type and crashes of certain emphasis areas (Chapter 2)
- Bicycle and Pedestrian Crash Maps now show crashes by level of severity (Chapter 3)
- Expanded description of federal safety initiatives and the regional impact of each of these (Chapter 4)
- Description of several state safety initiatives, including several analytical tools available through ODOT to assess safety (Chapter 4)

Chapter 2: Regional Crash Trends

Overview

Over a three-year period (2022-2024), 46,576 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 Chapter 3, animal crashes and construction zone crashes are not included in the analysis because they do not relate to the characteristics of the roadway.

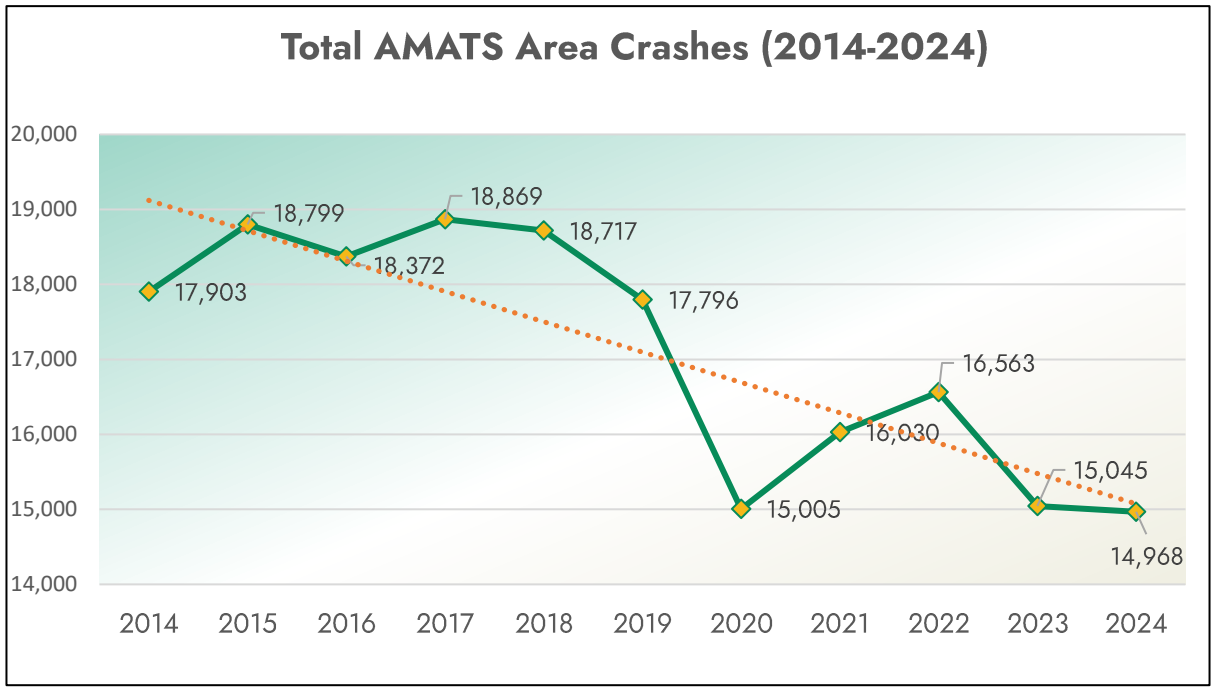
Records of each crash were obtained from the Ohio Department of Transportation (ODOT) and were further analyzed as detailed in Chapter 3. The following charts and text detail the trends of crashes and traffic volumes over this three-year period. A more complete understanding of the AMATS region's crashes can be found in Chapter 4 of The AMATS Safe Streets for All Action Plan (SS4A) and its related High-Injury Network (HIN) webmap. Although the analysis years of the SS4A plan and HIN webmap do not fully overlap with this Annual Crash Report (ACR), the SS4A work 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. 2024's number of reportable crashes within the AMATS planning area (14,968) marks the first time in recent years that area crashes have fallen below 15,000. Total crashes within the region fell by 77 crashes between 2023 and 2024, a 0.5% reduction.

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.

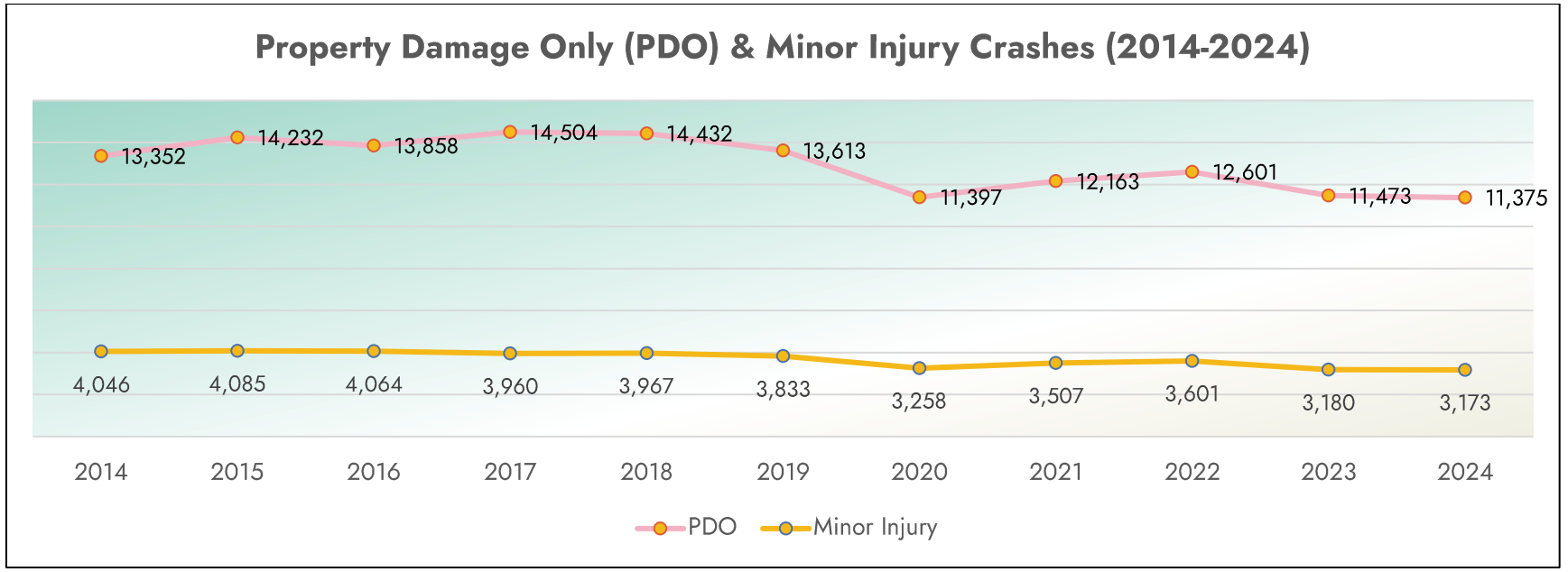


Crashes by Severity

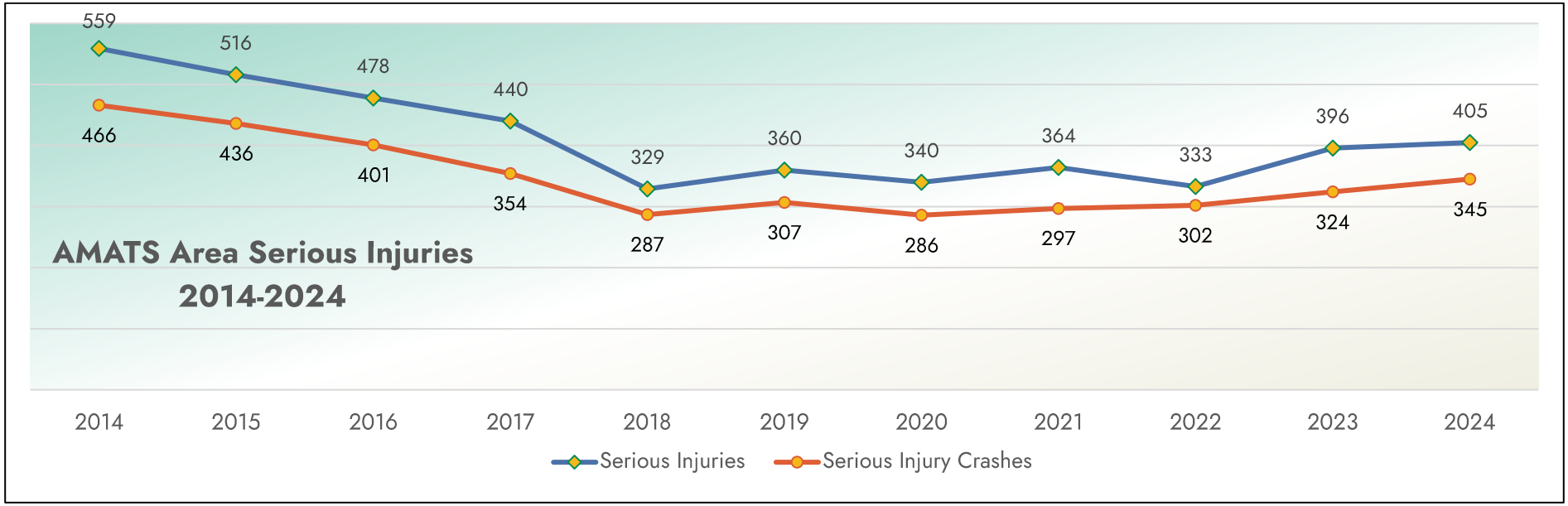
ODOT groups the severity of crashes into four categories. These are described below in increasing level of severity:

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
Serious Injury	A crash causing an incapacitating injury
Fatal	A crash resulting in a fatal injury

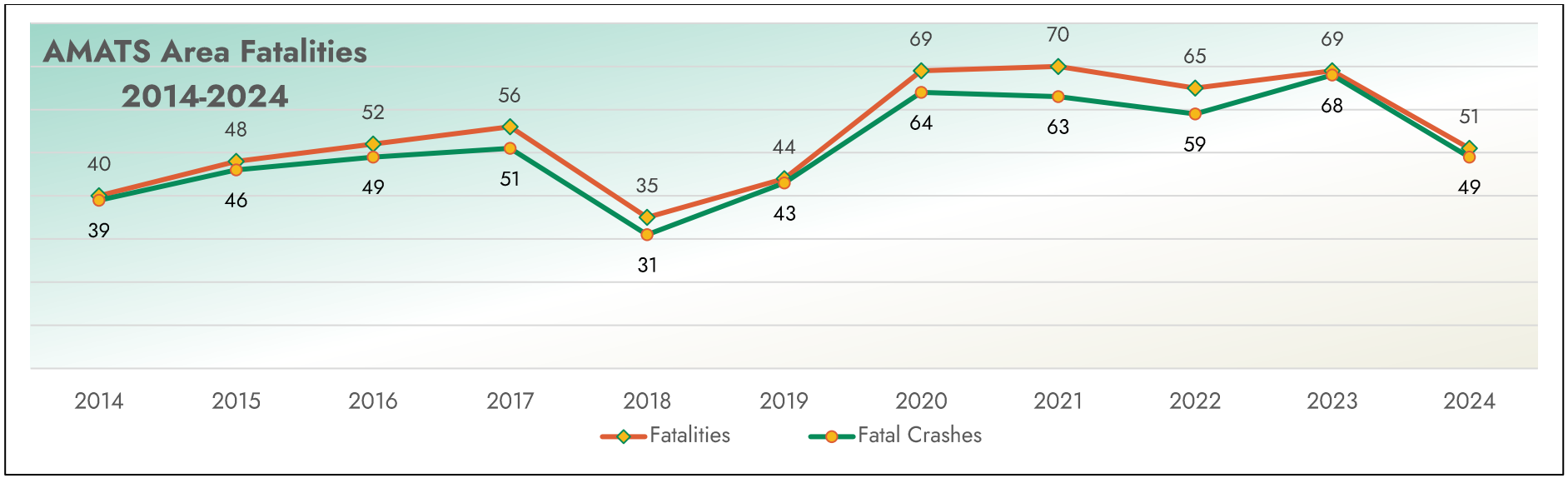
The two categories of less-severe crashes are shown in the graph below. Areawide, PDO crashes in 2024 decreased modestly by 98 (-0.9%) and Minor Injury crashes also stayed about the same, decreasing by 7 (-0.2%) from 2023 to 2024.



The number of serious injuries and serious injury crashes have increased somewhat significantly over the past few years. While crash statistics in 2024 showed a slowing of this trend, serious injury crashes increased by 21 (6.5%) from 2023 to 2024, and serious injuries increased by 9 (2.3%) 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.



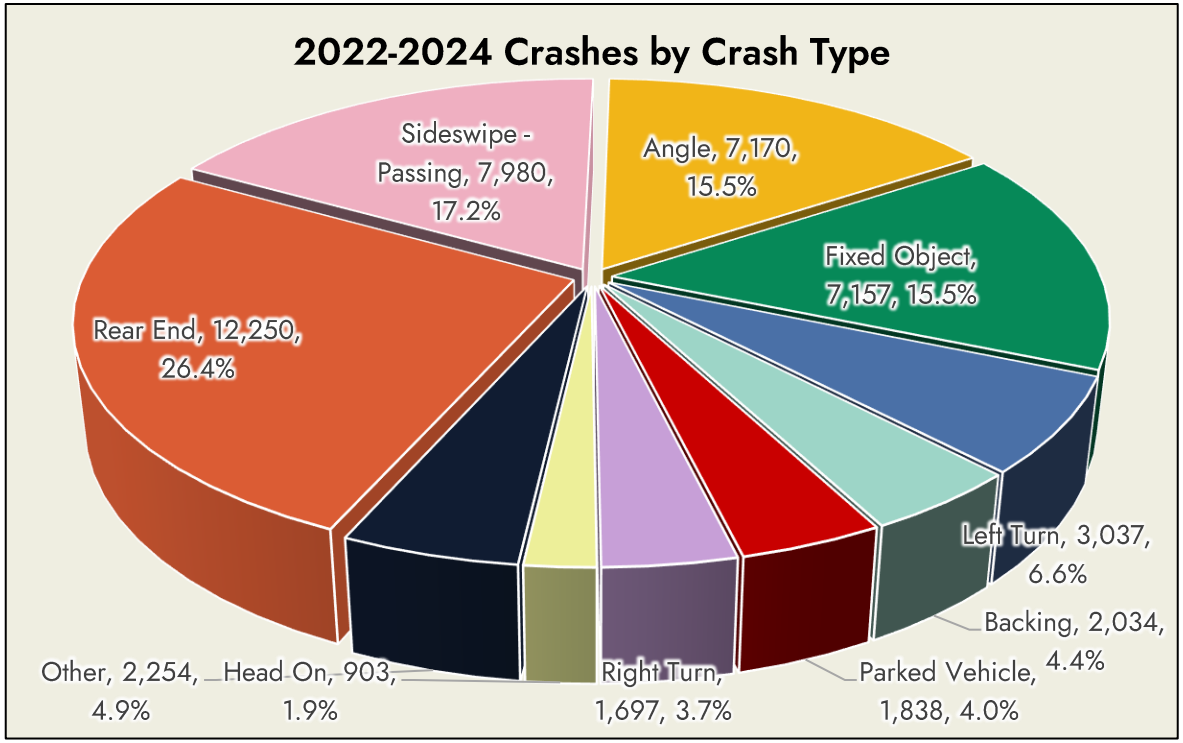
The following graph shows the number of fatal crashes and the resulting fatalities between 2014 and 2024. After an alarming uptick in traffic fatalities beginning in 2020 that remained in the years since, the AMATS region saw reductions in both fatalities and fatal crashes that were closer to pre-2020 levels. Specifically, the region's fatalities fell by 18 (-26.1%) and fatal crashes decreased by 19 (-27.9%) from 2023 to 2024. Crashes may involve multiple vehicles or multiple occupants and result in multiple fatalities or injuries.



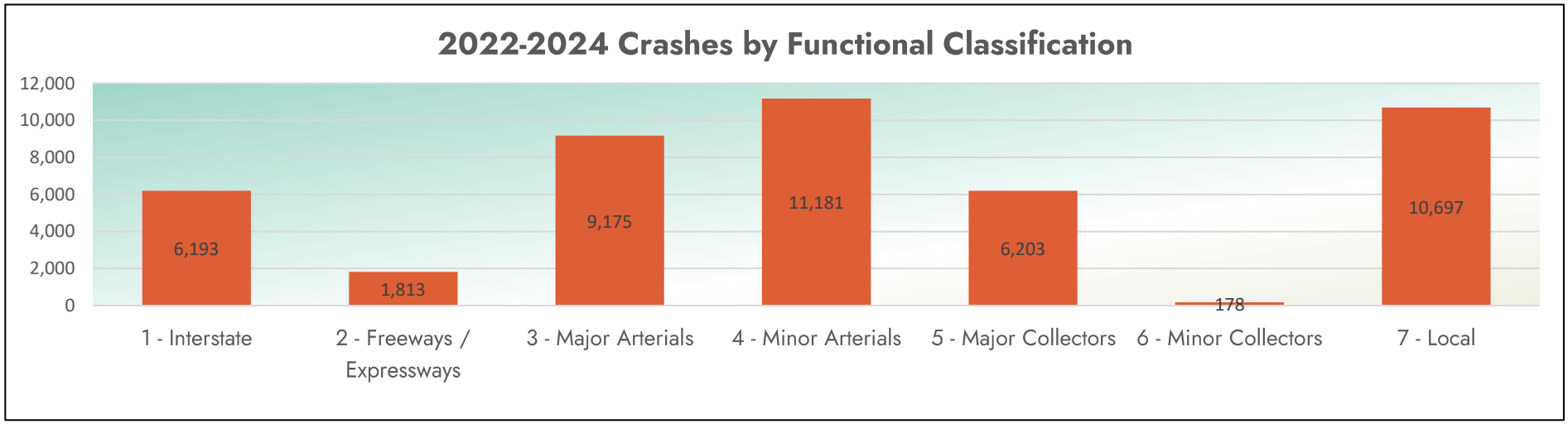
Other Vehicular Crash Characteristics

Of all crashes occurring between 2022 and 2024*, slightly over one quarter were rear-end crashes. Sideswipe, angle, and hitting fixed object crashes were also common crash types, as shown in the graph to the right. Together, these four crash types represented about three-fourths (74.6%) of all crashes. All other crash types comprised less than 10% of all crashes.

