AMATS

Crash Report

2023-2025



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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

Improving roadway safety is the single most significant responsibility undertaken by regional transportation officials. 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.

This 2023-2025 Annual Crash Report is 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.

Beginning with last year's report and continuing with this report, some encouraging trends have reversed the backslide from the first half of this decade when numerous regional crash metrics conveyed unfortunate results such as an uptick in fatalities and other serious crashes. With this 2023-2025 report, several of the key crash metrics that AMATS tracks showed a year-over-year improvement from last year's report (which itself showed dramatic improvements in key metrics), and nearly all metrics show an improvement over those from three-to-five years ago. However, 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 safer. 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.

2025 Summary of Trends

Areawide Metric	2024 to 2025 Change
Total Crashes	5.0%
Fatal Crashes	-6.1%
Serious Injury Crashes	-7.5%
Minor Injury Crashes	5.3%
PDO Crashes	5.4%
# of Fatalities	-7.8%
# of Serious Injuries	-6.4%
Bicycle Crashes	3.0%
Pedestrian Crashes	-20.7%

Organization of This Report

While many aspects of this report are new or improved, the central components of this latest annual report remain similar to last year's report:

- Regional crash trends, including overall crash numbers by type and level of severity (Chapter 2)
- Crash locations and outlining of the methodology for how segments and intersections become coded as "high crash" locations (chapter 3)
- A description of and links to several federal, state, and local safety initiatives and an inclusion of primary funding sources dedicated to improving safety (Chapter 4)

Chapter 2: Regional Crash Trends

Overview

Over a three-year period (2023-2025), 45,729 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.

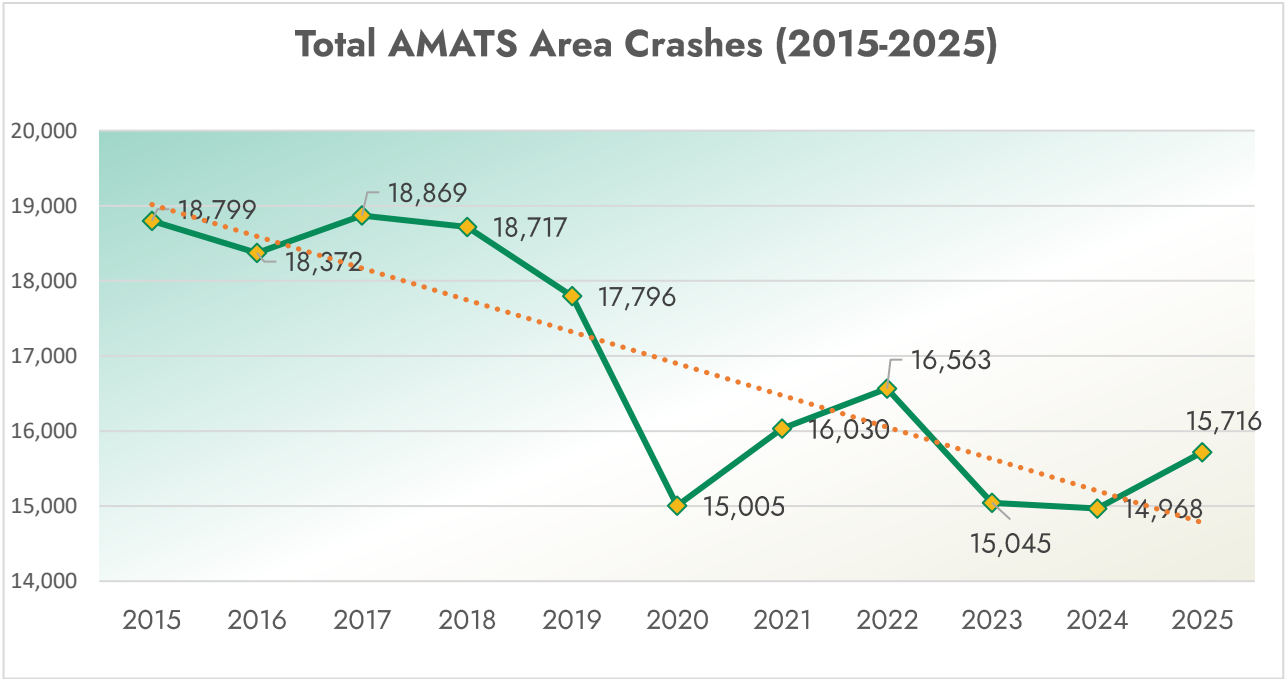
Records of each crash were obtained from the Ohio Department of Transportation (ODOT) and were further analyzed as detailed in Chapter 3. The following charts and text detail the trends of crashes and traffic volumes over this three-year period. A more complete understanding of the AMATS region's crashes 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

The graph to the right shows that the total number of crashes within the AMATS area has continued to trend downward over the past decade. However, 2025's number of reportable crashes within the AMATS planning area (15,716) represents a 5% increase over 2024's number, which was the lowest of the decade.

The increasing availability of crash prevention features on newer vehicles most likely contributes to reduction in the total number of crashes. 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 also likely helped to reduce the total number of areawide crashes.