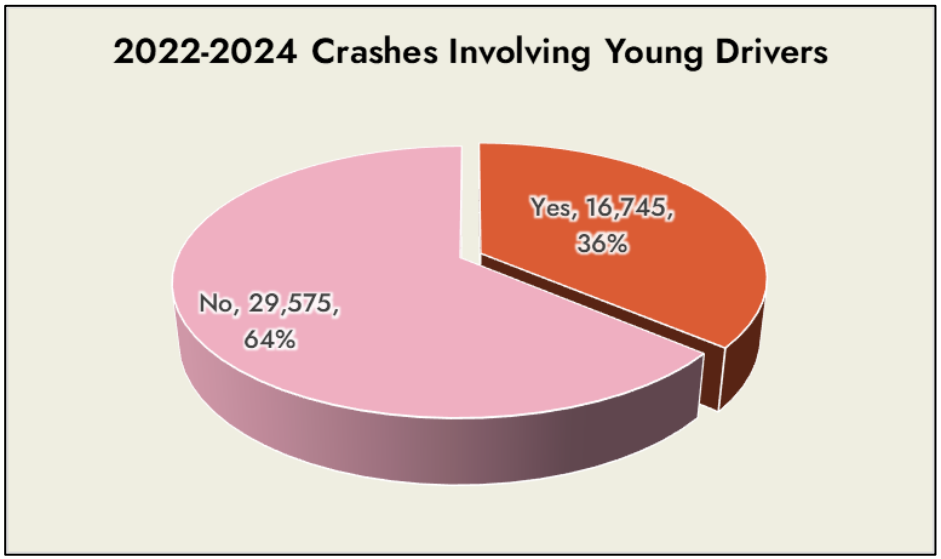
The graph below shows the roadway classification where crashes occurred. Notably, nearly 45% of crashes occurred on major and minor arterials (Category 3 and 4 Roadways), despite these two roadway types comprising only 14.5% of the region's total lane miles. Arterials are high volume roadways, and many Major Arterials (sometimes called Principal Arterials) have multiple driving lanes in each direction. For comparison, Interstates and other Freeways/ Expressways (Categories 1 and 2) comprise 6.2% of the region's total lane mileage and 17.6% of the total crashes.

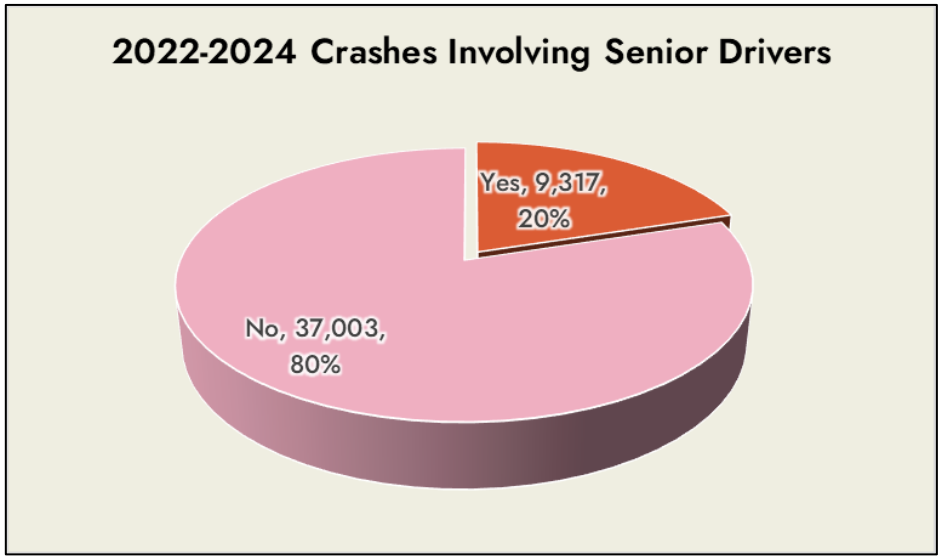


**crash totals in this section may differ slightly from the total reported at the beginning of this chapter because these statistics utilize raw data and may exclude crashes along borderlines.*

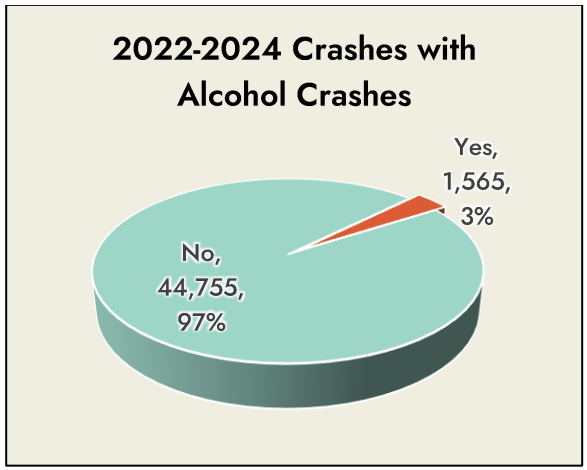


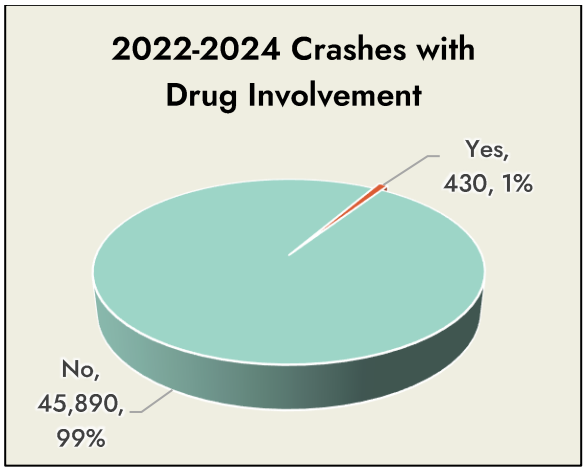
The pie charts below look at crashes involving both younger (defined as 15-25) and older (65 and older) drivers. Note that these metrics consider all drivers within an incident, not just at-fault drivers.

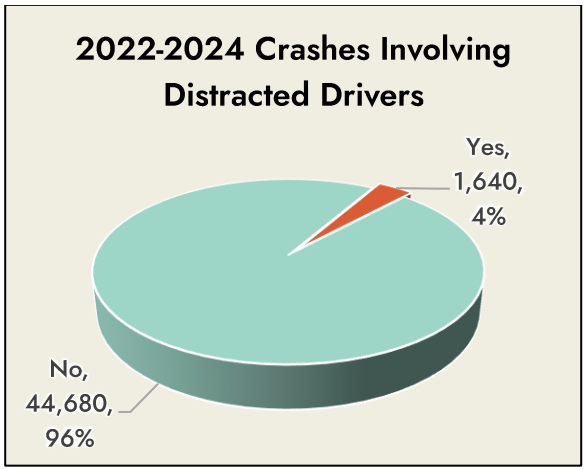




A few other key emphasis areas are shown below. Alcohol and drug related crashes are a small minority of all reportable crashes (although they exist in much higher rates of serious crashes). Distracted driving is also not a common contributing factor, although it is important to note that distracted driving is often difficult for officers to prove unless a driver admits to a distraction in a crash. According to Ohio's Strategic Highway Safety Plan, distracted driving values are often under-reported.







Bicycle and Pedestrian Crash Trends

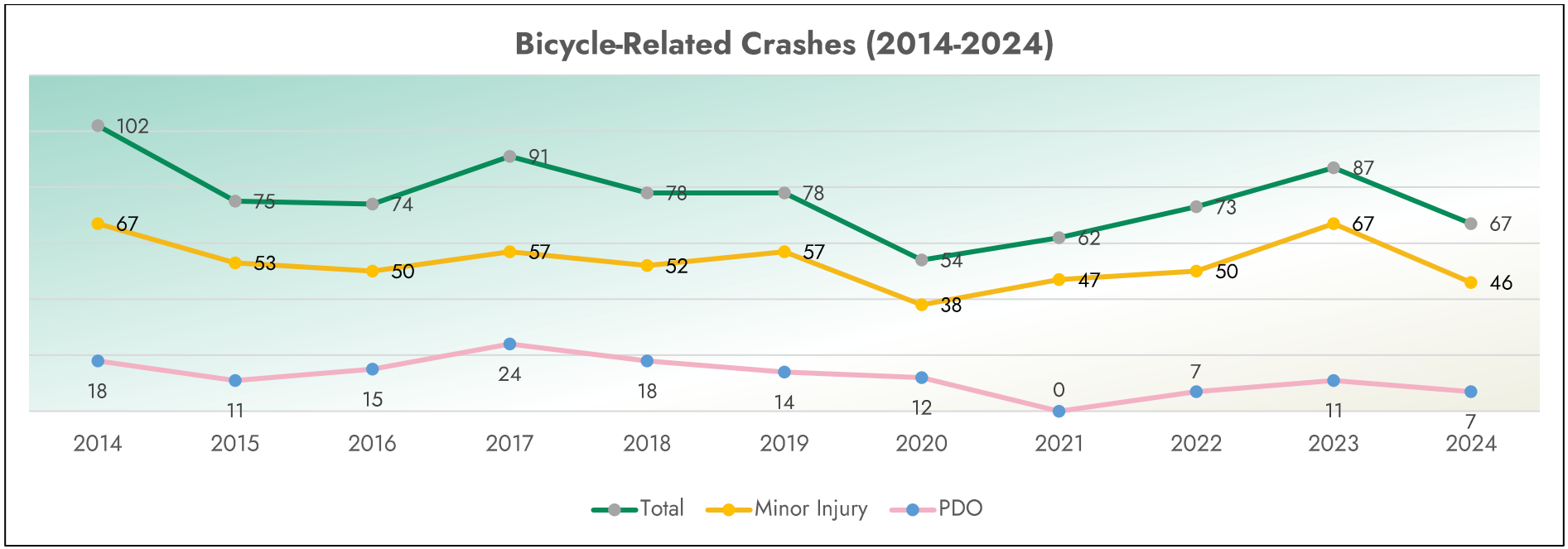
Overview

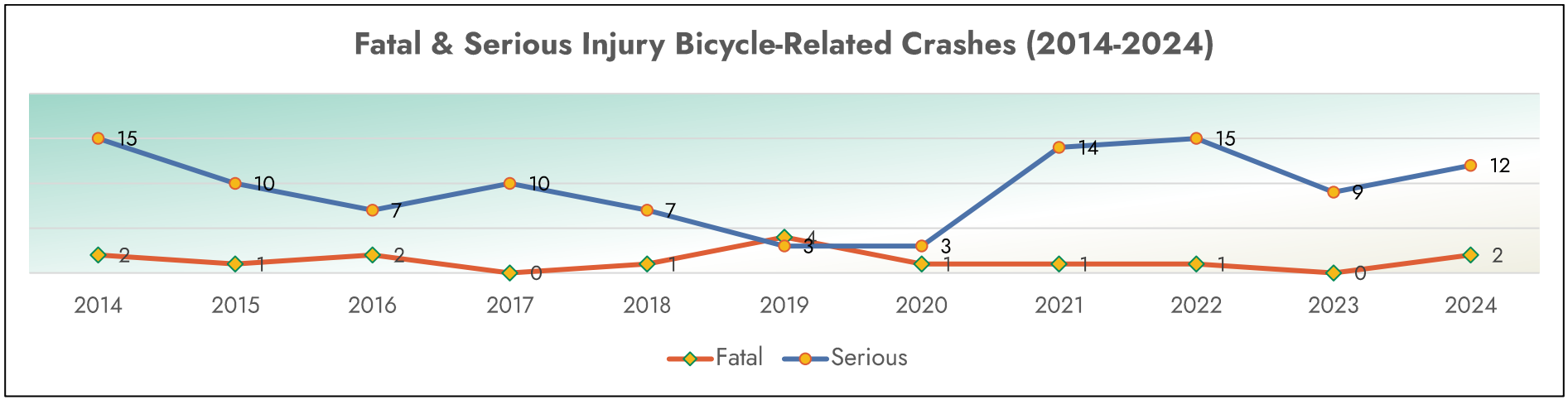
Bicyclists and Pedestrians are sometimes referred to as vulnerable road users because they often share the same spaces with much larger and heavier vehicles. As AMATS and its communities advocate for increased cycling and walking opportunities and active transportation modes increase in popularity, there is an associated concern about the safety of bicycle riders and pedestrians. Determining how and where bicycle and pedestrian-related crashes occur can help communities understand where bicycle and pedestrian infrastructure safety improvements may be most effective. These might include new or improved facilities such as sidewalks, bicycle lanes or shared use paths, or safer crossings through crosswalk treatments, pedestrian refuge islands or pedestrian hybrid beacons.

Addressing bicycle and pedestrian safety is particularly crucial because crashes involving these users result in a high percentage of injuries. Over the three-year period between 2022-2024, 89.0% of bicycle crashes and 94.9% of pedestrian crashes within the planning area resulted in some level of injury or fatality.

Bicycle-Related Crashes

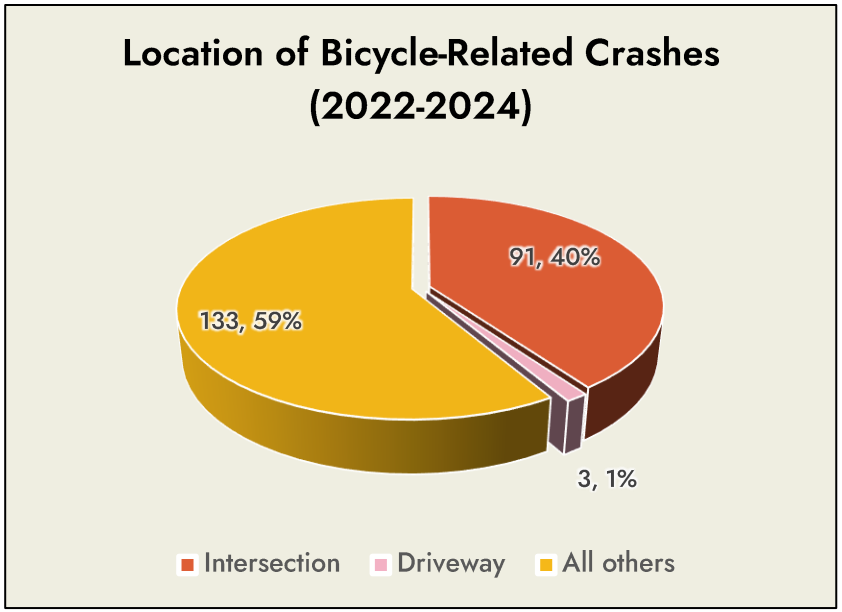
In 2024, total bicycle-related crashes decreased by 20 (-23.0%). Unfortunately, 2 of these crashes resulted in a fatality in 2024. Bicycle-related crashes over the past decade are shown in the charts below and on the following page.

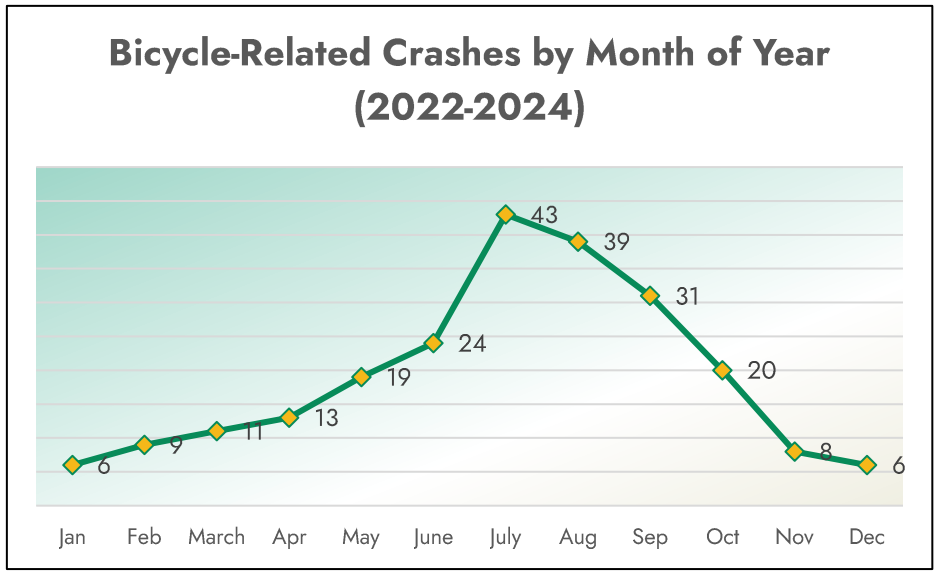


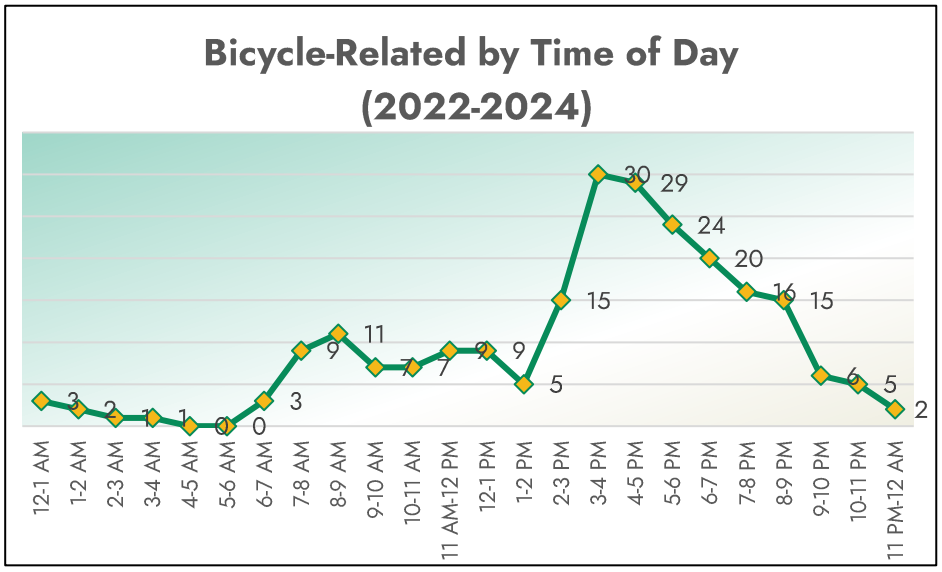


The chart to the right shows where most bicycle-related crashes occurred. Nearly three out of five of these crashes occurred along road segments, while two out of five occurred at intersections. Often a vehicle does not see a bicycle because of their narrow profile and turns into it or pulls in front 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 in 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. These trends echo past years' reports.