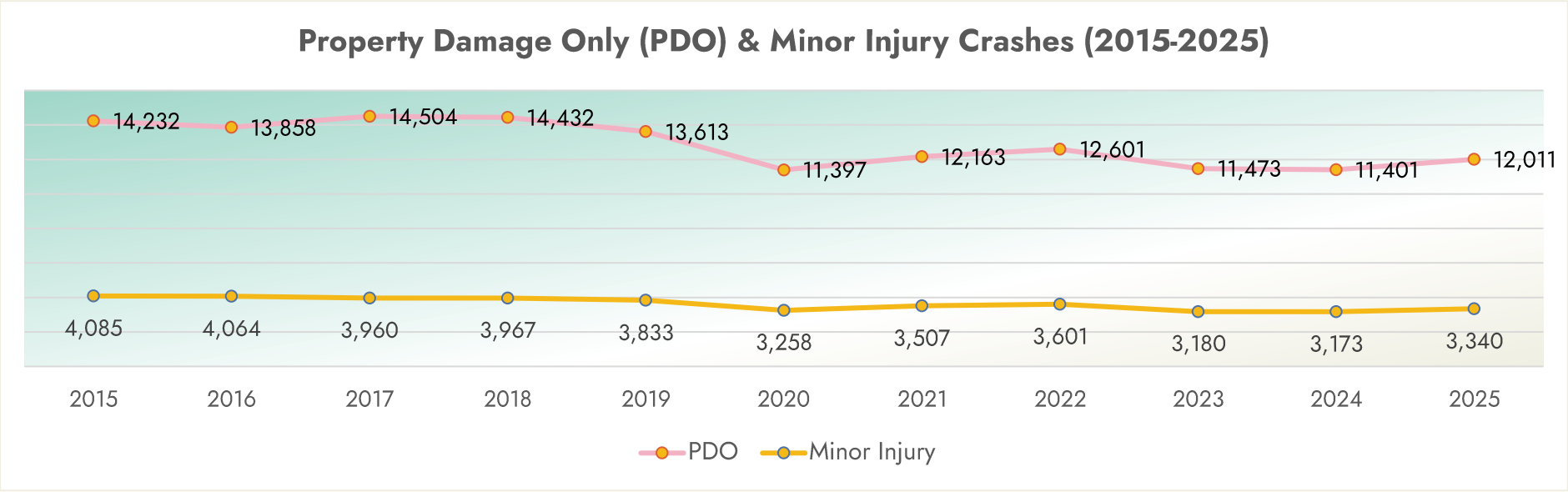


Crashes by Severity

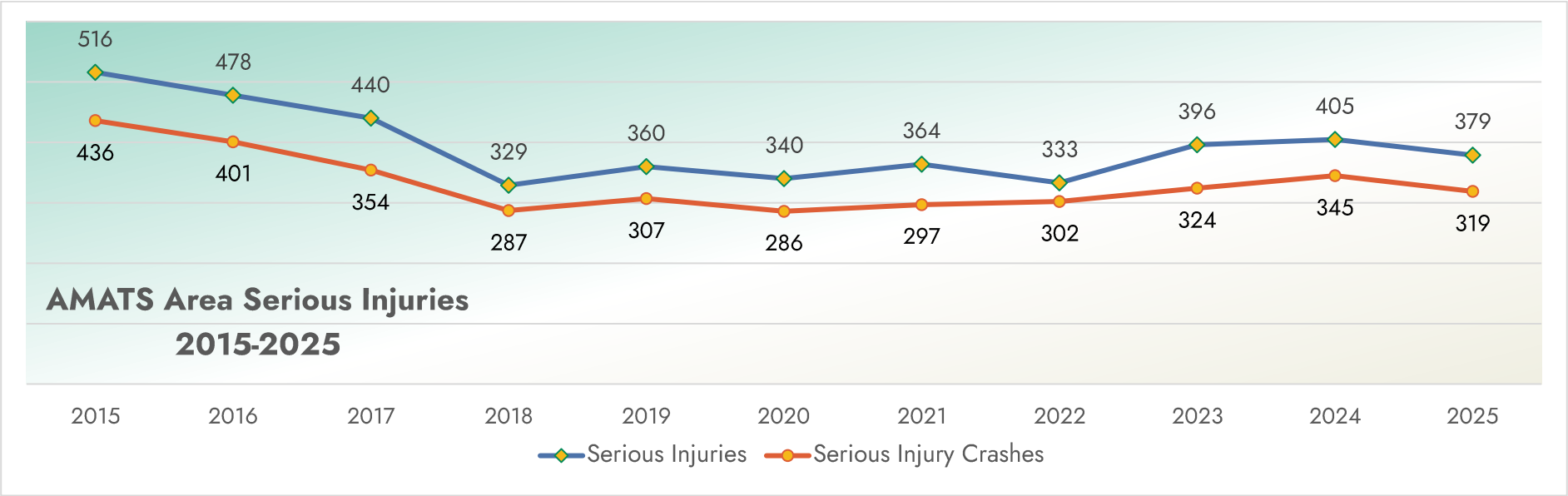
ODOT groups the severity of crashes into four categories. These are described below in increasing level of severity:

Level of Severity	Description
Property Damage Only (PDO)	A crash resulting in no injuries to those involved in the crash
Minor Injury (sometimes referred to as 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

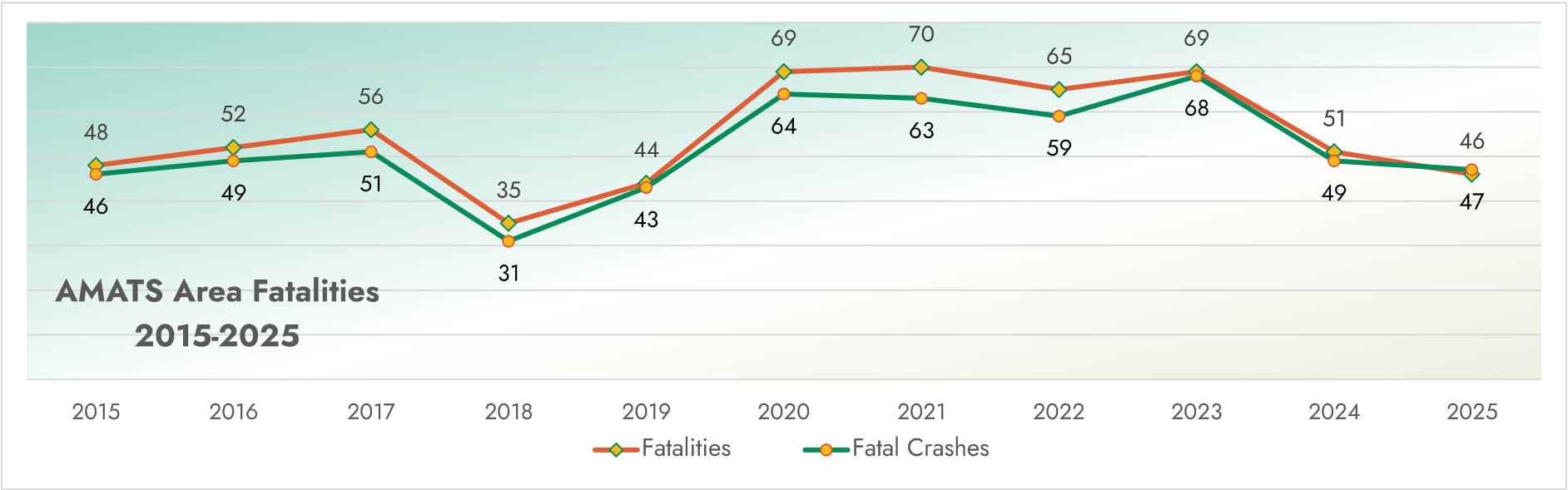
The two categories of less-severe crashes are shown in the graph below. Areawide, PDO crashes in 2025 increased by 610 (5.4%) and Minor Injury crashes also increased at a similar rate (5.3%, 167 additional crashes), from 2024 to 2025.



The number of serious injuries and serious injury crashes both decreased in 2025, reversing the trend of steadily increasing figures. Serious injury crashes decreased by 26 (-7.5%) from 2024 to 2025, and serious injuries also decreased by 26 (-6.4%) in the same timeframe. A graph containing serious injury crashes and serious injuries is shown on the following page.



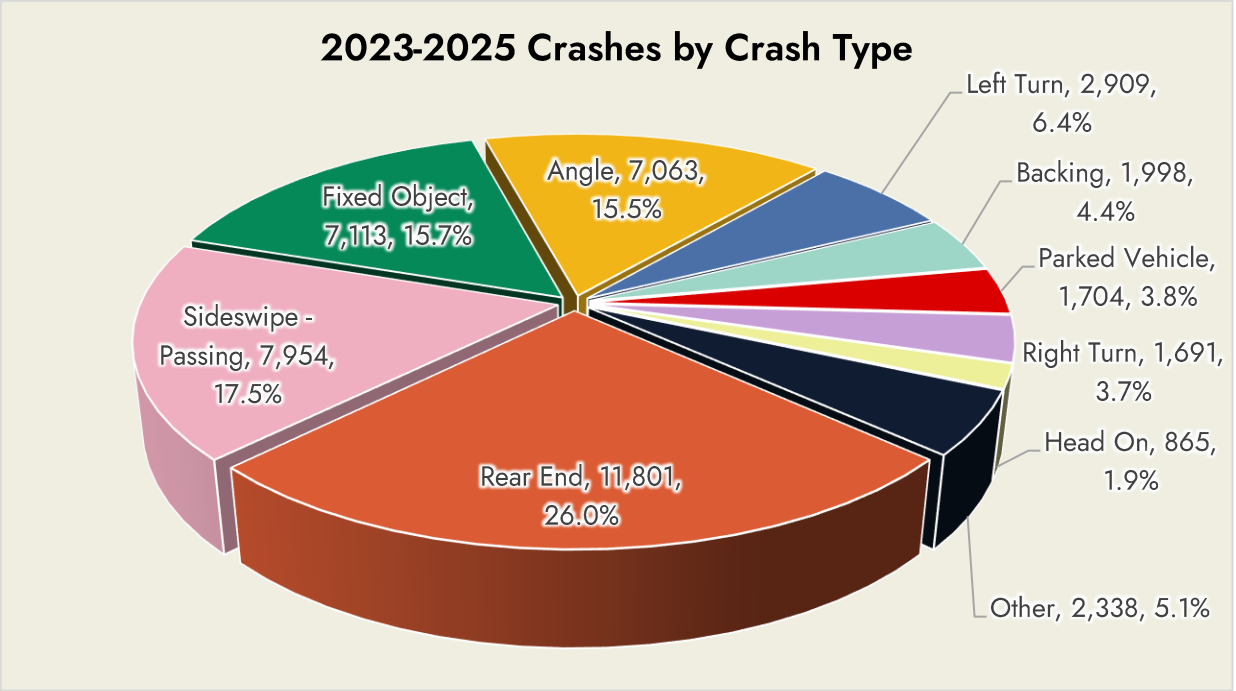
The following graph shows the number of fatal crashes and the resulting fatalities between 2015 and 2025. Following a significant uptick in traffic fatalities beginning in 2020 that remained in the years since, the AMATS region has begun to see reductions in both fatalities and fatal crashes that were closer to pre-2020 levels. Specifically, the region's fatalities fell by 4 (-7.8%) and fatal crashes decreased by 3 (-6.1%) from 2024 to 2025. Crashes may involve multiple vehicles or multiple occupants and result in multiple fatalities or injuries.



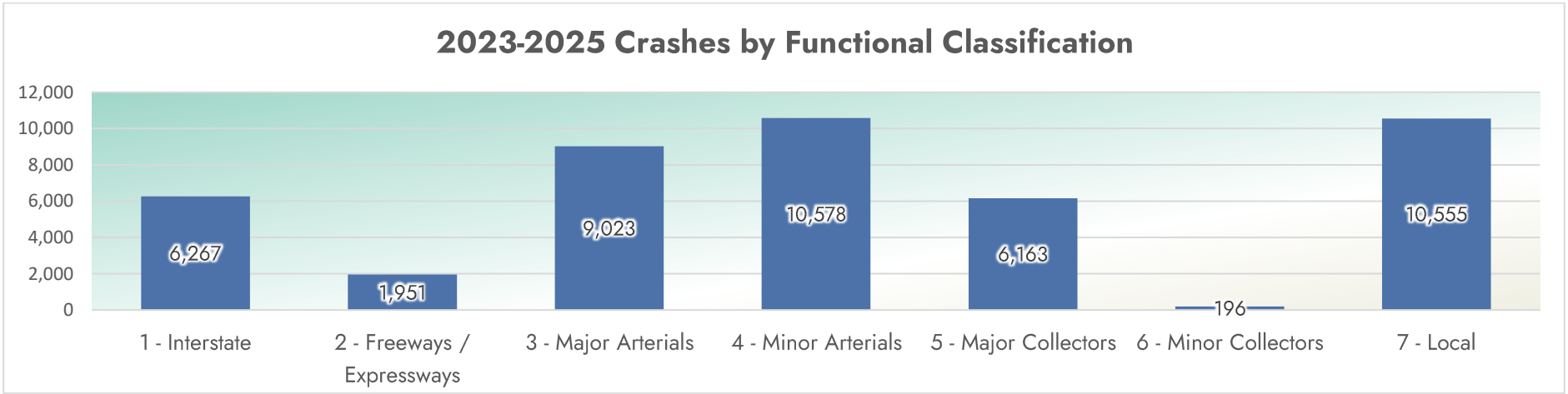
Other Vehicular Crash Characteristics

Of all crashes occurring between 2023 and 2025*, the most common type were rear-end crashes (26%). 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 (74.7%) of all crashes.

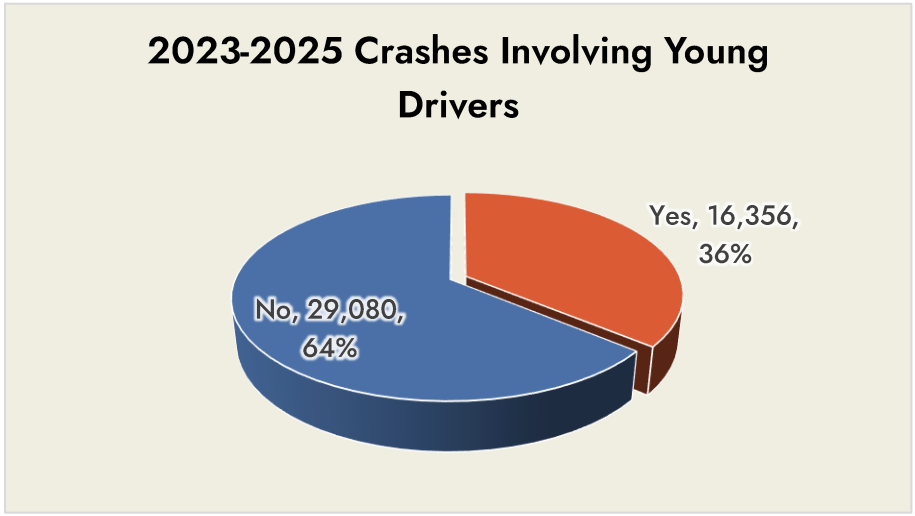
The graph below shows the roadway classification where crashes occurred. Nearly 44% of crashes occurred on major and minor arterials (Category 3 and 4 Roadways), despite these two roadway types comprising only 14.5% of the region's total lane miles. Arterials are high volume roadways, and many Major Arterials (sometimes called Principal Arterials) have multiple driving lanes in each direction. Interstates and other Freeways/Expressways (Categories 1 and 2) comprise 6.2% of the region's total lane mileage and 18.4% of the total crashes.

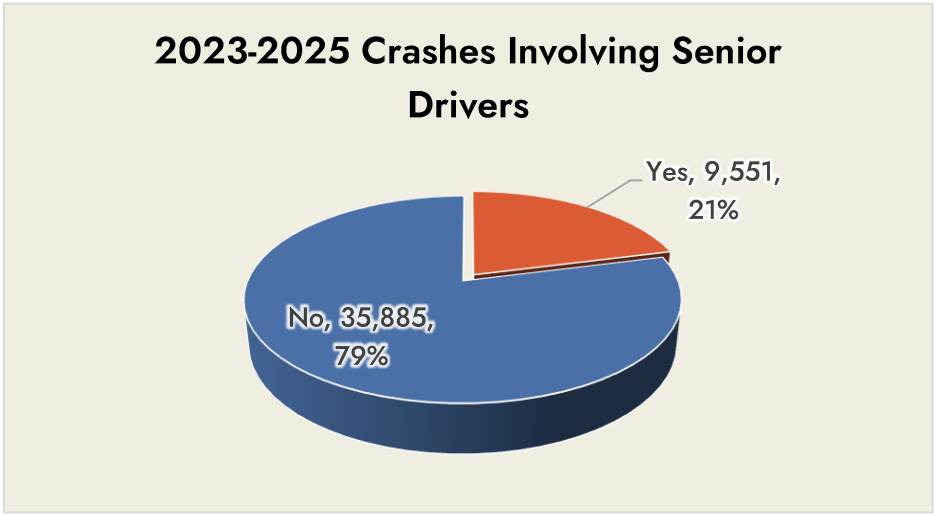


**Crash totals in this section may differ slightly from the total reported at the beginning of this chapter because these statistics utilize raw data and may exclude crashes along borderlines.*

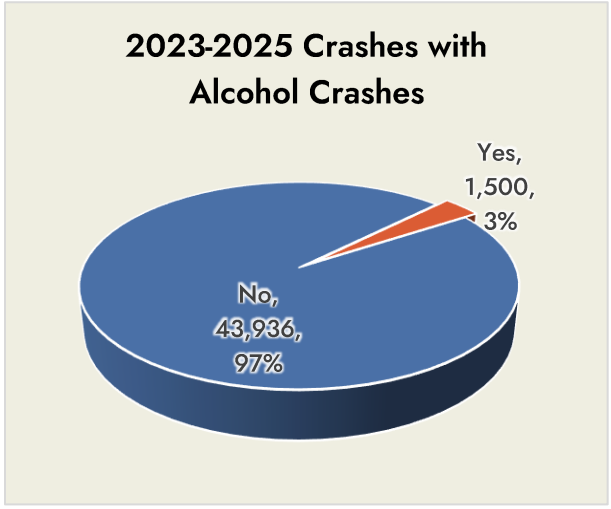


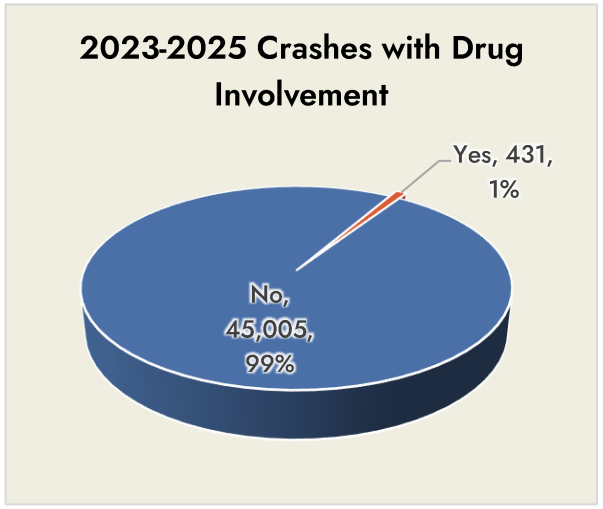
The pie charts below look at crashes involving both younger (defined as 15-25) and older (65 and older) drivers. Note that these metrics consider all drivers within an incident, not just at-fault drivers.