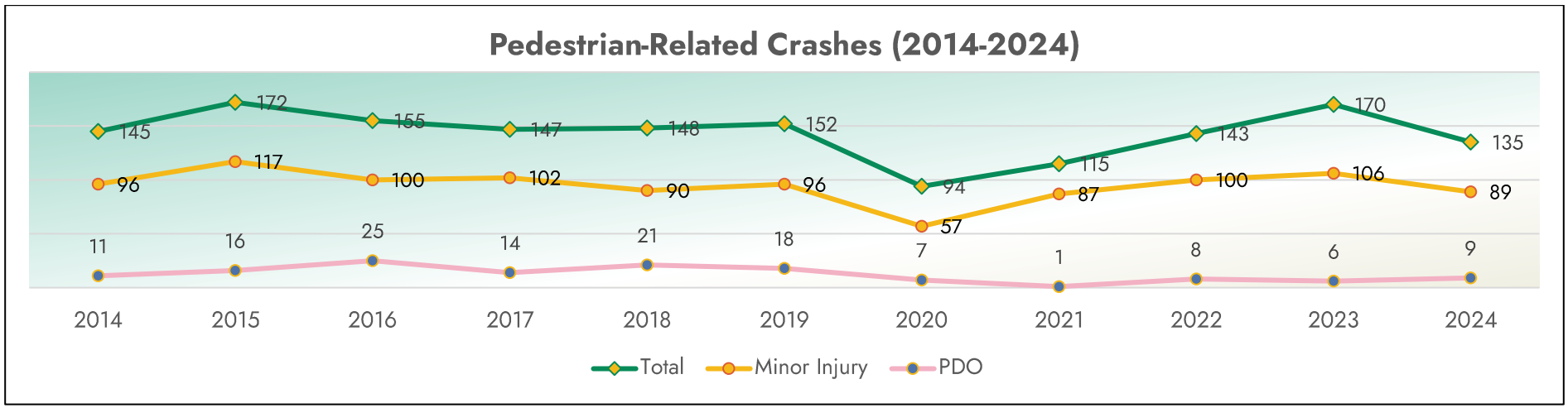


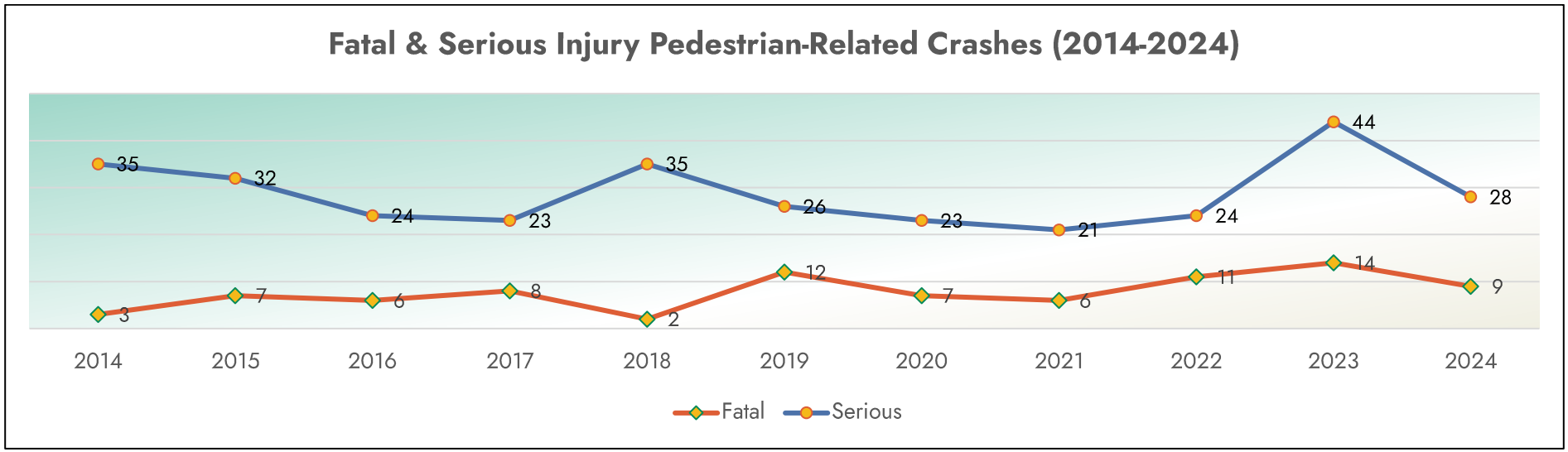




Pedestrian-Related Crashes

The number of pedestrian-related crashes and injuries with the greater Akron area began to reverse trends of several years of steady, disconcerting increases. Between 2022 and 2024 there were 448 pedestrian-related crashes with 391 (serious and minor) injuries and 34 fatalities. While each of those three-year-average numbers increased from the 2021-2023 three-year-average, most year-over-year metrics saw decreases. Notably, pedestrian crashes fell by 20.6% from 2023 to 2024, and both fatal and serious injury pedestrian crashes had significant year-over-year declines as well: 35.7% and 36.4%, respectively. The two charts below and on the following page show pedestrian related crashes by year going back to 2014. Pedestrian crashes are broken down into two charts to show the different severity levels of crashes.

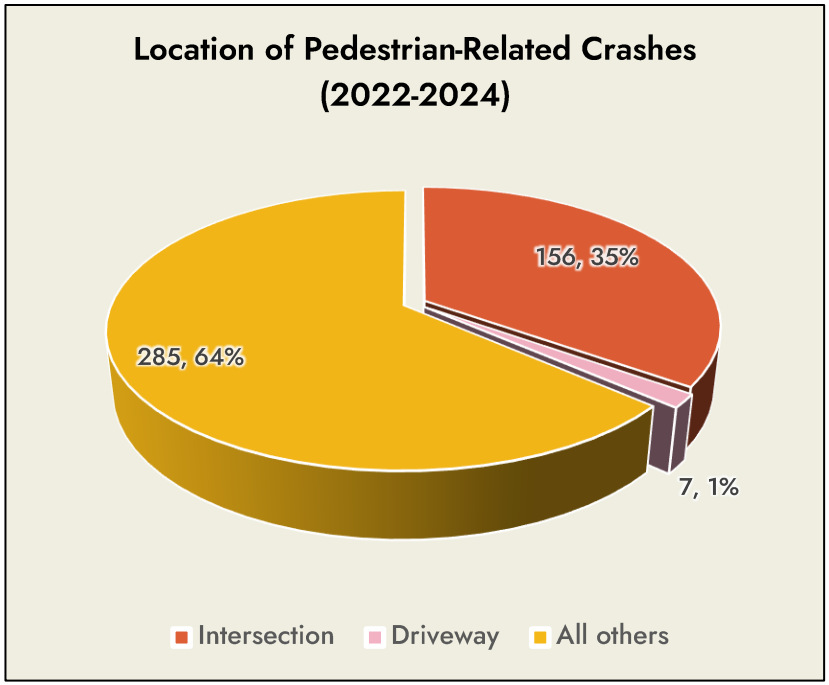


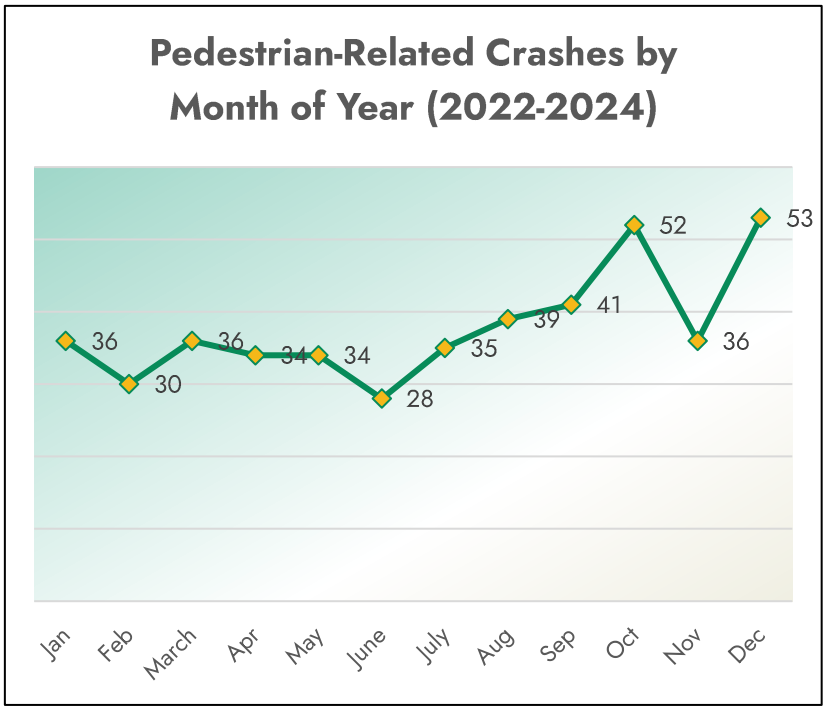


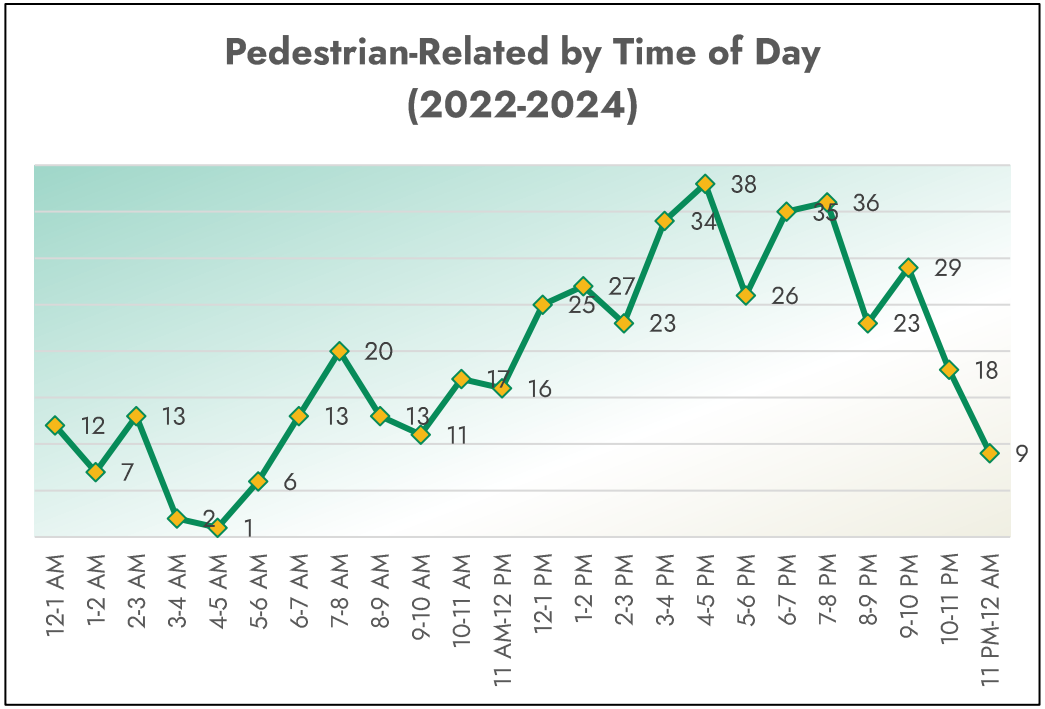
Between 2022 and 2024, about two thirds of pedestrian crashes occurred away from intersections, typically within a roadway section/segment. Many pedestrian crashes that are intersection-related occur as a vehicle is turning and does not see the pedestrian. Others involve pedestrians crossing the street at a signalized intersection; some during a protected pedestrian phase and some outside of their allowable phase.

The graphs on the following page show the month and time of day that pedestrian-related crashes occurred. October historically has been the month with the most incidents each year, but December's total has slightly surpassed October's regional average total for this report.

Similar to bicycle-related crashes, pedestrian crashes are most common in the late afternoon and especially in 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.

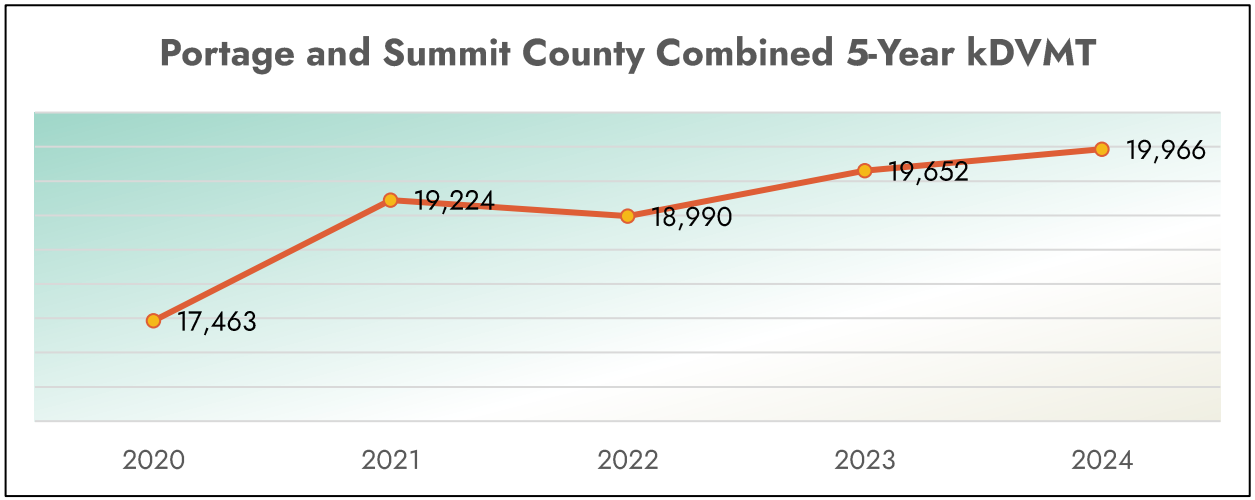






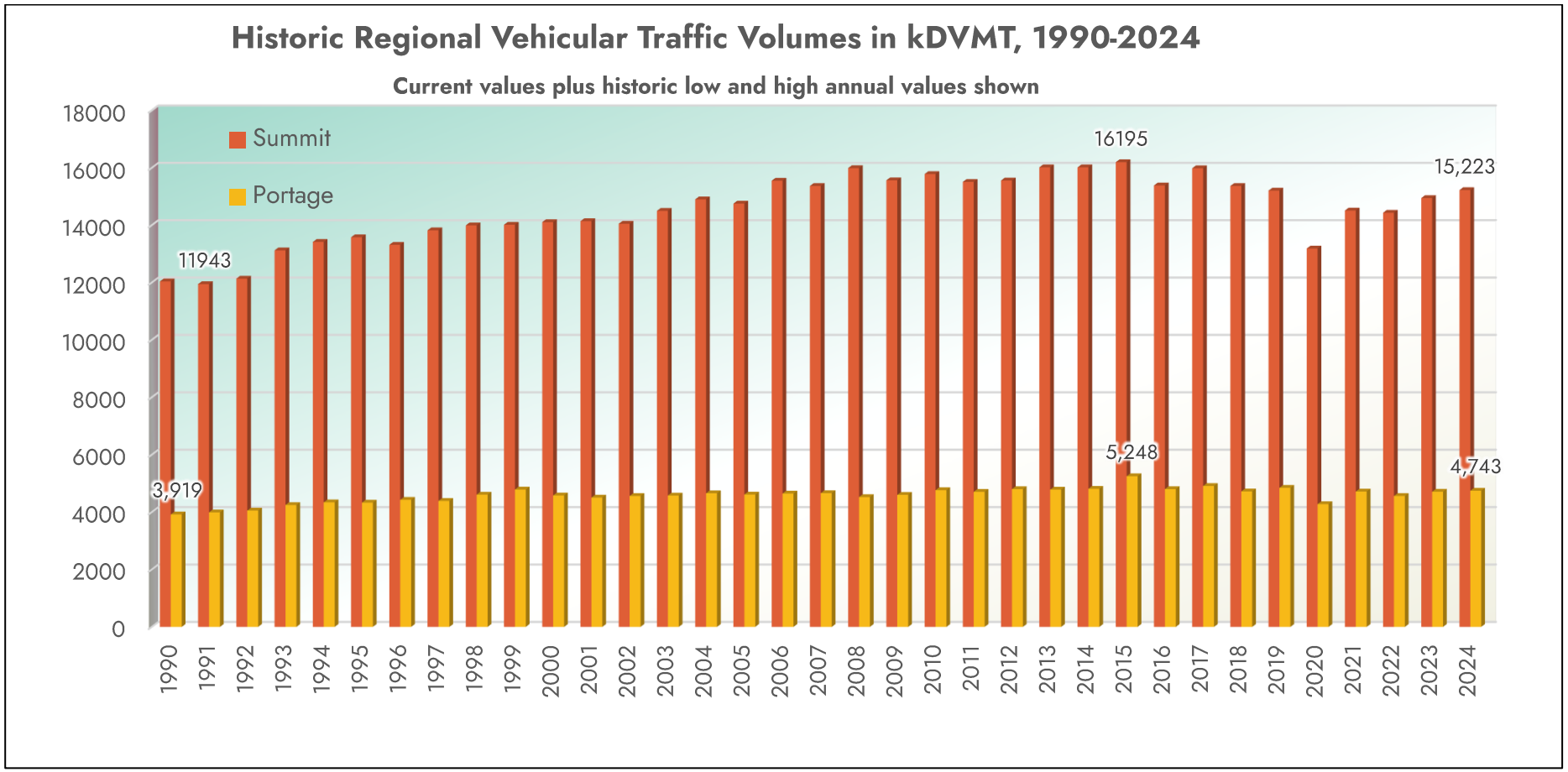
Travel Patterns

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. The COVID-19 Pandemic in 2020 substantially disrupted VMT trends, which had been significantly higher prior to 2020, and this temporary decrease 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 remained stable since.



2024's regional kDVMT of 19,966 is up 1.6% from 2023 but still approximately 6.9% 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.*



The crash statistics in the preceding pages should be considered against the backdrop of the changes in overall traffic volumes. Although the overall regional traffic volume has declined only modestly, a reduction in kDVMT should correspond, to some degree, with fewer occasions for crashes to occur. Over time, if the regional population decreases and if travel habits change, i.e. resulting in fewer single-vehicle trips, the region may expect to see further reductions in crashes.

Chapter 3: Crash Locations

Overview

The AMATS 2022-2024 Annual Crash Report (ACR) considers 46,576 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.