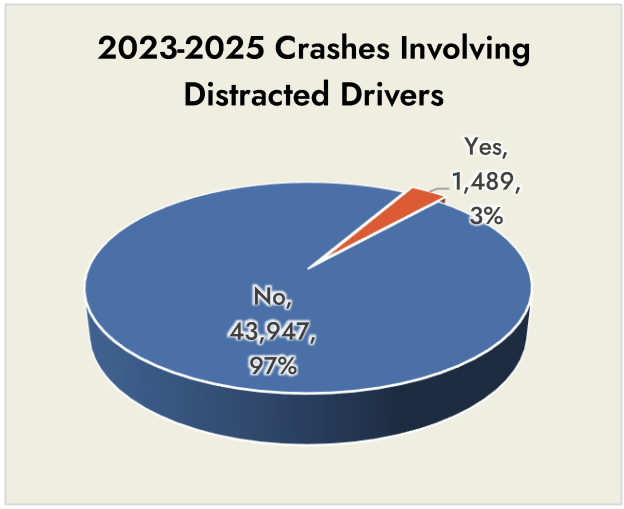




A few other key emphasis areas are shown below. Alcohol and drug related crashes are a small minority of all reportable crashes (although they exist in much higher rates of serious crashes). Distracted driving is also not a common contributing factor, although it is important to note that distracted 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

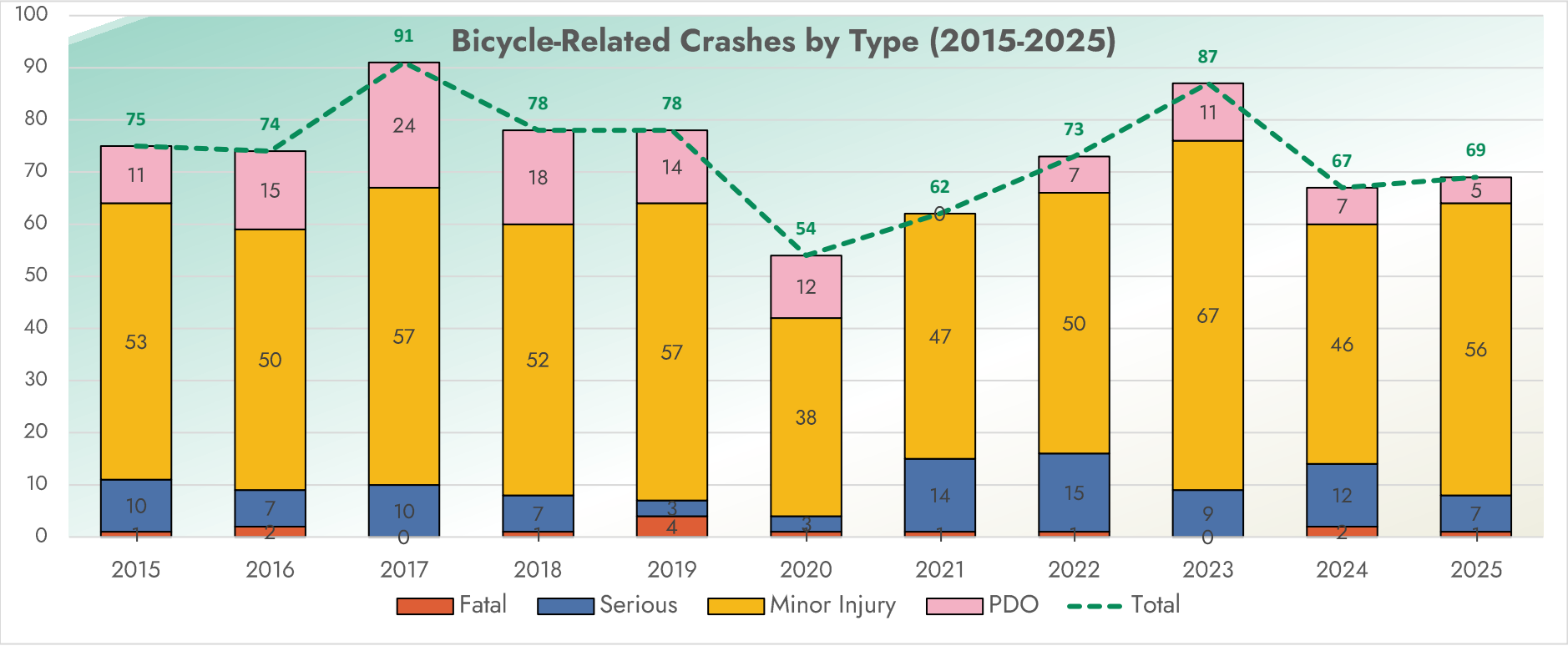
Overview

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 2023-2025, 89.7% of bicycle crashes and 94.7% of pedestrian crashes within the planning area resulted in some level of injury or fatality.

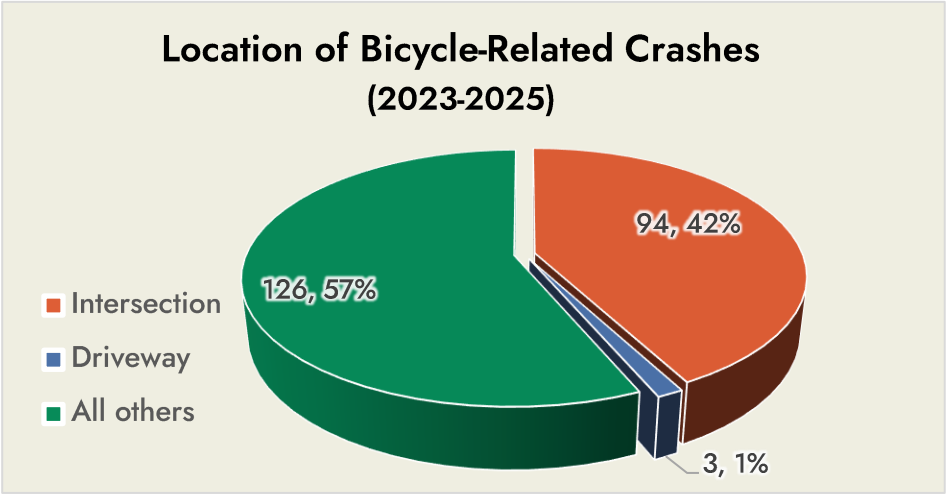
Bicycle-Related Crashes

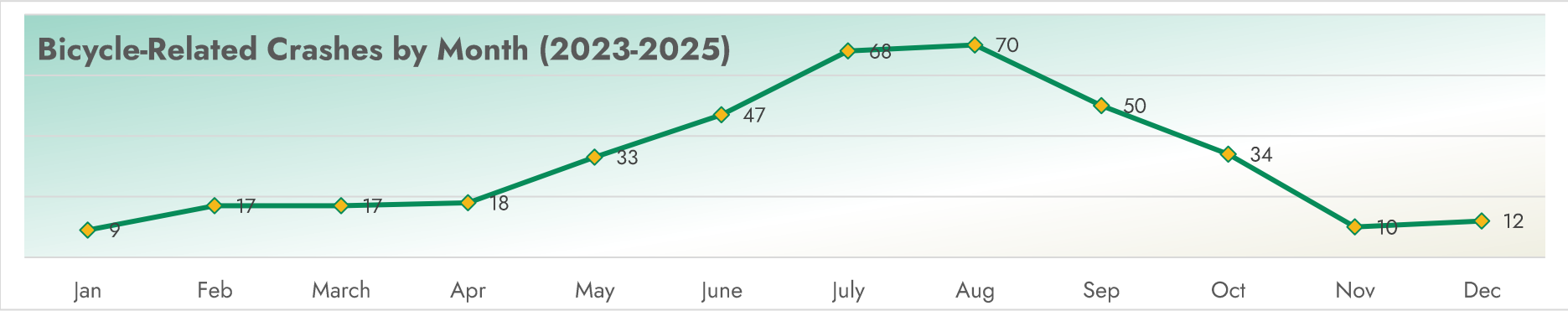
In 2025, total bicycle-related crashes increased by 2 (3%) over 2024's figure. One of these crashes resulted in a fatality and seven resulted in a serious injury in 2025. Bicycle-related crashes over the past decade are shown in the chart below.