Methodology

Each crash record in the *2022-2024 ACR* uses Geographical Information System (GIS) coordinates to pinpoint the location of each crash, and various additional information about the type of crash and the circumstances leading to the crash is also included within the raw data received from ODOT. AMATS staff begin by importing the coordinate data into GIS to map the locations of each crash. AMATS staff commence a careful review of each crash report, zeroing in on two items:

(1.) **verification of location accuracy**—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.

(2.) **classification of each crash as a section or intersection crash** based on the details of each crash event—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 and classified, 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. Each location is ranked according to total number of crashes or crashes per mile 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 **128 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 in Table 1 to the right, along with how those sections have ranked in the previous two years.

Table 2 lists the 128 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 19 (14.8%) high-crash sections that had at least one fatality. There are 31 sections that are also on the SS4A 2019-2023 HIN, representing approximately 24.2% of the high crash roadway sections in Table 2.

Map 1 displays the top-50 high crash roadway sections.

Table 1: Top-10 2022-2024 High Crash Sections and Comparison to Prior Ranks

Overall Rank			Roadway Section	Location
2022-2024	2021-2023	2020-2022		
1	45	N/A	SR 14/44 from SR 59 to SR 5 (end SR 14 overlap)	Ravenna Twp
2	33	51	SR 59 from SR 261 to Brady Lake Rd (CR 162)	Ravenna Twp
3	4	24	N Main St (SR 261) from Olive St (W) to E Tallmadge Ave	Akron
4	27	40	W Main St (SR 59) from Diamond St to Sycamore St	Ravenna
5	55	N/A	SR 14/44 from Ravenna NE Corp Line to SR 59	Ravenna Twp
6 (tie)	13	10	State Rd from Cuyahoga Falls Corp Line to Broad Blvd	Cuyahoga Falls
6 (tie)	17	111	Darrow Rd (SR 91) from Twinsburg SCL (E-W) to E Highland Rd	Twinsburg
8	78	N/A	Copley Rd (SR 162) from East Ave to Diagonal Rd/S Portage Path	Akron
9	86	N/A	N Portage Path from Garman Rd to Merriman Rd	Akron
10	24	4	Copley Rd (SR 162) from Storer Ave to East Ave	Akron

Table 2: High Crash Sections (2022-2024)

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	2019-2023 SS4A HIN	Location
1	SR 14/44 from SR 59 to SR 5 (end SR 14 overlap)	0.39	21	17.95	6	42.86%	28	34	0	0	No	Ravenna Twp
2	SR 59 from SR 261 to Brady Lake Rd (CR 162)	2.55	79	10.33	15	46.84%	22	37	0	2	Yes	Ravenna Twp
3	N Main St (SR 261) from Olive St (W) to E Tallmadge Ave	0.32	14	14.58	10	42.86%	28	38	1	1	No	Akron
4	W Main St (SR 59) from Diamond St to Sycamore St	0.37	8	7.21	32	50.00%	8	40	0	0	No	Ravenna
5	SR 14/44 from Ravenna NE Corp Line to SR 59	1.00	32	10.67	14	43.75%	27	41	0	0	No	Ravenna Twp
6	State Rd from Cuyahoga Falls Corp Line to Broad Blvd	0.66	27	13.64	12	40.74%	47	59	0	1	Yes	Cuyahoga Falls
6	Darrow Rd (SR 91) from Twinsburg SCL (E-W) to E Highland Rd	0.90	16	5.93	51	50.00%	8	59	0	0	No	Twinsburg
8	Copley Rd (SR 162) from East Ave to Diagonal Rd/S Portage Path	0.38	15	13.16	13	40.00%	48	61	0	1	No	Akron
9	N Portage Path from Garman Rd to Merriman Rd	1.32	34	8.59	19	41.18%	43	62	0	1	No	Akron
10	Copley Rd (SR 162) from Storer Ave to East Ave	0.36	16	14.81	9	37.50%	59	68	0	1	Yes	Akron
11	E Waterloo Rd (US 224) from Geo Washington Blvd (SR 241) to Akron Corp Line	0.51	21	13.73	11	38.10%	58	69	0	0	No	Akron
11	SR 14 from Cleveland Rd (CR 171) to Infirmary Rd (CR 164)	0.47	9	6.38	44	44.44%	25	69	0	0	No	Ravenna Twp
13	W North St from W Market St (SR 18) to N Howard St	0.74	17	7.66	27	41.18%	43	70	0	2	Yes	Akron
13	Vernon Odom Blvd (SR 261) from Collier Rd / Akron Corp Line to Romig Rd	0.36	7	6.48	42	42.86%	28	70	0	1	Yes	Akron
13	W Wilbeth Rd from East Ave to Kenmore Blvd	0.36	7	6.48	42	42.86%	28	70	0	0	No	Akron
16	Ravenna Rd from Shepard Rd to Chamberlin Rd	0.79	12	5.06	69	58.33%	3	72	1	0	No	Twinsburg
17	W Cedar St from Rhodes Ave to Dart Ave	0.57	12	7.02	33	41.67%	40	73	0	1	No	Akron
17	E Glenwood Ave from Howard St to SR 8	0.84	13	5.16	67	53.85%	6	73	0	1	Yes	Akron
19	S Maple St from Glendale Ave to W Market St (SR 18)	0.27	19	23.46	5	36.84%	69	74	0	0	No	Akron
19	Vernon Odom Blvd (SR 261) from East Ave (SR 93) to Rhodes Ave	0.50	13	8.67	18	38.46%	56	74	0	1	Yes	Akron
21	Robinson Ave (CR 54) from State St (CR162) to Manchester Rd (SR 93)	0.78	14	5.98	49	42.86%	28	77	0	1	No	Coventry Twp
22	East Ave from Akron Corp Line to Iona Ave	0.90	15	5.56	58	46.67%	23	81	0	0	Yes	Akron
23	W Market St (SR 18) from Cleveland-Massillon Rd to Smith Rd	0.57	60	35.09	1	35.00%	82	83	0	0	Yes	Fairlawn
24	S Turkeyfoot Rd from Turkeyfoot Lake Rd (SR 619) to New Franklin North Corp Line	0.67	11	5.47	60	45.45%	24	84	0	0	No	New Franklin
25	Robinson Ave from 5th St (SR 619) to State St	1.05	23	7.30	31	39.13%	54	85	0	1	No	Barberton
26	Waterloo Rd from Wooster Rd N to Barberton Corp Line	0.35	8	7.62	28	37.50%	59	87	0	1	No	Barberton
27	SR 59 from Brady Lake Rd (CR 162) to Ravenna West Corp Line	0.45	23	17.04	7	34.78%	83	90	0	0	No	Ravenna Twp
28	SR 43 from I-76 to Kent South Corp Line	1.61	41	8.49	22	36.59%	70	92	0	0	No	Brimfield Twp
28	Ghent Rd from W Market St (SR 18) to Smith Rd	0.38	8	7.02	33	37.50%	59	92	0	0	No	Fairlawn
28	S Frank Blvd from White Pond Dr to W Market St (SR 18)	0.44	6	4.55	84	50.00%	8	92	0	0	No	Akron
28	Hill St/E Buchtel Ave from University Ave to S Union St	0.33	4	4.04	90	75.00%	2	92	0	0	No	Akron
32	S Hawkins Ave from Vernon Odom Blvd (SR 261) to Copley Rd (SR 162)	1.31	33	8.40	23	36.36%	71	94	0	1	No	Akron
32	East Ave from Iona Ave to Morse St	0.89	18	6.74	39	38.89%	55	94	0	0	No	Akron
34	Massillon Rd/Geo Washington (SR 241) from Oaks Dr/Akron Corp Line to E Waterloo Rd (US 224)	0.55	17	10.30	16	35.29%	79	95	0	0	No	Akron
34	N Cleveland Ave (SR 532) from Mogadore Rd to Mogadore North Corp Line	1.08	14	4.32	87	50.00%	8	95	0	0	Yes	Mogadore
36	W Thornton St from East Ave to Rhodes Ave	0.70	12	5.71	56	41.67%	40	96	0	0	No	Akron
37	S Seiberling St from Martha Ave to E Market St (SR 18)	0.49	6	4.08	89	50.00%	8	97	0	0	No	Akron
38	Fuller St from 7th Ave to 5th Ave	0.28	5	5.95	50	40.00%	48	98	0	0	No	Akron
39	W Turkeyfoot Lake Rd (SR 619) from State St to New Franklin East Corp Line	0.81	16	6.58	40	37.50%	59	99	0	0	Yes	New Franklin

Table 2: High Crash Sections (2022-2024)

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	2019-2023 SS4A HIN	Location
40	Copley Rd (SR 162) from Collier Rd to St Micheals	0.50	11	7.33	29	36.36%	71	100	0	0	No	Akron
40	Vernon Odom Blvd (SR 261) from S Hawkins Ave to East Ave (SR 93)	1.23	24	6.50	41	37.50%	59	100	0	0	Yes	Akron
40	E North St/Home Ave from N Arlington St to E Tallmadge Ave (SR 261)	1.13	20	5.90	52	40.00%	48	100	0	0	No	Akron
43	Darrow Rd (SR 91) from Middleton Rd to Hudson North Corp Line	0.50	6	4.00	93	50.00%	8	101	0	0	No	Hudson
44	SR 585 from Benner Rd to SR 57	1.20	14	3.89	97	50.00%	8	105	0	0	No	Milton Twp
44	Wabash Ave from W Cedar St to W Exchange St	0.09	1	3.70	104	100.00%	1	105	0	0	No	Akron
46	S Maple St (SR 162) from W Exchange St to Glendale Ave	0.47	12	8.51	21	33.33%	85	106	0	1	Yes	Akron
46	Medina Rd (SR 18) from Medina Line Rd (CR 2) to S Hametown Rd (CR253)	1.00	14	4.67	78	42.86%	28	106	0	0	No	Copley Twp
48	Lake St from N Water St to Kent ECL	1.08	17	5.25	64	41.18%	43	107	0	0	Yes	Kent
49	E Main St (SR 59) from Horning Rd to Kent East Corp Line	0.50	40	26.67	2	32.50%	106	108	0	1	No	Kent
49	Goodyear Blvd from Brittain Rd to Newton St	0.35	4	3.81	100	50.00%	8	108	0	0	No	Akron
51	S Case Ave from Arlington St to E Market St (SR 18)	0.24	6	8.33	24	33.33%	85	109	0	0	No	Akron
52	W Streetsboro St (SR 303) from Akron-Cleveland Rd to Nicholson Dr	1.45	36	8.28	25	33.33%	85	110	0	0	No	Hudson
53	Manchester Rd (SR 93) from Robinson Ave to Carnegie Ave	1.04	78	25.00	4	32.05%	107	111	1	4	Yes	Coventry Twp
54	SR 14 from I-480 ramp to Turnpike to SR 303 (W)	1.62	122	25.10	3	31.15%	112	115	0	1	Yes	Streetsboro
54	SR 59 from Alpha Dr to SR 261	0.41	9	7.32	30	33.33%	85	115	0	0	No	Franklin Twp
54	S Main St (SR 91) from Northmoreland Ave to Munroe Falls Ave	0.55	6	3.64	107	50.00%	8	115	0	0	No	Munroe Falls
57	South St from S Broadway St to Wolf Ledges Pkwy/Bellows St	0.35	16	15.24	8	31.25%	110	118	0	1	Yes	Akron
57	W Main St (SR 59) from Ravenna West Corp Line to Diamond St	0.57	12	7.02	33	33.33%	85	118	2	0	No	Ravenna
57	Wooster Rd W from ramp to NB SR 21 to Johnson Rd	1.19	17	4.76	75	41.18%	43	118	0	0	No	Norton
60	W Aurora Rd/Ravenna Rd (SR 82) from Darrow Rd (SR 91) to Aurora Rd	1.16	14	4.02	91	42.86%	28	119	0	0	No	Twinsburg
61	Brady Lake Rd (CR 162) from Kent East Corp Line to Lake Rockwell Rd (CR 154)	0.86	9	3.49	115	55.56%	5	120	0	0	No	Franklin Twp
62	E Thornton St from Grant St to Brown St	0.43	9	6.98	36	33.33%	85	121	0	0	No	Akron
62	W Bath Rd from Riverview Rd to Cuy Falls Corp Line	1.02	15	4.90	73	40.00%	48	121	0	0	No	Akron
64	Boulevard St from South St to Dart Ave	0.29	6	6.90	37	33.33%	85	122	0	0	No	Akron
65	State Rd from Steels Corners Rd to Wyoga Lake Rd	1.79	21	3.91	96	42.86%	28	124	0	1	Yes	Cuyahoga Falls
66	W Miller Ave from Lakeshore Blvd to S Main St	0.64	11	5.73	55	36.36%	71	126	0	1	No	Akron
66	Summit Rd (CR 148) from Loop Rd to SR 261	0.80	8	3.33	118	50.00%	8	126	0	0	No	Franklin Twp
68	SR 14 from Infirmary Rd (CR 164) to N Chestnut St/SR 44	0.86	13	5.04	71	38.46%	56	127	0	0	No	Ravenna Twp
69	SR 44 from Hartville Rd (CR 69) to Tallmadge Rd (CR 18)	1.42	14	3.29	121	50.00%	8	129	0	0	No	Rootstown Twp
69	Highland Rd from Twinsburg WCL to Darrow Rd (SR 91)	0.76	7	3.07	125	57.14%	4	129	0	1	No	Twinsburg
71	W Summit St from Mogadore Rd to S Water St (SR 43)	0.16	3	6.25	45	33.33%	85	130	0	0	No	Kent
71	Smith Rd from Sand Run Rd to Riverview Rd	1.23	14	3.79	102	42.86%	28	130	0	0	No	Akron
73	Smith Rd from W Market St (SR 18) to Ghent Rd	0.64	6	3.13	123	50.00%	8	131	0	0	No	Fairlawn
74	Fairchild Ave from Majors Lane to N Mantua St	0.33	6	6.06	47	33.33%	85	132	0	0	No	Kent
74	Murray Ave from Cuyahoga Falls Ave to Riverside Dr	0.63	7	3.70	104	42.86%	28	132	0	0	No	Akron
76	W Turkeyfoot Lake Rd (SR 619) from Green West Corp Line to S Main St	0.50	9	6.00	48	33.33%	85	133	0	0	No	Green
76	Canton Rd (CR 66) from Pontius Rd (CR 8) to Sanitarium Rd (CR136)	2.30	21	3.04	126	52.38%	7	133	0	0	No	Springfield Twp
78	Main-Broadway Connector from Bartges St to Rosa Parks Dr	0.22	2	3.03	127	50.00%	8	135	0	0	No	Akron

Table 2: High Crash Sections (2022-2024)

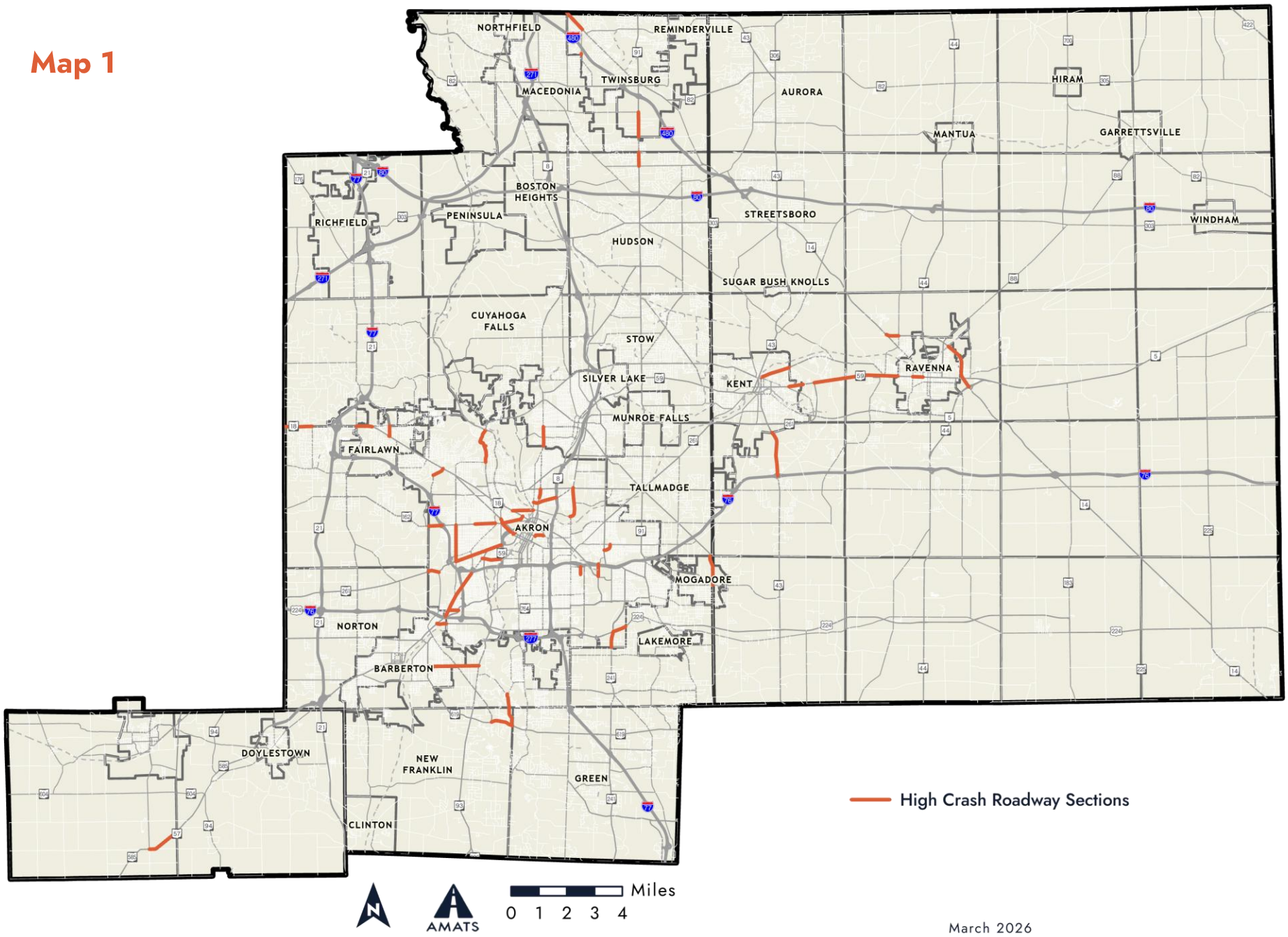
Overall Rank	Roadway Section	Length (miles)	Total Crashes	Crashes per Mile per Year	Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
79	W Exchange St from Work Dr/S Portage Path to Rhodes Ave	0.36	10	9.26	17	30.00%	119	136	0	0	No	Akron
79	N Forge St from Fountain St to N Arlington St	0.70	11	5.24	65	36.36%	71	136	0	1	No	Akron
79	Rand Ave from Center St to W Market St (SR 18)	0.40	5	4.17	88	40.00%	48	136	0	0	No	Akron
82	S Cleveland-Massillon Rd from Barberton North Corp Line to Greenwich Rd/Norton Ave	0.68	12	5.88	53	33.33%	85	138	0	0	No	Norton
83	N Main St (SR 91) from Munroe Falls Ave to N River Rd	0.39	10	8.55	20	30.00%	119	139	0	0	No	Munroe Falls
83	Cuyahoga St/Northampton Rd from Sackett Ave to Portage Trail	0.86	15	5.81	54	33.33%	85	139	0	1	Yes	Akron
85	Akron Rd (SR 585) from Mt Eaton Rd N Jct (SR 94) to Doylestown Rd (CR 70)	1.71	17	3.31	119	47.06%	21	140	0	0	Yes	Chippewa Twp
86	Snyder Ave from Van Buren Ave to 5th St SE	0.65	7	3.59	113	42.86%	28	141	0	0	No	Barberton
87	E Summit St from S Water St (SR 43) to S Lincoln St	0.36	6	5.56	58	33.33%	85	143	0	0	No	Kent
88	E Thornton St from S Main St to Grant St	0.42	10	7.94	26	30.00%	119	145	0	0	No	Akron
88	East Ave from Munroe Rd to Tallmadge ECL	1.21	16	4.41	86	37.50%	59	145	0	1	No	Tallmadge
88	SR 303 from Diagonal Rd (Streetsboro) to Diagonal Rd (Shalersville Twp)	0.91	9	3.30	120	44.44%	25	145	0	0	No	Streetsboro/Shalersville Twp
91	SR 14 from Diagonal Rd to Streetsboro East Corp Line	1.30	21	5.38	62	33.33%	85	147	0	0	Yes	Streetsboro
92	Wolf Ledges Pkwy from Carroll St to University Ave	0.19	3	5.26	63	33.33%	85	148	0	0	No	Akron
93	Summit Rd (CR 148) from SR 261 to Lakewood Rd (CR 151)	1.96	27	4.59	81	37.04%	68	149	0	0	No	Franklin Twp
94	Triplett Blvd (SR 764) from S Arlington St to Seiberling St	1.13	17	5.01	72	35.29%	79	151	1	0	Yes	Akron
95	SR 303 from Page Rd to Streetsboro East Corp Line	1.51	14	3.09	124	42.86%	28	152	0	0	Yes	Streetsboro
96	South St/Johnston St from Brown St to S Arlington St	1.13	23	6.78	38	30.43%	116	154	1	0	Yes	Akron
96	SR 44 from US 224 to Hartville Rd (CR 69)	3.41	36	3.52	114	41.67%	40	154	0	1	Yes	Randolph Twp
98	Bailey Rd from Howe Ave to Northmoreland Blvd	0.92	10	3.62	108	40.00%	48	156	0	0	Yes	Cuyahoga Falls
99	Massillon Rd (SR241) from Killian Rd (CR135) to Krumroy Rd (CR130)	1.39	16	3.84	99	37.50%	59	158	0	0	Yes	Springfield Twp
100	31st St NW from Wooster Rd W to Barberton Corp Line	0.70	13	6.19	46	30.77%	114	160	0	0	No	Barberton
100	W Wilbeth Rd (SR 764) from Manchester Rd (SR 93) to S Main St	1.02	14	4.58	83	35.71%	77	160	1	0	No	Akron
102	W Aurora Rd (SR 82) from Cuyahoga County Line to Olde Eight Rd (CR 16)	2.69	37	4.58	82	35.14%	81	163	0	0	Yes	Sagamore Hills Twp
102	Summit Rd from Wadsworth Rd (SR261) to Norton North Corp Line	0.72	8	3.70	104	37.50%	59	163	0	0	No	Norton
104	Prospect St (CR 74) from Hayes Rd (CR 138) to Ravenna South Corp Line	0.43	6	4.65	79	33.33%	85	164	0	0	No	Ravenna Twp
104	SR 14 from SR 5 to I-76	4.48	62	4.61	80	33.87%	84	164	0	0	Yes	Edinburg Twp
106	SR 43 from Streetsboro South Corp Line to SR 303	2.58	44	5.68	57	31.82%	109	166	1	0	No	Streetsboro
107	Grant St from E South St to E Exchange St	0.88	12	4.55	84	33.33%	85	169	0	0	No	Akron
108	Russell Ave/Superior Ave from East Ave to Diagonal Rd	0.74	8	3.60	112	37.50%	59	171	0	0	No	Akron
109	US422 from Geauga County Line to Trumbull County Line	1.93	22	3.80	101	36.36%	71	172	0	0	No	Nelson Twp
110	Darrow Rd (SR 91) from Stow Rd to Fishcreek Rd	2.22	36	5.41	61	30.56%	115	176	0	0	No	Stow
111	Robinson Ave from Manchester Rd (SR 93) to Cormany Rd	0.25	3	4.00	93	33.33%	85	178	0	0	No	Coventry Twp
112	E Highland Ave from N Chestnut St to Freedom St (SR 88)	0.51	6	3.92	95	33.33%	85	180	0	0	No	Ravenna
113	N Freedom St (SR 88) from SR 14/SR 44 to Ravenna North Corp Line	0.26	3	3.85	98	33.33%	85	183	0	0	No	Ravenna
114	E Turkeyfoot Lake Rd (SR 619) from Arlington Rd to Massillon Rd (SR 241)	1.50	23	5.11	68	30.43%	116	184	1	0	No	Green
115	W Thornton St from Rhodes Ave to S Main St	0.64	10	5.21	66	30.00%	119	185	0	1	Yes	Akron
116	Ridgewood Rd (CR 83) from S Hametown Rd (CR253) to Cleveland-Massillon Rd (CR 17)	1.29	14	3.62	110	35.71%	77	187	0	0	No	Copley Twp
117	Copley Rd (SR162) from SR 21 centerline to Cleveland-Massillon Rd (CR 17)	0.66	10	5.05	70	30.00%	119	189	0	0	No	Copley Twp

Table 2: High Crash Sections (2022-2024)

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	2019-2023 SS4A HIN	Location
118	Brown St from E South St to E Exchange St	0.68	10	4.90	73	30.00%	119	192	0	1	No	Akron
119	Goodyear Blvd from Kelly Ave to Brittain Rd	0.70	10	4.76	75	30.00%	119	194	0	0	Yes	Akron
120	Carnegie Ave from Sarlson Ave to Manchester Rd (SR 93)	1.41	20	4.73	77	30.00%	119	196	0	0	No	Akron
120	Copley Rd (SR162) from Medina Line Rd (CR 2) to SR 21 centerline	1.66	18	3.61	111	33.33%	85	196	0	0	No	Copley Twp
122	Wadsworth Rd (SR 261) from Summit Rd (N) to Norton East Corp Line	1.21	11	3.03	127	36.36%	71	198	0	0	No	Norton
123	N Chestnut St from Highland Ave to SR 14/SR 44	1.33	16	4.01	92	31.25%	110	202	2	0	No	Ravenna
124	North Ave / S Main St (SR 91) from Howe Rd to Northmoreland Ave	0.89	10	3.75	103	30.00%	119	222	0	0	No	Tallmadge
125	Garfield Rd E (SR 82) from Chillicothe Rd (SR 306) to Town Line Rd	2.46	25	3.39	117	32.00%	108	225	0	0	Yes	Aurora
126	Seasons Rd from Allen Rd to Hudson Dr	0.92	10	3.62	108	30.00%	119	227	0	0	No	Stow
127	S Main St from Center Rd to Turkeyfoot Lake Rd (SR 619)	2.24	23	3.42	116	30.43%	116	232	0	0	Yes	Green
128	SR 5/44 from Prospect St to SR 14	3.04	29	3.18	122	31.03%	113	235	0	0	No	Rootstown Twp

Top 50 High Crash Roadway Sections 2022-2024

Map 1



March 2026

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 in most cases 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 217 intersections (note that rankings go up to #199, indicative of how many locations tie in their overall composite rank) 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 Table 3 below, along with how those intersections have ranked in the previous two years.

Table 4 lists the 217 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, and 13 (6.0%) of these intersections fit into this category. 19 of the 217 intersections on the high crash list are also on the SS4A 2019-2023 HIN, representing an overlap of 8.8% of the intersections listed on Table 4.

Map 2 shows the top 50 high crash intersections.

Table 3: Top-10 2022-2024 High Crash Intersections and Comparison to Prior Ranks

Overall Rank			Street and Intersecting Street(s)	Location
2022-2024	2021-2023	2020-2022		
1	8	43	Rhodes Ave and W Thornton St	Akron
2	2	2	Riverview Rd and Ira Rd	Cuyahoga Falls
3	26	10	US 224 and SR 225	Atwater Twp/Deerfield Twp
4 (tie)	3	45	SR 14/44 and N Freedom St (SR 88)	Ravenna
4 (tie)	4	33	Hudson Dr and Steels Corners Rd/Allen Rd	Stow
6	138	195	SR 14 and Cleveland Rd	Ravenna Twp
7	7	7	Wadsworth Rd (SR 57) and Easton Rd (SR 604)	Chippewa Twp/Milton Twp
8 (tie)	20	14	S Arlington Rd and Chenoweth Rd/I-77 NB On-ramp	Coventry Twp/Springfield Twp
8 (tie)	70	13	SR 59 and SR 261	Franklin Twp
10	23	129	SR 14/44 and SR 59	Ravenna Twp

Table 4: High Crash Intersections (2022-2024)

Overall Rank	*Street and Intersecting Street*	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
1	Rhodes Ave and W Thornton St	26	20	0.5769	14	34	0	0	No	Akron
2	Riverview Rd and Ira Rd	26	20	0.5000	25	45	1	0	No	Cuyahoga Falls
3	US 224 and SR 225	27	17	0.4815	43	60	0	0	Yes	Atwater Twp/Deerfield Twp
4	SR 14/44 and N Freedom St (SR 88)	33	11	0.4545	52	63	0	0	No	Ravenna
4	Hudson Dr and Steels Corners Rd/Allen Rd	17	62	0.6471	1	63	0	0	No	Stow
6	SR 14 and Cleveland Rd	20	44	0.5000	25	69	0	0	No	Ravenna Twp
7	Wadsworth Rd (SR 57) and Easton Rd (SR 604)	17	62	0.5882	10	72	0	0	Yes	Chippewa Twp/Milton Twp
8	S Arlington Rd and Chenoweth Rd/I-77 NB On-ramp	23	35	0.4783	44	79	0	0	No	Coventry Twp/Springfield Twp
8	SR 59 and SR 261	23	35	0.4783	44	79	0	1	No	Franklin Twp
10	SR 14/44 and SR 59	30	13	0.4333	71	84	0	0	No	Ravenna Twp
11	Cleveland Massillon Rd and Eastern Rd	17	62	0.5294	24	86	0	0	No	Norton/New Franklin
12	Perkins St (SR 59) and SR 8 SB Ramps / Goodkirk St	44	2	0.4091	90	92	0	0	No	Akron
12	Myersville Rd and Killian Rd	14	90	0.6429	2	92	0	0	No	Springfield Twp
14	S Arlington Rd and Boettler Rd	26	20	0.4231	76	96	0	0	No	Green
15	S Miller Rd and Ridgewood Rd /I-77 Ramps	35	8	0.4000	91	99	0	0	No	Akron/Fairlawn/Copley Twp
16	N Howard St and Glenwood Ave	16	76	0.5000	25	101	1	0	No	Akron
17	SR 14 and SR 44/N Chestnut St	29	16	0.4138	86	102	0	1	Yes	Ravenna Twp/Ravenna
18	SR 261 and Summit Rd	20	44	0.4500	59	103	0	1	No	Franklin Twp
18	W Market St (SR 18) and Maple St	20	44	0.4500	59	103	1	1	No	Akron
20	Triplett Blvd (SR 764) and Kelly Ave/Lindsay Ave	23	35	0.4348	70	105	0	0	Yes	Akron
20	Wolf Ledges Pkwy and E South St/Bellows St	14	90	0.5714	15	105	0	1	No	Akron
20	Dart Av and W Thornton St	14	90	0.5714	15	105	0	0	No	Akron
23	MLK Jr. Blvd (SR 59) and N Broadway St (SR 261)	24	28	0.4167	78	106	0	0	No	Akron
24	S Arlington St and 5th Ave	17	62	0.4706	46	108	0	0	No	Akron
24	W Cedar St and Rand Ave	17	62	0.4706	46	108	0	0	No	Akron
24	SR 261 and Franklin Ave/Sunnybrook Rd	17	62	0.4706	46	108	0	1	Yes	Kent
27	Archwood Ave and Hammel St	13	105	0.6154	4	109	0	0	No	Akron
28	S Maple St (SR 162) and W Cedar St	21	42	0.4286	72	114	0	2	Yes	Akron

Table 4: High Crash Intersections (2022-2024)

Overall Rank	*Street and Intersecting Street*	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
29	E Market St (SR 18) and Union St	14	90	0.5000	25	115	0	3	No	Akron
29	Carroll St and Goodkirk St	14	90	0.5000	25	115	0	0	No	Akron
29	SR 57 and SR 585	14	90	0.5000	25	115	0	0	No	Chippewa Twp/Milton Twp
29	N Chestnut St and Loomis Pkwy	14	90	0.5000	25	115	0	0	No	Ravenna Twp/Ravenna
33	S Arlington Rd and Killian Rd	43	3	0.3721	115	118	0	0	No	Coventry Twp/Springfield Twp
34	S Broadway St and Rosa Parks Dr	26	20	0.3846	103	123	0	1	No	Akron
34	Manchester Rd (SR 93) and W Thornton St	26	20	0.3846	103	123	1	0	No	Akron
36	Copley Rd (SR 162) and S Hawkins Ave	35	8	0.3714	116	124	0	0	No	Akron
37	W Market St (SR 18) and Rhodes Ave	19	52	0.4211	77	129	0	3	No	Akron
37	Bellows St and Steiner Ave	12	118	0.5833	11	129	0	0	No	Akron
37	Tallmadge Rd and Sandy Lake Rd	12	118	0.5833	11	129	0	0	No	Brimfield Twp
37	Summit St and Cline Rd	12	118	0.5833	11	129	0	0	No	Franklin Twp
41	MLK Jr. Blvd (SR 59) and N High St (SR 261)	33	11	0.3636	120	131	0	0	No	Akron
42	Darrow Rd (SR 91) and Norton Rd	27	17	0.3704	117	134	0	0	No	Stow/Hudson
42	Kenmore Blvd and Old Manchester Rd	15	85	0.4667	49	134	1	0	No	Akron
44	E Tallmadge Ave (SR 261) and Patterson Ave	20	44	0.4000	91	135	0	0	No	Akron
45	Medina Rd (SR 18) and Springside Dr	51	1	0.3529	136	137	0	2	No	Copley Twp/Bath Twp
46	S Main St and I-76 WB ramps	24	28	0.3750	111	139	1	0	No	Akron
46	S Arlington St and 2nd St/Martin St/I-76 WB Off-ramp	24	28	0.3750	111	139	0	0	Yes	Akron
46	Graham Rd and Gilbert Rd	11	136	0.6364	3	139	1	0	No	Stow/Cuyahoga Falls
49	Mt Eaton Rd (SR 94) and SR 585/Easton Rd (SR 604)	12	118	0.5000	25	143	0	0	No	Chippewa Twp
49	SR 585 and Fulton Rd (CR 27)	12	118	0.5000	25	143	0	0	No	Milton Twp
51	S Arlington Rd and Mount Pleasant Rd	16	76	0.4375	68	144	0	0	Yes	Green
51	SR 14 and Superior Ave	16	76	0.4375	68	144	0	0	No	Streetsboro
53	Kent Rd (SR 59) and Darrow Rd (SR 91)	34	10	0.3529	136	146	0	0	No	Stow
54	Cuyahoga Falls Ave and N Howard St	17	62	0.4118	87	149	0	0	No	Akron
54	W Exchange St and Dart Av	17	62	0.4118	87	149	0	1	No	Akron
54	Highland Rd and Valley View Rd	17	62	0.4118	87	149	0	0	No	Macedonia

Table 4: High Crash Intersections (2022-2024)

Overall Rank	*Street and Intersecting Street*	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
57	S Arlington St and Archwood Ave	39	5	0.3333	147	152	1	2	Yes	Akron
57	S Main St and Waterloo Rd	38	6	0.3421	146	152	0	0	No	Akron
57	Glenwood Ave and SR 8 NB Off Ramp/Gorge Blvd	21	42	0.3810	110	152	1	0	No	Akron
60	S Arlington St and S Case Av/Johnston St	36	7	0.3333	147	154	0	0	No	Akron
60	Kelly Ave and E Waterloo Rd/Emmitt Rd	25	25	0.3600	129	154	0	0	No	Akron
60	SR 14 and Infirmary Rd	25	25	0.3600	129	154	0	0	No	Ravenna Twp
63	Wooster Rd N (SR 619) and W Waterloo Rd	13	105	0.4615	50	155	0	0	No	Barberton
63	Main St and Water St	13	105	0.4615	50	155	0	3	No	Kent
65	Wadsworth Rd (SR 57) and Fulton Rd	10	151	0.6000	5	156	0	0	No	Chippewa Twp
65	Brown St and Lovers Lane	10	151	0.6000	5	156	0	0	No	Akron
65	Copley Rd (SR 162) and Madison Ave	10	151	0.6000	5	156	1	0	No	Akron
65	Russell Ave and Boulevard St	10	151	0.6000	5	156	0	0	No	Akron
65	S Miller Rd and Chamberlain Rd	10	151	0.6000	5	156	0	1	No	Fairlawn
70	West Ave (SR 261) and Thomas Rd	22	39	0.3636	120	159	0	1	No	Tallmadge
70	Kelly Ave and 4th Ave/I-76 EB Off-ramp	11	136	0.5455	23	159	0	0	No	Akron
72	Wooster Rd W and 31st St	30	13	0.3333	147	160	0	1	Yes	Barberton
72	US 224 and Portage Line Rd (SR 532)	30	13	0.3333	147	160	0	0	No	Springfield Twp/Suffield Twp
74	State Rd and Chestnut Blvd	14	90	0.4286	72	162	0	0	No	Cuyahoga Falls
74	Stow Rd and Hudson Aurora Rd	14	90	0.4286	72	162	0	1	No	Hudson
74	SR 14 and SR 303 (W Jct)	14	90	0.4286	72	162	0	0	No	Streetsboro
77	E Exchange St and S Arlington St	27	17	0.3333	147	164	0	1	No	Akron
78	Kelly Ave and 3rd Ave	19	52	0.3684	118	170	0	0	No	Akron
78	E Aurora Rd (SR 82) and Chamberlin Rd	19	52	0.3684	118	170	0	0	No	Twinsburg
80	S Maple St (SR 162) and Rhodes Ave	24	28	0.3333	147	175	0	0	No	Akron
80	E Cedar St (SR 261) and S High St	24	28	0.3333	147	175	0	1	No	Akron
80	S Hawkins Ave and Diagonal Rd	24	28	0.3333	147	175	0	1	No	Akron
80	S Water St (SR 43) and SR 261	24	28	0.3333	147	175	0	0	No	Kent