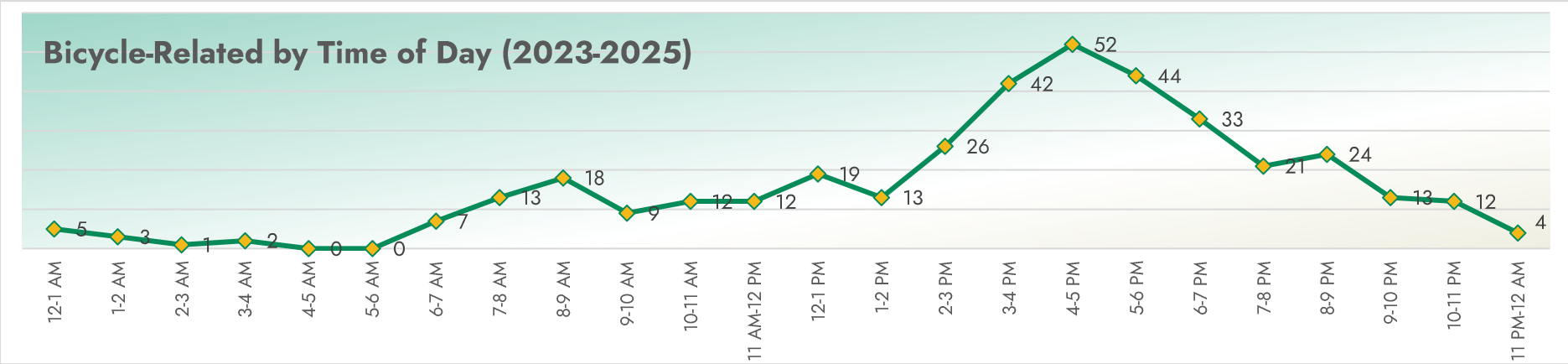


The chart to the right shows where most bicycle-related crashes occurred. Nearly three out of five of these crashes occurred along road segments, while two out of five occurred at intersections. Often a vehicle does not see a bicycle because of their narrow profile and turns into it or pulls in front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

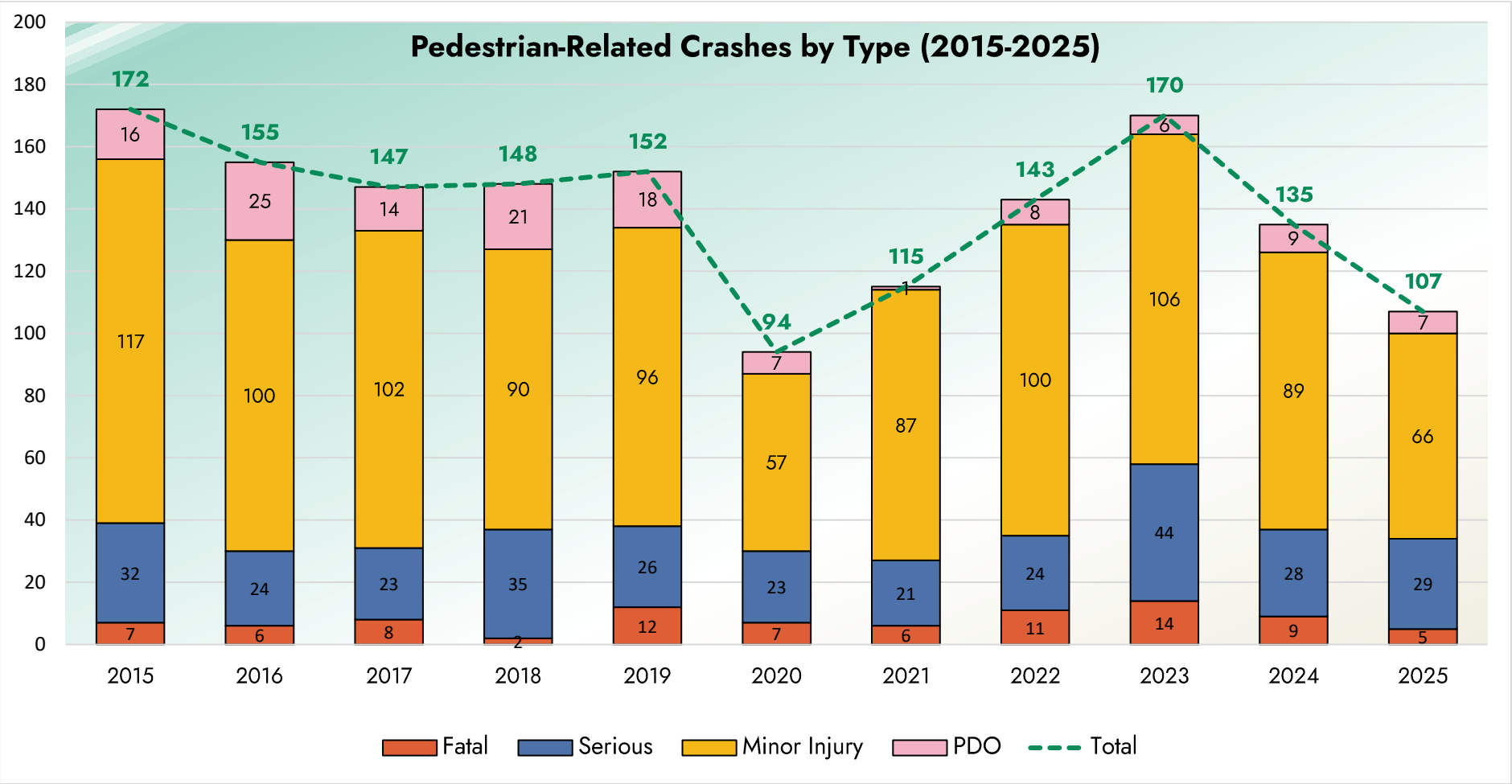






Pedestrian-Related Crashes

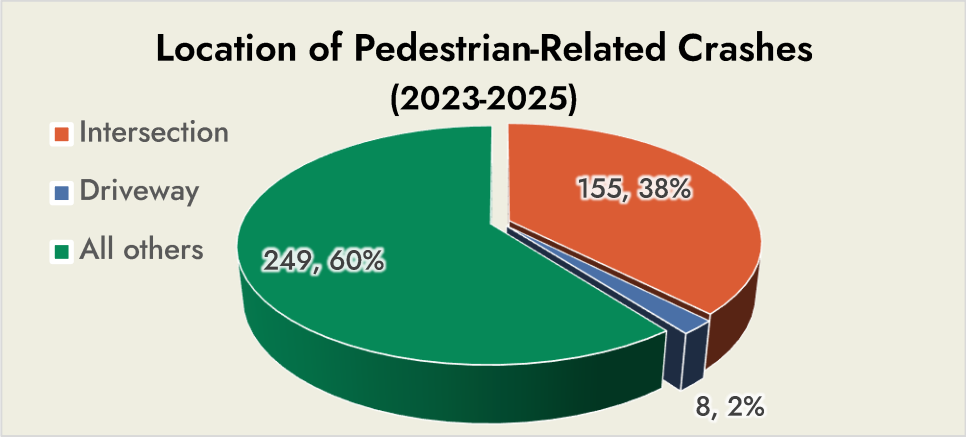
Over the past two years, the number of pedestrian-related crashes and injuries with the greater Akron area began to reverse trends of several years of steady, disconcerting increases. Between 2023 and 2025 there were 412 pedestrian-related crashes with 362 (serious and minor) injuries and 28 fatalities. Pedestrian crashes fell by 28 (-20.7%) from 2024 to 2025, and fatal pedestrian crashes also declined significantly year-over-year (by 4, or 44.4%) The chart below shows pedestrian related crashes by year going back to 2015.