Table 4: High Crash Intersections (2022-2024)

Overall Rank	*Street and Intersecting Street*	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
84	Canton Rd and Tisen Rd	15	85	0.4000	91	176	0	0	No	Springfield Twp
84	W Market St (SR 18) and Highland Ave	10	151	0.5000	25	176	0	1	No	Akron
84	S High St (SR 261) and E Mill St	10	151	0.5000	25	176	1	0	No	Akron
84	E Market St (SR 18) and E Exchange St	10	151	0.5000	25	176	1	0	No	Akron
84	State Rd and Valley Rd	10	151	0.5000	25	176	1	0	No	Cuyahoga Falls
84	Mayfair Rd and Raber Rd	10	151	0.5000	25	176	0	0	No	Green
84	SR 5 and SR 59/Riddle Rd	10	151	0.5000	25	176	0	0	No	Ravenna Twp
84	SR 5/44 and Hayes Rd	10	151	0.5000	25	176	0	0	No	Ravenna Twp
84	Streetsboro Rd (SR 303) and Diagonal Rd	10	151	0.5000	25	176	0	0	No	Streetsboro
84	SR 43 and Trares Rd	10	151	0.5000	25	176	0	0	No	Suffield Twp
94	Kent Rd (SR 59) and Fishcreek Rd	23	35	0.3478	145	180	0	1	No	Stow
95	S Maple St (SR 162) and W Exchange St	20	44	0.3500	143	187	0	0	No	Akron
95	SR 82 and Mantua Center Rd	20	44	0.3500	143	187	0	0	No	Mantua Twp
95	Grant St and E Thornton St	16	76	0.3750	111	187	0	0	No	Akron
95	W Market St (SR 18) and Pershing Ave	16	76	0.3750	111	187	0	0	No	Akron
99	Exchange St (SR 261) and S Main St	11	136	0.4545	52	188	0	1	No	Akron
99	E Exchange St and Grant St	11	136	0.4545	52	188	0	1	No	Akron
99	N Arlington St and E North St	11	136	0.4545	52	188	0	0	No	Akron
99	Wadsworth Rd (SR 261) and Medina Line Rd	11	136	0.4545	52	188	0	0	No	Norton
99	SR 59 and Brady Lake Rd/Hoover Rd	11	136	0.4545	52	188	0	0	No	Ravenna Twp
99	Kent Rd (SR 59) and Charring Cross Rd	11	136	0.4545	52	188	0	1	No	Stow
105	E Market St (SR 18) and Seiberling St	12	118	0.4167	78	196	0	0	Yes	Akron
105	State St and Hiram St	12	118	0.4167	78	196	1	0	No	Barberton
105	Copley Rd (SR 162) and SR 21 SB Ramps	12	118	0.4167	78	196	0	0	No	Copley Twp
105	US 224 and SR 14/SR 225	12	118	0.4167	78	196	0	0	No	Deerfield Twp
105	Smith Rd and Bath Hills Blvd/Corunna Ave	12	118	0.4167	78	196	0	0	No	Fairlawn/Bath Twp
105	SR 59 and Meadowview Square Entrance	12	118	0.4167	78	196	0	0	No	Franklin Twp
105	SR 21 and Eastern Rd	12	118	0.4167	78	196	0	0	No	Chippewa Twp/Norton

Table 4: High Crash Intersections (2022-2024)

Overall Rank	*Street and Intersecting Street*	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
112	S Arlington St and 6th Ave	17	62	0.3529	136	198	0	0	Yes	Akron
112	Hudson Dr and Norton Rd/Seasons Rd	17	62	0.3529	136	198	0	0	No	Stow/Hudson
112	E Market St (SR 18) and I-76 WB Ramps	17	62	0.3529	136	198	1	0	Yes	Akron
112	SR 59 and Cox Ave	17	62	0.3529	136	198	1	0	No	Franklin Twp
112	Tallmadge Rd and I-76 EB Ramps/Mogadore Rd (E Jct)	17	62	0.3529	136	198	0	0	No	Brimfield Twp
117	S Main St and Wilbeth Rd (SR 764)	43	3	0.3023	196	199	0	0	No	Akron
118	Copley Rd (SR 162) and Diagonal Rd/S Portage Path	25	25	0.3200	180	205	0	0	Yes	Akron
119	SR 14 and SR 225	18	59	0.3333	147	206	0	0	No	Deerfield Twp
119	W Market St (SR 18) and Frank Blvd	18	59	0.3333	147	206	0	0	No	Akron
119	Medina Rd (SR 18) and Flight Memorial Dr	18	59	0.3333	147	206	0	0	No	Copley Twp/Bath Twp
122	E Exchange St and Spicer St	13	105	0.3846	103	208	0	3	No	Akron
122	Tallmadge Rd and Walmart Dr	13	105	0.3846	103	208	0	1	Yes	Brimfield Twp
122	Olde Eight Rd and E Highland Rd	13	105	0.3846	103	208	1	0	No	Northfield Center Twp
122	Main St (SR 59) and Chestnut St	13	105	0.3846	103	208	0	2	No	Ravenna
122	E Main St (SR 59) and New Milford Rd	13	105	0.3846	103	208	0	0	No	Ravenna
127	S Arlington St and Derbydale Rd	9	193	0.5556	17	210	0	0	No	Akron
127	Diagonal Rd and East Ave	9	193	0.5556	17	210	0	0	Yes	Akron
127	Darrow Rd (SR 91) and Eastlawn St	9	193	0.5556	17	210	0	1	No	Akron
127	SR 585 and Moine Rd	9	193	0.5556	17	210	0	0	No	Chippewa Twp
127	S Arlington Rd and Krumroy Rd/Thierry Ave	9	193	0.5556	17	210	0	0	No	Coventry Twp/Springfield Twp
127	W Main St (SR 59) and Sycamore St	9	193	0.5556	17	210	1	1	No	Ravenna
133	SR 261 and Mogadore Rd	22	39	0.3182	181	220	0	0	No	Kent
133	SR 14 and Diagonal Rd	22	39	0.3182	181	220	0	0	No	Streetsboro
135	E Wilbeth Rd (SR 764) and Virgina Ave	14	90	0.3571	131	221	0	1	No	Akron
135	Archwood Ave and Sylvan Ave	14	90	0.3571	131	221	1	0	No	Akron
135	Darrow Rd (SR 91) and Newton St	14	90	0.3571	131	221	0	0	No	Akron
135	State Rd and Sackett Ave	14	90	0.3571	131	221	0	0	No	Cuyahoga Falls
135	US 224 and SR 44	14	90	0.3571	131	221	0	0	No	Randolph Twp
140	S Main St and Firestone Blvd	15	85	0.3333	147	232	0	0	No	Akron
140	E Exchange St (SR 261) and S High St (SR 261)	15	85	0.3333	147	232	0	0	No	Akron
140	E Turkeyfoot Lake Rd (SR 619) and Mayfair Rd	15	85	0.3333	147	232	0	0	No	Green

Table 4: High Crash Intersections (2022-2024)

Overall Rank	*Street and Intersecting Street*	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
143	Eastland Ave and Chapman Dr	19	52	0.3158	183	235	0	0	No	Akron
143	W Market St (SR 18) and Elmdale Ave/Kenilworth Dr	19	52	0.3158	183	235	0	0	No	Akron
143	Canton Rd (SR 91) and Triplett Blvd (SR 764)	19	52	0.3158	183	235	0	2	No	Akron
143	SR 43 and E Howe Rd	19	52	0.3158	183	235	1	0	No	Brimfield Twp
147	S Arlington St (SR 764) and Triplett Blvd (SR 764)	20	44	0.3000	197	241	0	0	No	Akron
147	Tallmadge Ave and N Howard St	20	44	0.3000	197	241	0	0	No	Akron
149	N Arlington St and Kent St	10	151	0.4000	91	242	0	0	No	Akron
149	Smith Rd and Revere Rd	10	151	0.4000	91	242	0	0	No	Bath Twp
149	Hudson Dr and Hollywood Ave	10	151	0.4000	91	242	0	0	No	Cuyahoga Falls
149	Broad Blvd and 6th St	10	151	0.4000	91	242	0	0	No	Cuyahoga Falls
149	W Market St (SR 18) and Hampshire Rd	10	151	0.4000	91	242	0	0	No	Fairlawn
149	Center St and Maple St	10	151	0.4000	91	242	1	0	No	Garrettsville
149	Haymaker Pkwy (SR 59) and W Main St (SR 59)/Longmere Dr	10	151	0.4000	91	242	0	0	No	Kent
149	SR 5/44 and Sandy Lake Rd	10	151	0.4000	91	242	0	0	No	Rootstown Twp
149	Diagonal Rd and Frost Rd	10	151	0.4000	91	242	0	0	No	Shalersville Twp
158	E Exchange St and Beaver St	9	193	0.4444	61	254	0	0	No	Akron
158	E Thorton St and Sherman St	9	193	0.4444	61	254	0	0	No	Akron
158	E Waterloo Rd and Brown St	9	193	0.4444	61	254	0	0	Yes	Akron
158	White Pond Dr and Frank Blvd	9	193	0.4444	61	254	0	0	No	Akron
158	US 224 and SR 183 (N Jct)	9	193	0.4444	61	254	0	0	No	Atwater Twp
158	Mayfair Rd and Wise Rd	9	193	0.4444	61	254	0	0	No	Green
158	Summit St and E Campus Center Dr	9	193	0.4444	61	254	1	1	No	Kent
165	W Market St (SR 18) and Valley St	11	136	0.3636	120	256	1	0	No	Akron
165	E Wilbeth Rd (SR 764) and S Firestone Blvd	11	136	0.3636	120	256	0	0	No	Akron
165	S Main St and E Long St	11	136	0.3636	120	256	0	0	No	Akron
165	Opportunity Pkwy (SR 261) and Dart Ave	11	136	0.3636	120	256	0	0	No	Akron
165	Portage Trail and 3rd St	11	136	0.3636	120	256	1	0	No	Cuyahoga Falls
165	Summit St and Loop Rd	11	136	0.3636	120	256	0	1	Yes	Kent
165	SR 585 and Benner Rd	11	136	0.3636	120	256	0	0	No	Milton Twp

Table 4: High Crash Intersections (2022-2024)

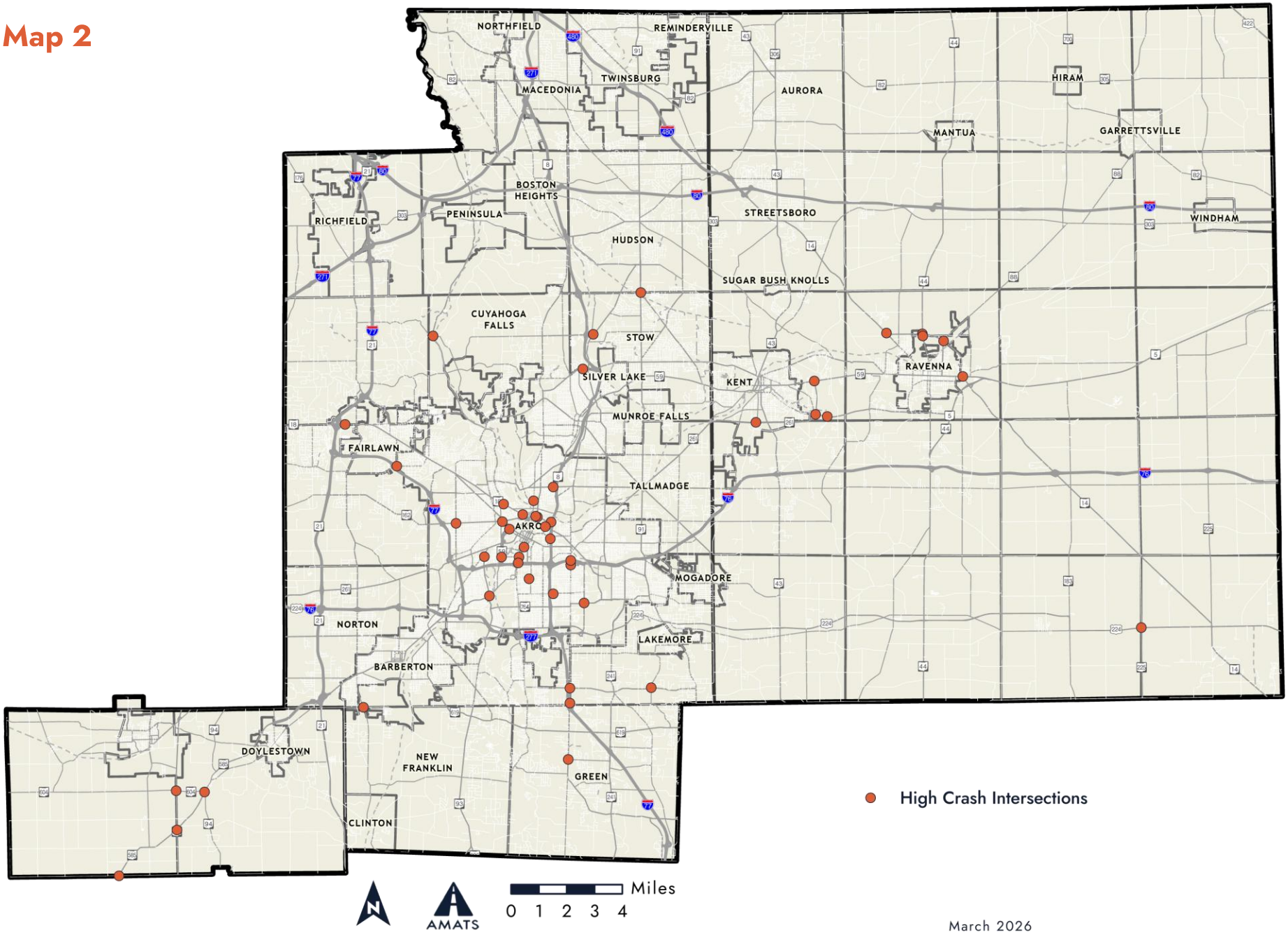
Overall Rank	*Street and Intersecting Street*	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
172	Brown St and Lamparter St	16	76	0.3125	187	263	0	0	No	Akron
172	S Main St and US 224 WB Ramps	16	76	0.3125	187	263	0	0	No	Akron
172	Brittain Rd and Evans Ave	16	76	0.3125	187	263	0	0	No	Akron
172	Medina Rd (SR 18) and S Hametown Rd	16	76	0.3125	187	263	0	0	No	Copley Twp/Bath Twp
176	S Hawkins Ave and Delia Ave	12	118	0.3333	147	265	0	0	No	Akron
176	Cuyahoga St and N Howard St/E Lods St	12	118	0.3333	147	265	0	0	No	Akron
176	SR 59 and Rhodes Rd/Ashton Ln	12	118	0.3333	147	265	1	0	No	Franklin Twp
176	W Summit St and Franklin Ave	12	118	0.3333	147	265	0	0	No	Kent
176	US 224 and E Waterloo Rd	12	118	0.3333	147	265	0	0	No	Springfield Twp
176	E Aurora Rd (SR 82) and I-480/SR 14 WB Ramps	12	118	0.3333	147	265	0	0	No	Twinsburg
182	N Main St and E Cuyahoga Falls Ave	13	105	0.3077	191	296	0	1	No	Akron
182	E Exchange St and Brown St	13	105	0.3077	191	296	0	1	No	Akron
182	Brookmont Dr and Brookwall Dr	13	105	0.3077	191	296	0	0	No	Copley Twp/Fairlawn
182	Mayfair Rd and Heckman Rd	13	105	0.3077	191	296	0	0	No	Green
182	Graham Rd and Baumberger Rd	13	105	0.3077	191	296	0	0	No	Silver Lake/Stow
187	S Arlington St and Rosemary St	9	193	0.3333	147	340	1	1	Yes	Akron
187	Canton Rd (SR 91) and Wedgewood Rd	9	193	0.3333	147	340	0	0	No	Akron
187	W Cedar St (SR 261) and Locust St (SR 261)	9	193	0.3333	147	340	0	0	No	Akron
187	S Hawkins Ave and Stoner St	9	193	0.3333	147	340	0	0	No	Akron
187	Wooster Rd W and 2nd St NW	9	193	0.3333	147	340	0	0	No	Barberton
187	Norton Ave and Barber Rd/4th St NW	9	193	0.3333	147	340	1	0	No	Barberton
187	Norton Ave and Clark Mill Rd/15th St	9	193	0.3333	147	340	0	0	No	Barberton
187	Graybill Rd and Mayfair Rd	9	193	0.3333	147	340	0	0	No	Green
187	Mantua St (SR 43) and W Main St	9	193	0.3333	147	340	0	0	No	Kent
187	Manchester Rd (SR 93) and Nimisila Rd	9	193	0.3333	147	340	0	0	No	New Franklin
187	SR 44 and Tallmadge Rd	9	193	0.3333	147	340	0	0	No	Rootstown Twp
187	Graham Rd and Elm Rd	9	193	0.3333	147	340	0	0	No	Stow

Table 4: High Crash Intersections (2022-2024)

Overall Rank	*Street and Intersecting Street*	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location
199	Lakeshore Blvd and W Miller Ave	10	151	0.3000	197	348	1	0	No	Akron
199	Brown St and Baird St (S Jct)	10	151	0.3000	197	348	0	0	No	Akron
199	Archwood Ave and Burkhardt Ave	10	151	0.3000	197	348	0	0	No	Akron
199	N Main St (SR 261) and Olive St	10	151	0.3000	197	348	0	1	No	Akron
199	Newton St and The Brooklands	10	151	0.3000	197	348	0	0	No	Akron
199	S Broadway St (SR 261) and E Mill St	10	151	0.3000	197	348	0	1	No	Akron
199	Dart Ave and Euclid Ave	10	151	0.3000	197	348	0	0	No	Akron
199	Copley Rd (SR 162) and I-77 SB Off-Ramp / St Michaels Ave	10	151	0.3000	197	348	0	0	No	Akron
199	5th St NE (SR 619) and Fairview Ave	10	151	0.3000	197	348	0	0	No	Barberton
199	State Rd and Schiller Ave	10	151	0.3000	197	348	0	2	No	Cuyahoga Falls
199	SR 303 and SR 700	10	151	0.3000	197	348	0	0	No	Freedom Twp
199	E Streetsboro Rd (SR 303) and Stow Rd	10	151	0.3000	197	348	0	0	No	Hudson
199	E Main St (SR 59) and University Dr	10	151	0.3000	197	348	0	0	No	Kent
199	Cherry St and Franklin Ave	10	151	0.3000	197	348	0	0	No	Kent
199	Wadsworth Rd (SR 261) and Cleveland Massillon Rd	10	151	0.3000	197	348	0	0	No	Norton
199	W Aurora Rd (SR 82) and Boyden Rd	10	151	0.3000	197	348	0	0	No	Sagamore Hills Twp
199	Massillon Rd (SR 241) and Krumroy Rd	10	151	0.3000	197	348	0	0	No	Springfield Twp
199	Waterloo Rd and Portage Line Rd	10	151	0.3000	197	348	0	0	No	Springfield Twp/Suffield Twp
199	Ravenna Rd and Shepard Rd	10	151	0.3000	197	348	1	0	No	Macedonia/Twinsburg

Top 50 High Crash Intersections 2022-2024

Map 2



March 2026

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.

Interstate 76 in Akron, west of SR 59

The AMATS area has 14 rural freeway segments in Portage County and 8 in Summit County on ODOT's most recent (2025) HSIP Priority Locations list and they are not in the top 50. The highest ranked rural freeway segment is #64: I-76 (EB) just west of SR 225 in Palmyra Township. AMATS has 35 urban freeway segments in Summit County on this list and while none are in the top 50, two are close: #52 is I-77 (NB) just south of the central interchange in Akron, and #63 is I-76 (EB) in Akron roughly between East Avenue and SR 59. Further information about top freeway crash locations along with other 2025 HSIP Priority Locations from ODOT can be found at the following links:

http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Pages/Priority-Lists-Initiatives.aspx
Direct link to rural and urban freeway priority segments: 2025-ODOT-HSIP-SIP-Priority-Lists.xlsx

The AMATS *SS4A Action Plan's* HIN also considers freeway locations, albeit with a different methodology and timeframe (2019-2023) as detailed earlier in this report. Again, the HIN only includes crashes involving fatalities and serious injuries, though the HIN webmap allows for a detailed look at all regional freeway crashes.

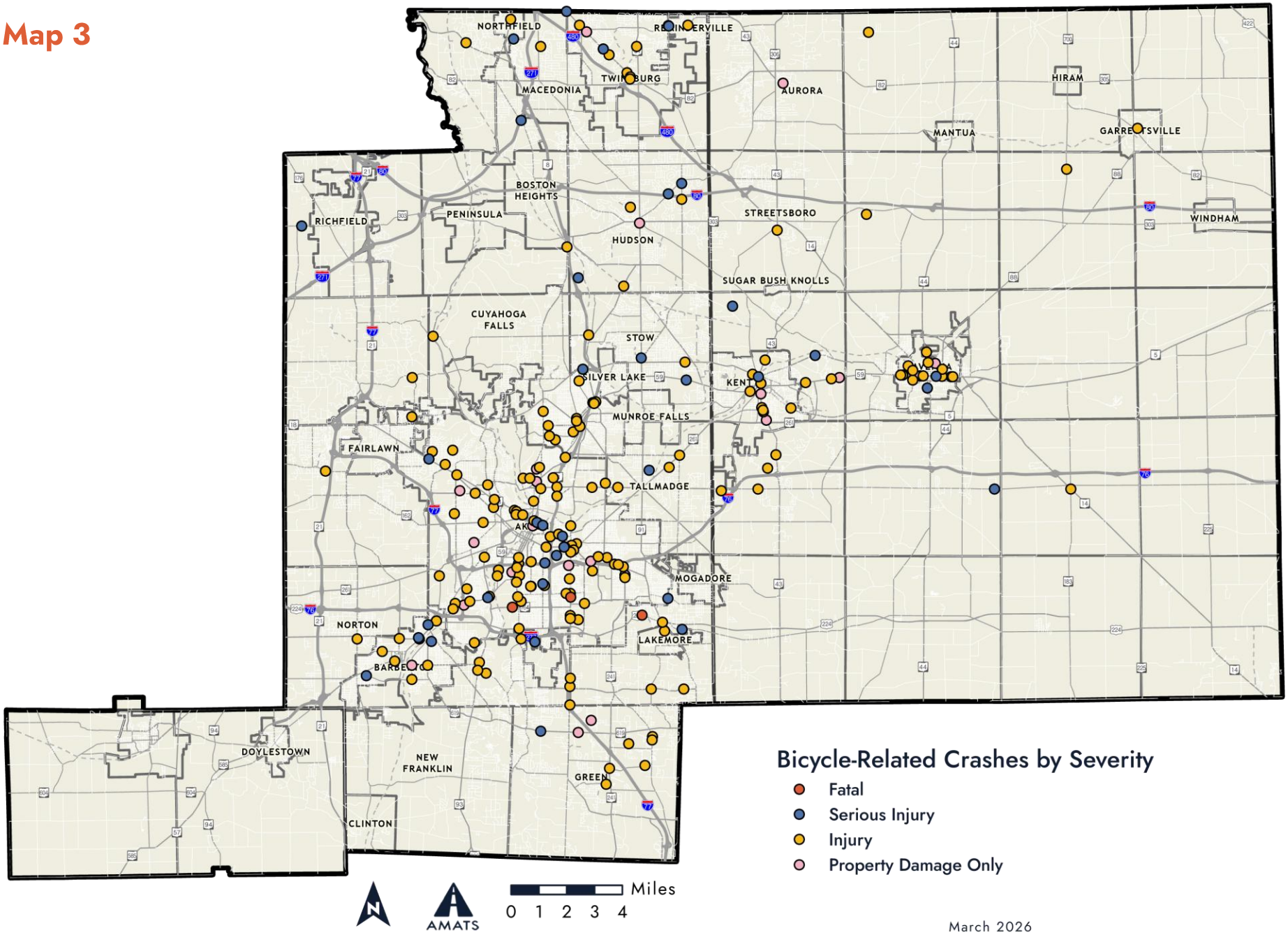
Bicycle and Pedestrian Crash Locations

Crashes involving bicycles and pedestrians during the three-year period of 2022-2024 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 *Chapter 2*. Crashes are sorted by the four levels of severity.

Adobe Stock Image

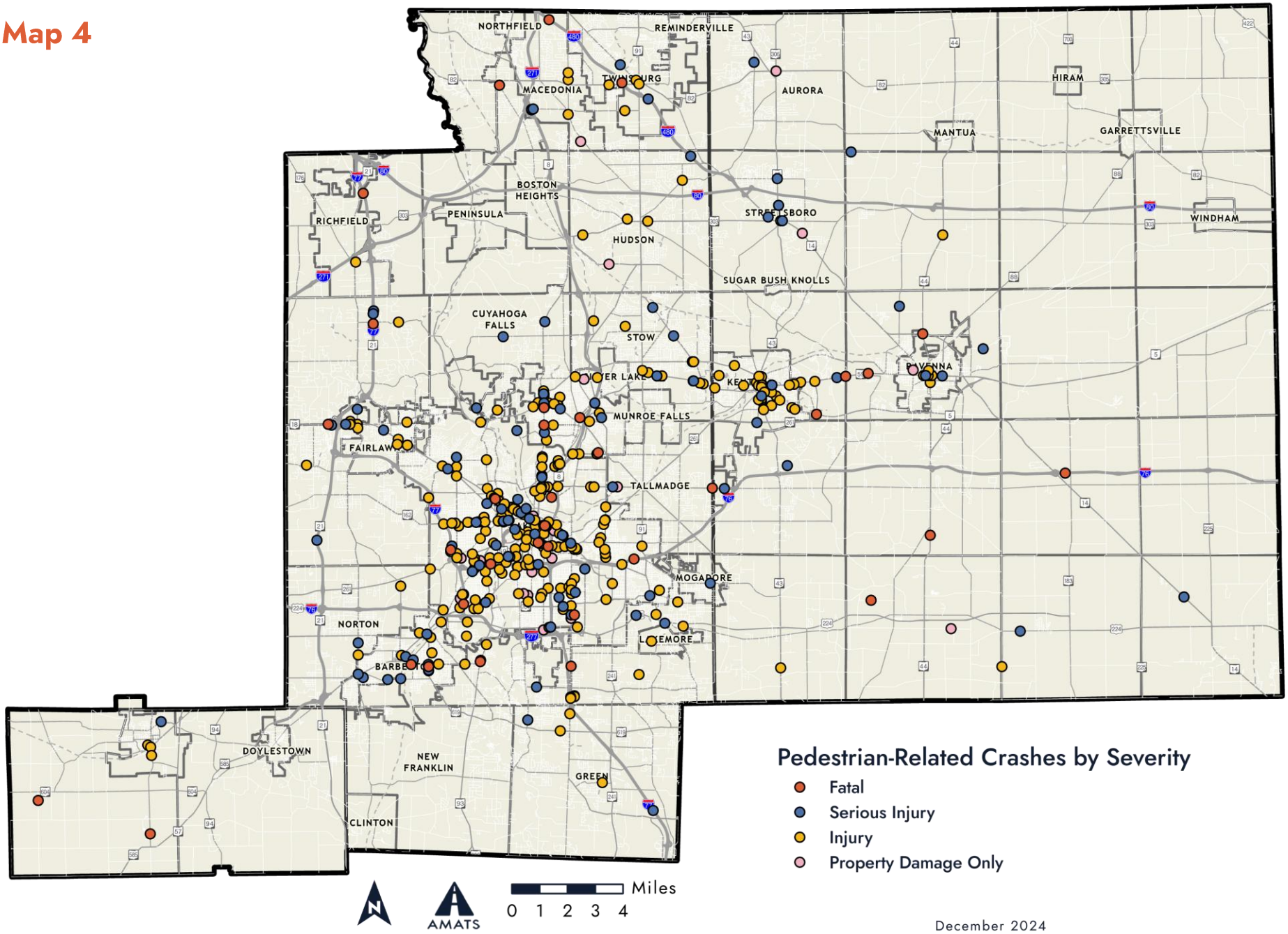
Bicycle-Related Crashes 2022-2024

Map 3



Pedestrian-Related Crashes 2022-2024

Map 4



Chapter 4: Additional Resources

Improving Safety

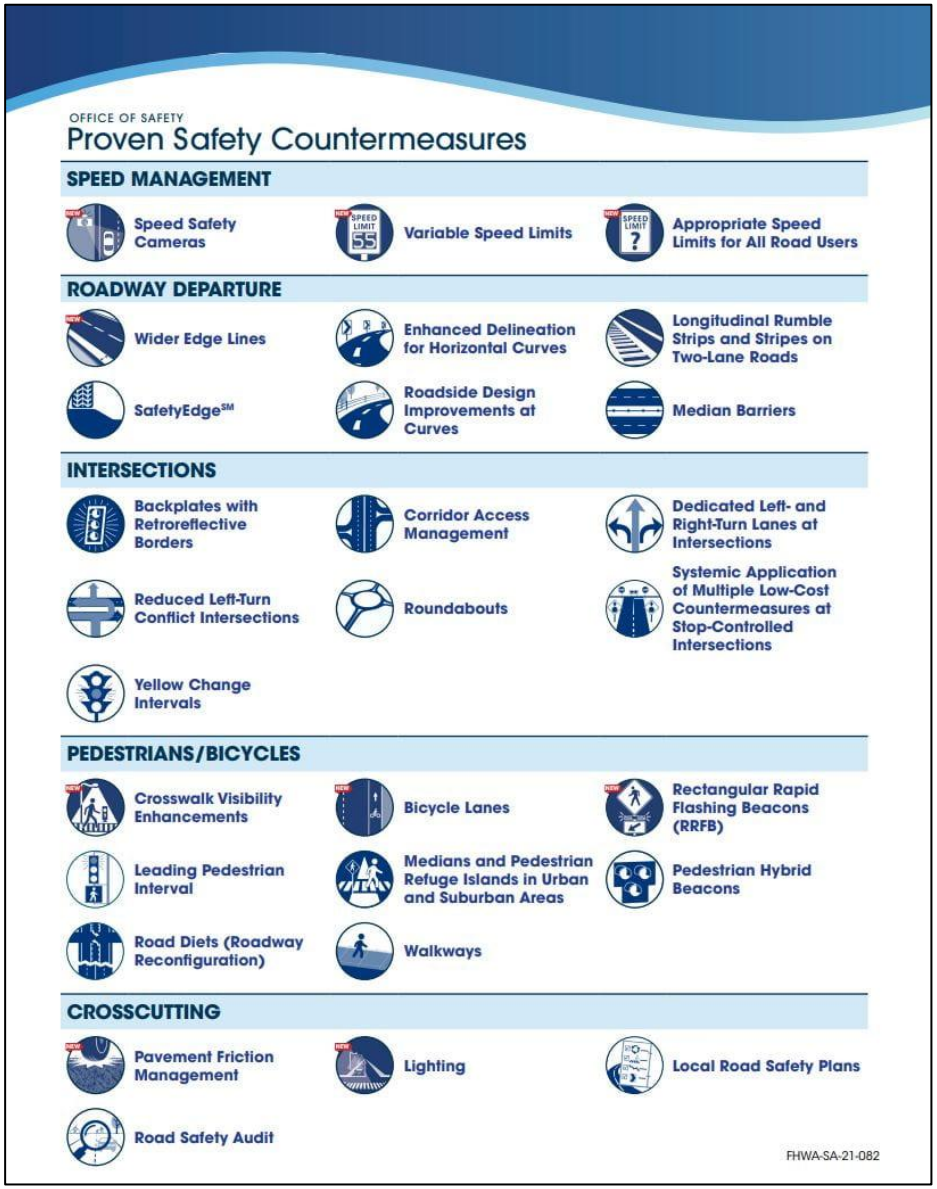
Federal Initiatives

A significant number of federal initiatives are underway relating to highway safety. A brief summary of some of these programs are described below. A description of how each of these initiatives or programs affect AMATS and the region is also included in the shaded ***Regional Impact*** callout Box. A complete list of federal Highway Safety related programs can be found at https://highways.dot.gov/safety.

Significant federal transportation funding has been allocated toward highway safety for decades. The ***Highway Safety Improvement Program (HSIP)*** is a core Federal-aid program containing several types of safety-specific funding (which will be discussed in greater detail in the funding section). HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

Regional Impact—HSIP
See funding section on Page 38. AMATS works closely with ODOT and regional communities to find solutions for known safety issues.

The Federal Highway Administration (FHWA) has conducted research to understand what approaches are most effective at improving safety and this allows more targeted decisions to be made at aligning resources toward problems that exist. FHWA provides many data-driven strategies to improve safety, developing a list of 28 ***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 as shown in the graphic on the right. Link: https://highways.dot.gov/safety/proven-safety-countermeasures



Regional Impact—Proven Safety Countermeasures

AMATS strongly encourages communities to consider and incorporate PSCs into all roadway projects, regardless of the severity of safety issues. The implementation of many PSCs is incentivized through most AMATS-controlled funding sources. AMATS also recommends communities think about what is not on this list when considering future projects and scrutinize whether ideas not included on the PSC list would, in fact, promote a safer roadway or lead to more detrimental outcomes.

The current federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA) 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 ***Safe System Approach***, which was founded upon the principle that people make mistakes while driving, walking, and bicycling and that humans have a limited ability to tolerate crash impacts. Applying the *Safe System* approach involves anticipating these human mistakes by designing and managing road infrastructure to keep the risk of a mistake as low as possible. When mistakes do inevitably happen, the impact should be minimal enough that it does not result in a fatality or serious injury. The idea that fatal crashes are unacceptable and that transportation officials must work toward eliminating them is referred to as ***Vision Zero***, an important concept that underlies much of the work done at federal, state, and regional levels.

Six principles and five safe system elements help form the *Safe System* Approach, as detailed in the infographic above. This approach is predicated upon a safety culture that places safety first and foremost in transportation system investment decisions. One life lost or dramatically affected can never be ethically acceptable.

Regional Impact—Safe System Approach and Vision Zero

A Vision Zero resolution was approved by the AMATS Policy and Technical Advisory Committees in August 2022. Resolution 2022-16 set a regional goal of zero roadway fatalities and serious injuries by 2050. With the adoption of a Vision Zero target, AMATS' Staff began work developing a Safe Streets for All Action Plan which focused on targeting fatal and serious injury crashes through a series of strategy and project-based recommendations (additional information on this process below).

As the Safe System approach gained significant momentum, the IIJA put increased emphasis toward eliminating FSI crashes through the ***Safe Streets and Roads for All Program (SS4A)***. This discretionary source 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. This program has proven to be popular, with many communities and MPOs across the country developing Action Plans and subsequently applying for either Continuing Planning and Demonstration funds or Implementation funds.

Regional Impact—SS4A

AMATS, working alongside a taskforce comprised of several member communities and agencies, completed a regional SS4A Action Plan in 2023. 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.

The SS4A Action Plan differed from the ACR in a few other significant ways. One of the most notable differences was that 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.

This compliant Action Plan allows communities and eligible agencies within the Greater Akron area to 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.