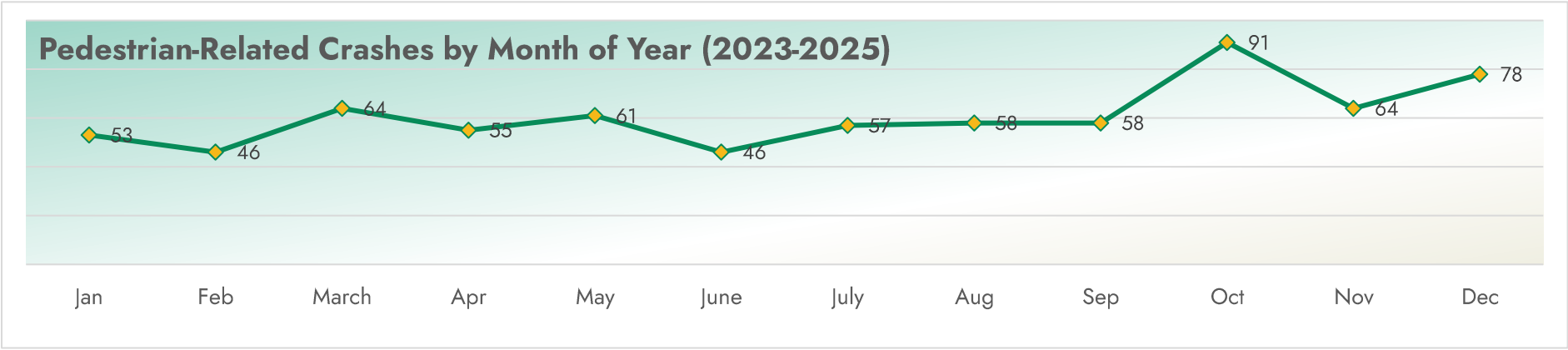


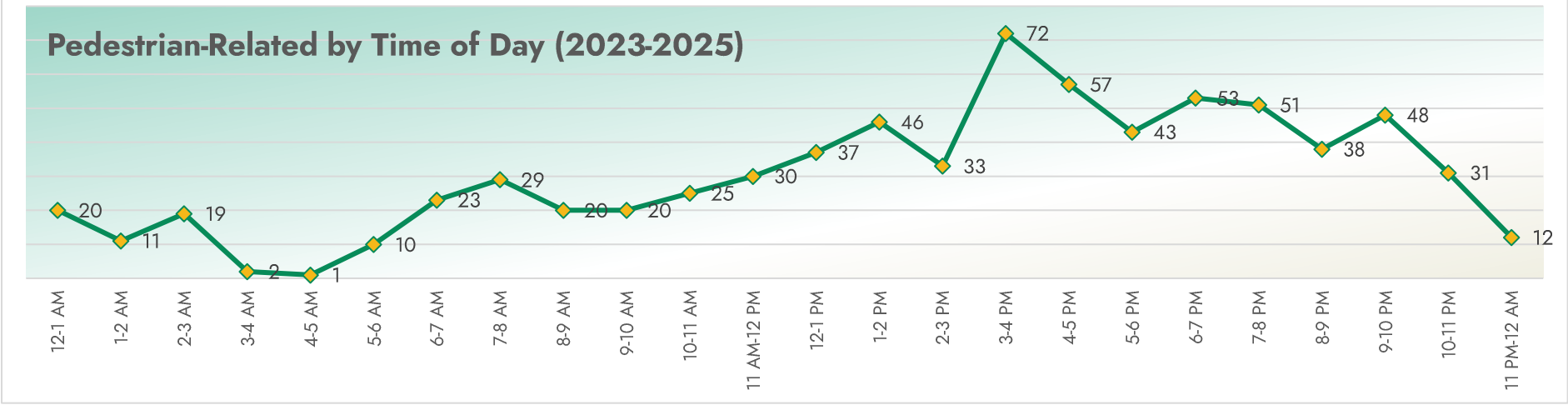
The pie chart at the top of the next page shows that between 2023 and 2025, 38% of pedestrian crashes occurred at intersections, while nearly all others occurred within a roadway segment. Many pedestrian crashes that are intersection-related occur as a vehicle is turning and does not see the pedestrian. Others involve pedestrians crossing the street at a signalized intersection; some during a protected pedestrian phase and some outside of their allowable phase.

The other graphs on this 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, and indeed October contained the most pedestrian crashes by a wide margin within the three-year period.

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.

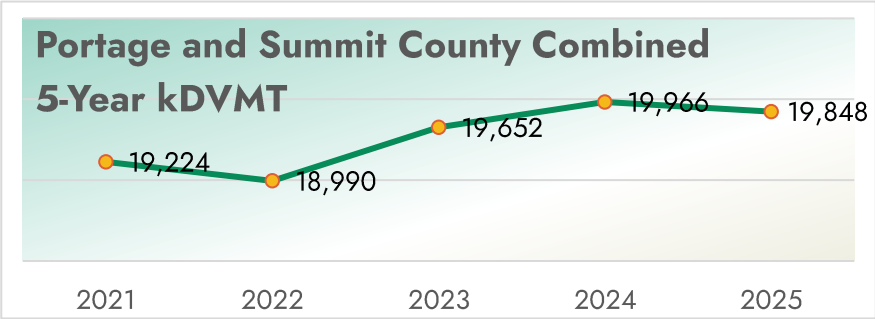




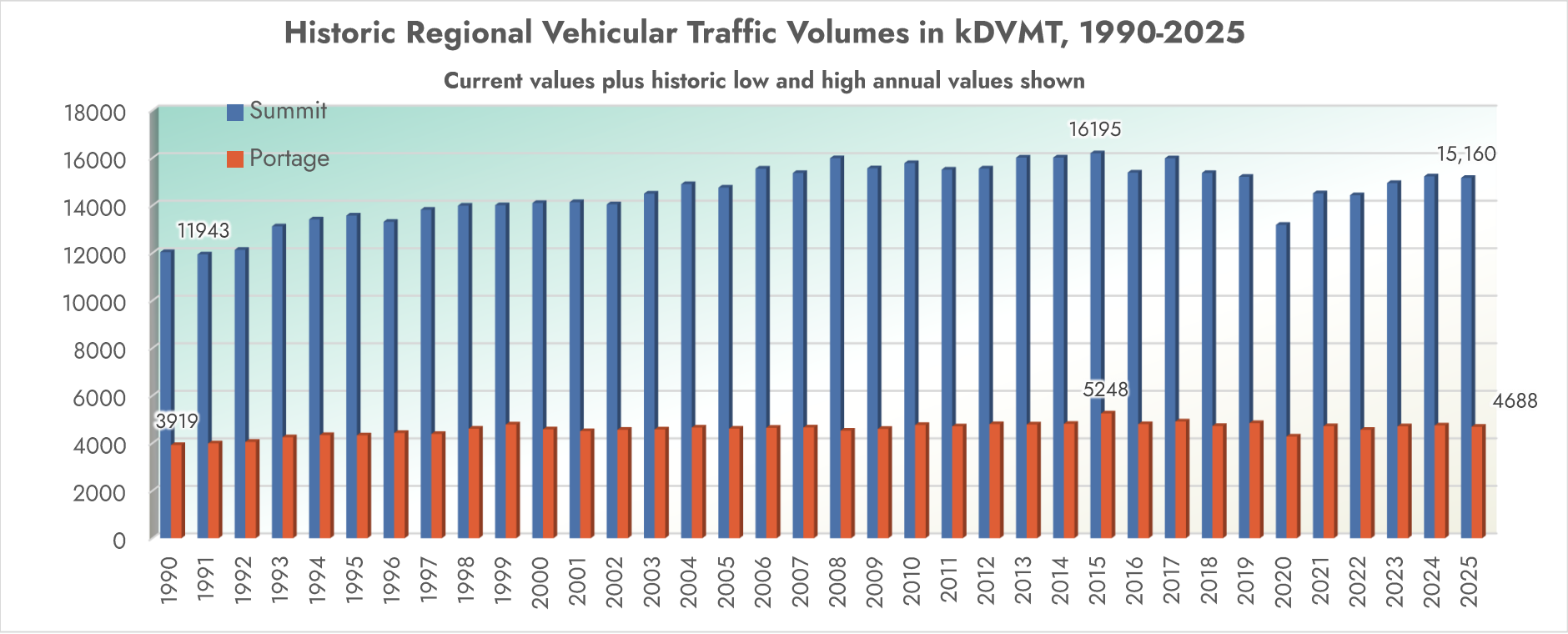


Travel Patterns

The amount of vehicular traffic is measured as Vehicle Miles Traveled (VMT) and often reported as thousands of daily vehicle miles traveled (kDVMT). The graph to the right shows that regional* kDVMT has remained relatively steady over the past five years. 2025's regional kDVMT of 19,848 is down 0.6% from 2024 but still approximately 7.4% 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 omit Wayne County values and refer only to the combined Portage and Summit 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 that result in fewer single-vehicle trips, the region may expect to see further reductions in crashes.