Since the SS4A Action Plan's Completion, AMATS has updated its HIN webapp to provide more updated data and additional features. Having the regional plan has also enabled two area communities to receive several important SS4A grant awards:

City of Akron, Citywide Safety Studies (recommendations from SS4A Action Plan HIN corridors):
FY 2024 (Supplemental Planning): $350,000
FY 2025 (Supplemental Planning): $464,000

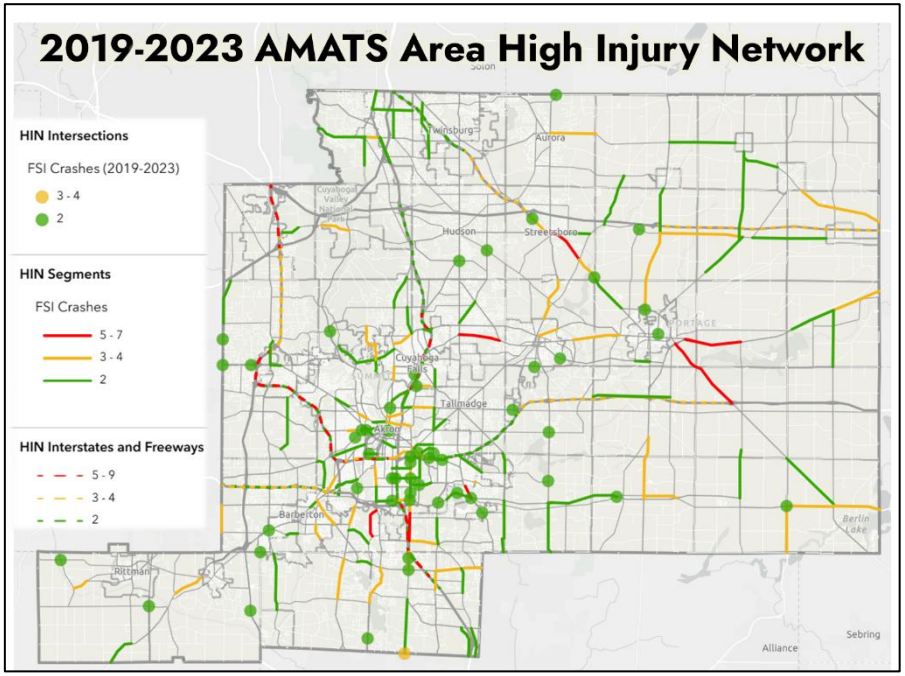
City of Fairlawn, W. Market St. Corridor Safety Improvements
FY 2024 (Supplemental Planning and Demonstration): $335,120
FY 2025 (Implementation): $20,856,094

The AMATS SS4A Action Plan can be read at:
https://www.amatsplanning.org/sites/default/files/docs/reports/SS4A%20Action%20Plan.pdf
The AMATS SS4A HIN webapp can be viewed at:
https://experience.arcgis.com/experience/83b03b457a0940069e4f13c4add4e59b

The most recent federal initiative to make the nation's roadways safer is aimed specifically at accelerating improvements along arterial roadways, where more than half of U.S. roadway deaths occur. This program, launched in the summer of 2025, is known as the Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies—or ***SAFE ROADS***—initiative.

Non-freeway/expressway arterial roadways not only contain more than half of all roadway deaths nationally, but nearly two-thirds of all pedestrian fatalities. Therefore, this initiative is holistic in its approach, considering a variety of strategies aimed at improving safety for all users and modes of the transportation network. The guidance also specifically calls out the importance of distraction-reducing strategies that help minimize driver, pedestrian, and automated vehicle confusion.

The SAFE ROADS initiative is a voluntary initiative; no separate funding is currently tied to this initiative, but the Federal Highway Administration (FHWA)



encourages states to participate by submitting and further studying corridors with the highest need. The expectation is that existing federal-aid highway funds as well as state and regionally controlled funding can be prioritized toward improving safety along corridors as recommendations are finalized.

Regional Impact—SAFE ROADS Initiative

In response to the FHWA initiative, ODOT responded by publishing a Top 100 List of Arterials and Injuries. The list was developed using AASHTOWare Safety software to identify roadway locations with the highest potential for reducing fatal and injury crashes. District Offices and local governments are encouraged to study these locations, recommend safety improvements, and apply for safety funding through ODOT. Two Top 100 locations were identified within the region, both in the City of Akron.

- *SUM-CR 15 (S. Arlington St.) - a half mile segment ranked #43 from Davies Ave. to Maywood Ave.*
- *SUM-MR 5423 (E. Waterloo Rd.) is a half mile segment ranked #71 between Glenmount Ave. and the IR 77 SB Exit ramp.*

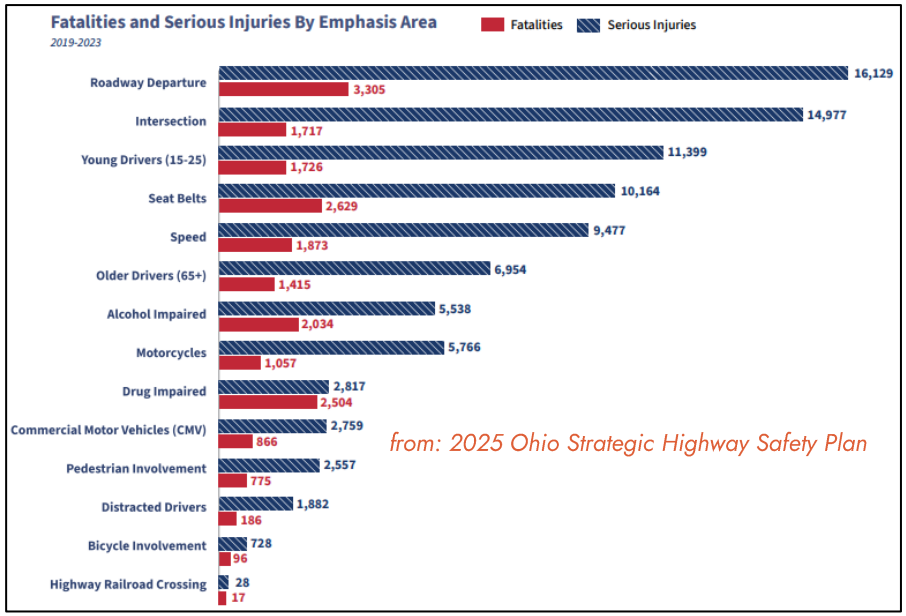
ODOT began the process of studying these two locations in February 2026 and included both the City of Akron and AMATS in this process.

State Initiatives

The state of Ohio, led by its Department of Transportation (ODOT), has one of the largest highway safety programs in the nation. Several of the programs ODOT's Highway Safety team oversees will be discussed in the following *Funding* section, but this section discusses a few of the key initiatives being undertaken at a state level. A more comprehensive look at the state's safety efforts can be found at:
https://www.transportation.ohio.gov/traveling/safety/highway-safety/a-highway-safety

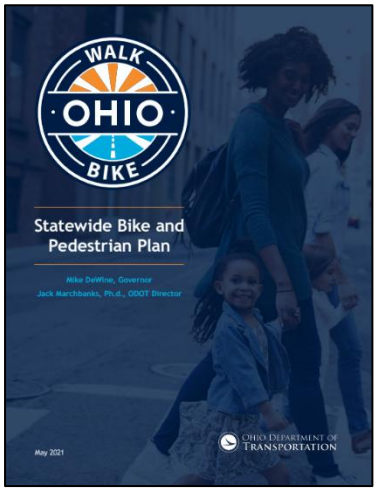
In 2025, ODOT updated its ***Strategic Highway Safety Plan***, or SHSP, which is the overarching statewide transportation safety plan. The data within the SHSP addresses the most prevalent causes of fatalities and serious injuries on state roadways. It establishes shared goals, priorities, and strategies; offers a framework for monitoring the implementation of activities and safety investments across the state; and helps ensure Ohio's resources are used effectively as agencies and organizations collaborate to prevent injuries and save lives on all public roads. The SHSP strongly follows the *Safe System* approach outlined in the *Federal Initiatives* section, with each action item within the plan linked to strategies that will help reduce fatalities and serious injuries on state roadways.

The SHSP strategies and actions are broken down into 14 Emphasis Areas that help ODOT guide the allocation of resources such as additional planning, education and outreach, and targeted project funding. This allows for a targeted approach to improving transportation safety; focus can be placed on the areas with the most critical needs. A chart showing each of the 14 emphasis areas and the number of fatalities and serious injuries related to each is listed to the right.



from: 2025 Ohio Strategic Highway Safety Plan

Another important plan at ODOT is ***Walk.Bike.Ohio***, which is the state's active transportation plan. The current iteration of Walk.Bike.Ohio was written in 2021, although an update is underway. A significant theme of the plan is safety, and a primary objective of the plan is to reduce bicycle and pedestrian injuries and fatalities. As noted in the chart on the following page, nearly every goal in the plan relates to safety in some way. ODOT has channeled significant resources toward improving the safety of active transportation modes such as pedestrian and bicycle transportation. In addition to making the physical network safer through funding the implementation of proven safety countermeasures, ODOT is investing resources—money, time, and expertise—in data and collaboration efforts that help to strengthen the partnerships that often are necessary to create safe networks.



Theme	Strategy	WALK.BIKE.OHIO - GOALS: Safety	Equity	Network Connectivity	Network Utilization	Livability	Preservation
Planning + Guidance	Develop and adopt multimodal planning, design and implementation guidance.	●			●	●	●
	Seek opportunities to support bicycle and pedestrian facility maintenance.		●				●
	Develop clear, consistent and meaningful evaluation metrics and monitor performance.	●					
Education + Promotion	Develop educational materials for roadway users on rights and responsibilities impacting people walking and biking.	●					
	Educate elected officials at all levels about the importance of a more walkable and bikeable Ohio.	●	●	●	●		
	Provide technical assistance and education to practitioners, including planners, engineers, law enforcement and their partners.	●	●				
	Promote walking and biking as a transportation option.	●	●		●	●	
Implementation	Assist local communities in project development and implementation.	●	●				●
	Implement State and U.S. Bike Route System.	●		●		●	
	Support regional, cross-jurisdictional active transportation project implementation.	●		●			
Data	Develop statewide active transportation asset inventory.	●	●	●	●		●
	Establish active transportation monitoring program.	●	●		●		●
	Expand active transportation safety data collection and analysis.	●	●				
Collaboration	Strengthen ongoing collaboration between ODOT and other state agencies.	●				●	
	Strengthen ongoing coordination and collaboration between ODOT and its local partners.	●	●	●		●	

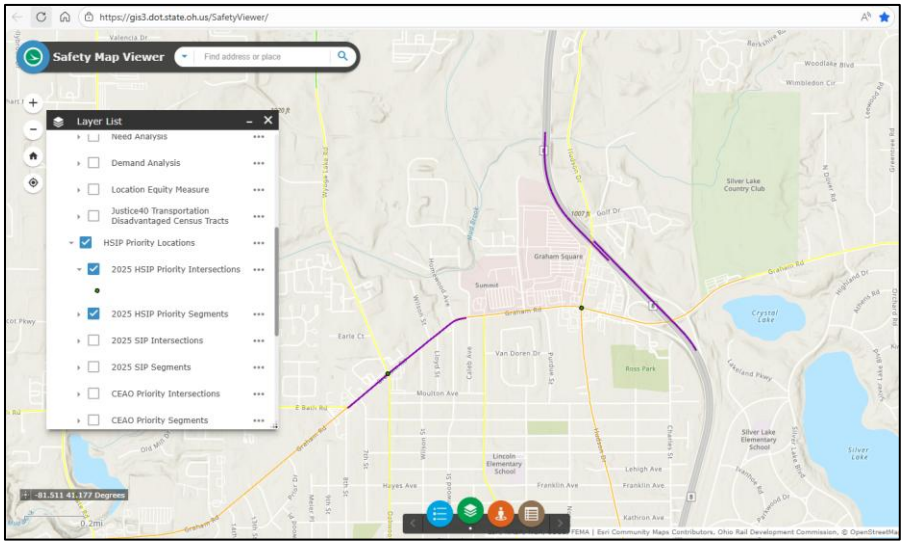
One of the most important endeavors in highway safety is curbing distracted driving. While sometimes hard to prove, distracted driving is generally cited as an area of growing concern nationally as more people have acquired smartphones and vehicles become connected to phone-based technology.

Ohio followed many states across the country by enforcing a ***Distracted Driving Law***. This law, which began being enforced in October 2023, made it illegal for a driver to use or hold a cell phone or electronic device in their hand, lap, or other parts of the body while driving on Ohio roads. If an officer sees a violation, they can pull over the driver.

According to the 2025 SHSP, cell phone data indicates that there have been significant reductions in cell phone use while driving across Ohio. During this same timeframe, fatalities and serious injuries related to crashes have also fallen, so it's likely there could be some level of causation between the two events.

Finally, there have been significant advances in safety data analysis. A variety of analytical tools available through ODOT, in tandem with regional reports like this Annual Crash Report, help guide transportation safety investment decisions:

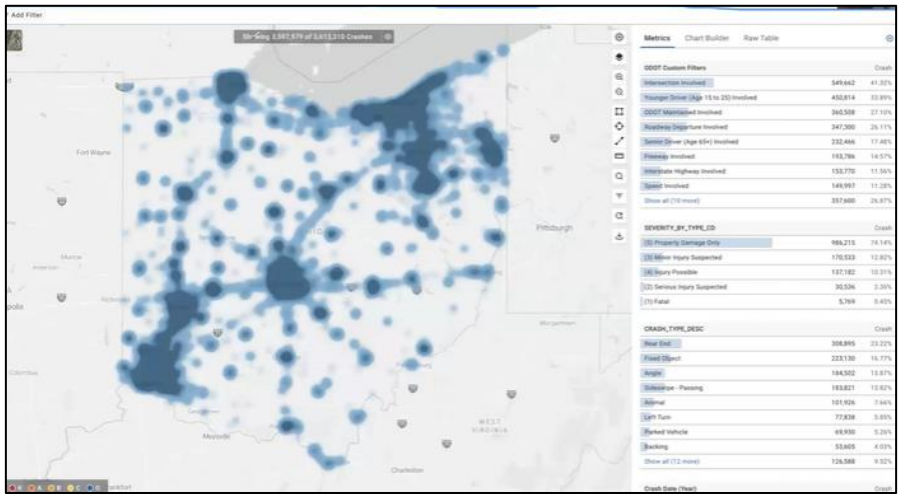
The online ArcGIS ***Safety Map Viewer*** is an accessible tool to help evaluate preliminary locations and their applicability to ODOT safety programs. The viewer provides key metrics related to safety, shows HSIP priority locations, Systemic Priorities, and projects already programmed. More information can be found at https://gis3.dot.state.oh.us/SafetyViewer/



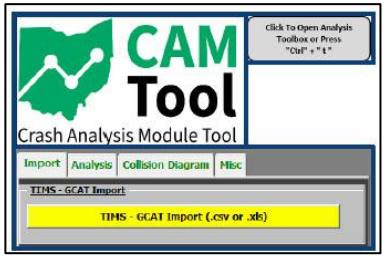
ODOT also has a host of Crash Analysis Tools that allow users to understand the details behind where, how, when and why crashes occur. ***AASHTOWare Safety*** is the platform now utilized by ODOT to query crash data and perform

network screening. (AASHTOWare Safety is the successor to ODOT's GIS Crash Analysis Tool, or GCAT, for those familiar with the previous platform).

Access to AASHTOWare Safety is granted by request and accounts are only provided to ODOT partners—typically local governments and related agencies, consultants, university/researchers, etc.



ODOT also employs a Crash Analysis Tool, or ***CAM Tool***, as a way to more easily utilize extracted data from AASHTOWare Safety. This tool allows users to quickly generate a site-specific summary from a file exported from AASHTOWare Safety to better understand crash patterns.



Another crash-related tool developed and utilized by ODOT is the ***Economic Crash Analysis Tool (ECAT)***, which is utilized to develop cost/benefit analyses required for ODOT's Highway Safety program. This tool has the ability to calculate predicted crash frequencies, complete empirical bayes calculations (statistical technique), predict crash frequencies for proposed conditions, and conduct alternatives analyses.

More information on each of these tools can be found at:
https://www.transportation.ohio.gov/traveling/safety/data/crash-analysis-tools

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, 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 the three sub-programs listed below:

- **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 quicker review and funding of less expensive, less complex safety improvements at locations with safety concerns and a pattern of crashes.

Safe Streets for All

Details of this program were described on Pages 34-35. The next funding opportunity will be for Fiscal Year 2026. Typically, the Notice of Funding Opportunity (NOFO) for each fiscal year is announced in the spring (FY 2025 NOFO was announced on March 28, 2025), and it is expected that approximately $1 billion will be available for FY 2026 grants. In FY 2025, the NOFO announced that $580 million was available for Implementation Grants and approximately $402.3 would be available for Planning and Demonstration Grants. Actual awards ended up being approximately $686.5 million for Implementation Grants and $295.7 million for Planning and Demonstration Grants.

AMATS Sources of Funding

Most of the AMATS' 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 of 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 130 points.

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 has recommended 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.

Statewide, the following targets have been set for Calendar Year 2026:

Statewide Safety Targets

	CY 2026 Target	Baseline For Target (CY 2020-2024)
Fatalities	≤ 1,201	1,251
Serious Injuries	≤ 7,283	7,537
Fatality Rate	≤ 1.09	1.13
Serious Injury Rate	≤ 6.52	6.79
Non-motorized Fatalities and Serious Injuries	≤ 839	873

AMATS can apply these same metrics regionally. As shown in the table to the right, AMATS tabulated data from the five-year average (2019-2023) to establish a 2023 average benchmark value that the 2024 value can be compared. This five-year rolling average is used to smooth out short term year-to-year fluctuations in data. All future values will also be calculated using five years of data.

The AMATS region saw significant reductions in the number of fatalities and fatalities per million VMT performance measures. These reductions surpassed the 2% statewide reduction targets. However, the AMATS region did not contribute toward meeting the ODOT statewide goal of reducing the other three categories by 2% when compared to the 2023 averages.

Regional Contribution Toward Statewide Safety Performance Measure Targets

Year	Crashes					2023 5-Yr. Avg.	2024 Crashes	Percent Change
	2019	2020	2021	2022	2023			
Number of Fatalities	44	69	70	65	69	**63.40**	**51**	**-24%**
Fatalities Per 100 Million VMT	0.60	1.08	1.00	0.94	0.96	**0.92**	**0.70**	**-31%**
Number of Serious Injuries	360	340	364	333	396	**358.60**	**405**	**11%**
Serious Injuries Per 100 MVMT	4.92	5.33	5.19	4.80	5.52	**5.15**	**5.56**	**7%**
Number of Non-motorized Fatalities and Serious Injuries	47	35	42	54	67	**49.0**	**51**	**4%**