Chapter 3: Crash Locations

Overview

The AMATS 2023-2025 Annual Crash Report (ACR) considers 45,729 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 *2023-2025 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. AMATS first conducts a **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. Crashes are then **classified as either segment or intersection crashes** based on their location. Crashes are then assigned a unique identification number by AMATS for the sorting of the crashes. The final step in GIS is to sum up all the crashes that occur within each unique intersection or roadway segment.

Once the GIS analysis is completed, a list of high crash segments and intersections is produced, focusing on crash severity and the total number of crashes. The following are the minimum criteria used to be considered a "high crash" location.

Methodology Change!

In recent reports, an exhaustive effort was placed on examining each crash within 250 feet of an intersection to judge whether it should be assigned to the intersection or the segment. This additional analysis led to judgment calls and took a significant amount of time. This year, AMATS has opted to revert to the original process of coding any crash within 250 feet of an intersection as an intersection-related crash, and all others as a segment-related crash. In the case where the 250-foot radii of two or more intersections overlap, the crash is assigned to the intersection it is nearest to. Any crash more than 250 feet from any intersection is assigned to the segment on which it occurs.

- **The high crash criterion for roadway segments is three or more crashes per mile per year (nine crashes per mile in the three-year period).**
- **The high crash criterion for intersections is three crashes per year (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 segments 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 segment 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 following *High Crash Freeway Segments* subsection.

High Crash Roadway Segments

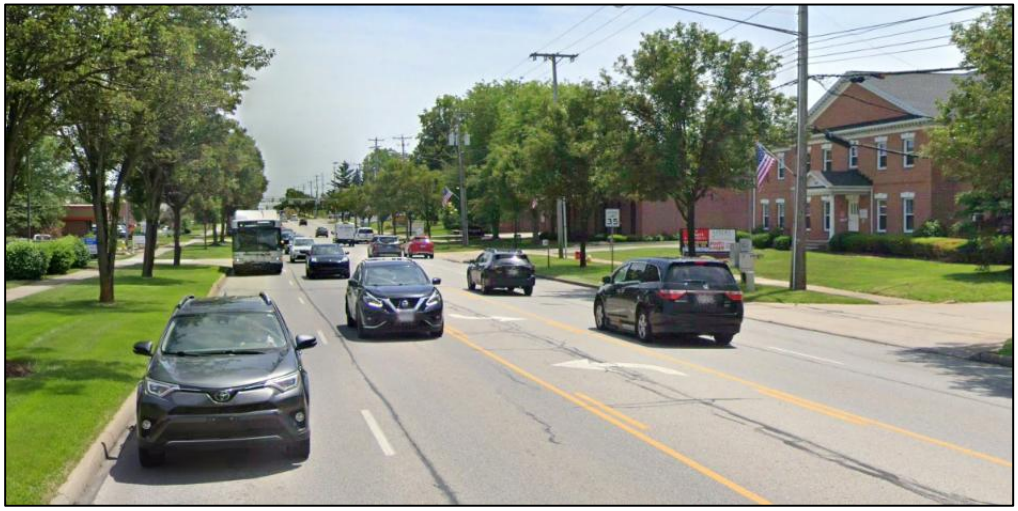
A *segment*—sometimes referred to as a *section*—is defined as a length of roadway between two logical termini such as intersections with other roadways. Throughout the AMATS planning area, the length of defined segments can vary considerably. Typically, segments are usually shorter in urban areas but 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 **50 high crash roadway segments** 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. Note that this number is down significantly from previous reports (the *2022-2024 Crash Report* had 128 high crash segments). This is primarily due to this year's methodology change, which groups any crash occurring within 250' of an intersection as intersection crashes. Many of these would have been grouped as segment crashes under the previous methodology.

Table 1 lists the 50 high crash roadway segments ranked by composite score. This table also notes if any crashes were bicycle or pedestrian-related and if any of these segments are on the *Safe Streets for All High Injury Network (SS4A HIN)*. A location in red font indicates at least one fatality. Only one high-crash segment met this criteria. There are 10 segments that are also on the SS4A 2019-2023 HIN, representing 20% of the high crash roadway segments in Table 1.

Map 1 displays the top-50 high crash roadway segments. *Because there are only 50 high crash segments this year, all segments are displayed on the Top-50 map.*





High Crash Segments: Left—State Road between Portage Trail and Graham Road, Cuyahoga Falls (#1); Right—W. Market between Ghent Rd. and Miller Rd., Fairlawn (#2)

Table 1: High Crash Segments (2023-2025)

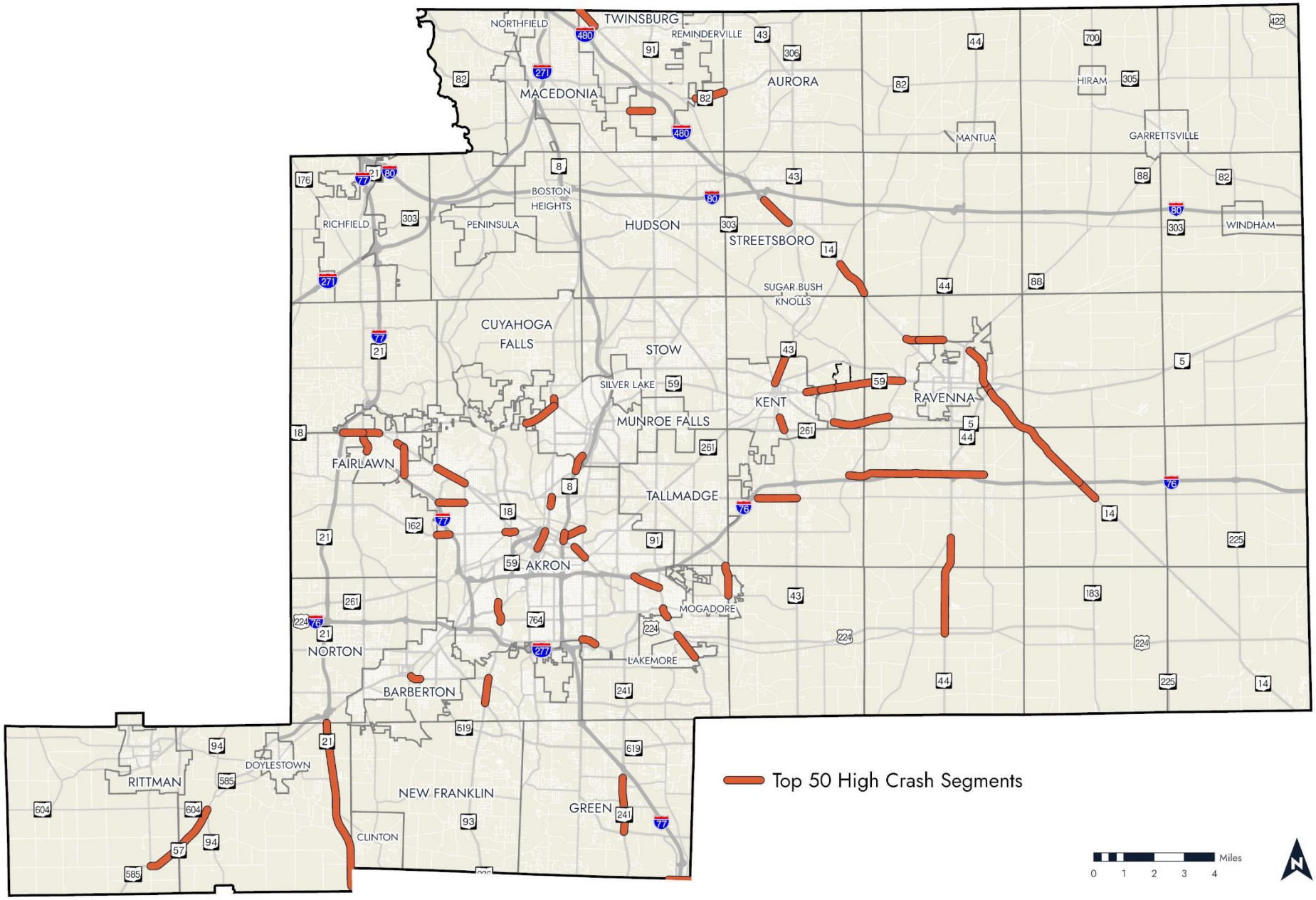
Overall Rank	Roadway Segment	Length (miles)	Total Crashes	Crashes per Mile per Year	Crash Rank	Total Rank Score	Bike Related	Ped Related	Fatal & Injury Percent	Fatal & Injury Rank	2019-2023 SS4A HIN	Location(s)
1	State Rd from Portage Trail to Graham Rd	0.27	10	12.19	6	13	0	2	50.00%	7	No	Cuyahoga Falls
2	W Market St (SR 18) from Ghent Rd to Miller Rd	0.29	5	5.69	12	15	0	0	60.00%	3	No	Fairlawn
3	Lynn Rd (TR 99) from Sandy Lake Rd to New Milford Rd	0.54	8	4.98	17	19	0	0	62.50%	2	Yes	Brimfield Twp / Rootstown Twp
4	Copley Rd/S Maple St (SR 162) from Diagonal Rd/S Portage Path to W Exchange St	0.34	9	8.83	7	21	0	1	44.44%	14	Yes	Akron
5	E Main St (SR 59) from Horning Rd to Kent East Corp Line	0.52	9	5.82	11	25	0	0	44.44%	14	No	Kent / Franklin Twp
6	SR 14 from Cleveland Rd (CR 171) to Infirmary Rd (CR 164)	0.45	6	4.41	24	31	0	0	50.00%	7	No	Ravenna Twp
7	Ravenna Rd from Shepard Rd to Chamberlin Rd	0.86	10	3.90	32	35	1	0	60.00%	3	No	Twinsburg
7	S Water St (SR 43) from SR 261 to Cherry St	0.49	6	4.05	28	35	0	0	50.00%	7	No	Kent
7	E Market St (SR 18) from E Buchtel Ave to E Exchange St	0.52	13	8.35	9	35	1	0	38.46%	26	No	Akron
10	SR 59 from SR 261 to Brady Lake Rd (CR 162)	2.52	41	5.42	13	38	0	1	39.02%	25	Yes	Franklin Twp / Ravenna Twp
10	SR 14/44 from SR 59 to SR 5 (end SR 14 overlap)	0.39	17	14.65	4	38	0	0	35.29%	34	No	Ravenna Twp
12	N Forge St from Fountain St to N Arlington St	0.71	8	3.77	33	40	0	1	50.00%	7	No	Akron
12	SR 14 from Infirmary Rd (CR 164) to N Chestnut St/SR 44	0.86	12	4.67	21	40	0	0	41.67%	19	No	Ravenna / Ravenna Twp
14	Robinson Ave from Wooster Rd N to Van Buren Ave	0.35	4	3.77	34	41	0	0	50.00%	7	No	Barberton
14	Manchester Rd (SR 93) from Wilbeth Rd (SR 764) to SB ramp to old Manchester Rd	0.70	9	4.31	27	41	0	0	44.44%	14	No	Akron
16	S Cleveland-Massillon Rd from Rosemont Blvd/Elgin Dr to W Market St (SR 18)	0.72	18	8.37	8	43	0	0	33.33%	35	No	Fairlawn / Bath Twp / Copley Twp
17	Copley Rd (SR 162) from Collier Rd to St Micheals	0.49	9	6.06	10	45	0	0	33.33%	35	No	Akron / Copley Twp
18	W Portage Trail Ext from Northampton Rd to State Rd	1.18	14	3.97	29	46	0	0	42.86%	17	Yes	Cuyahoga Falls
18	Mull Ave from White Pond Dr to Hawkins Circle	0.90	14	5.18	14	46	0	0	35.71%	32	No	Akron
20	SR 14 from I-480 ramp to Turnpike to SR 303 (W)	1.18	71	20.04	3	47	0	1	32.39%	44	Yes	Streetsboro
20	W Market St (SR 18) from Cleveland-Massillon Rd to Smith Rd	0.57	55	32.17	1	47	0	0	30.91%	46	Yes	Fairlawn / Bath Twp
22	Great Lakes Blvd (SR 21) from Clinton Rd (CR 100) to Eastern Rd (CR 150)	1.97	29	4.91	19	48	0	0	37.93%	29	No	Chippewa Twp
23	Front St from Cuyahoga Falls Ave to Second St	0.59	6	3.41	42	49	1	0	50.00%	7	No	Cuyahoga Falls / Akron
24	N Main St (SR 261) from Olive St (W) to E Tallmadge Ave	0.33	3	3.05	49	50	0	1	66.67%	1	No	Akron
24	N Cleveland Ave (SR 532) from Mogadore Rd to Mogadore North Corp Line	1.06	10	3.14	47	50	0	0	60.00%	3	Yes	Mogadore
24	W Market St (SR 18) from Sand Run Rd to Hawkins Ave	1.12	11	3.29	44	50	0	0	54.55%	6	No	Akron
24	Summit Rd (CR 148) from SR 261 to Lakewood Rd (CR 151)	1.97	21	3.56	37	50	0	0	47.62%	13	No	Franklin Twp / Ravenna Twp
24	E Aurora Rd (SR 82) from Herrick Rd (TR104)/TBG ECL to Portage County Line	1.02	12	3.92	31	50	0	0	41.67%	19	No	Twinsburg Twp
24	SR 59 from Alpha Dr to SR 261	0.40	6	5.00	15	50	0	0	33.33%	35	No	Franklin Twp
30	SR 14 from I-76 to SR 183	0.78	11	4.73	20	51	0	0	36.36%	31	No	Edinburg Twp
30	Medina Rd (SR 18) from I-77 centerline to Cleveland-Massillon Rd (CR 17)	0.70	43	20.57	2	51	0	2	30.23%	49	No	Fairlawn / Bath Twp / Copley Twp
32	Canton Rd (CR 66) from Sanitarium Rd (CR136) to Waterloo Rd (US224)	1.00	13	4.33	26	52	0	1	38.46%	26	No	Lakemore / Springfield Twp
32	Canton Rd (SR 91) from Akron SCL to Triplett Blvd	0.35	13	12.34	5	52	0	0	30.77%	47	No	Akron
34	SR 585 from Benner Rd to SR 57	1.21	16	4.41	25	55	0	0	37.50%	30	No	Milton Twp / Chippewa Twp
35	Manchester Rd (SR 93) from State St (CR162) to Robinson Ave (CR 54)	0.89	10	3.75	35	56	0	0	40.00%	21	No	Coventry Twp
36	S High St (SR 261) from E Exchange St to E Market St (SR 18)	0.67	9	4.50	23	58	0	0	33.33%	35	No	Akron
37	SR 44 from US 224 to Hartville Rd (CR 69)	3.41	38	3.72	36	60	0	1	39.47%	24	Yes	Randolph Twp / Rootstown Twp
38	SR 14 from Diagonal Rd to Streetsboro East Corp Line	1.27	19	4.99	16	61	0	0	31.58%	45	Yes	Streetsboro
39	S Miller Rd from Ridgewood Rd to W Market St (SR 18)	0.97	10	3.42	41	62	0	0	40.00%	21	No	Akron / Fairlawn / Copley Twp
40	E Waterloo Rd from S Arlington St to Kelly Ave	0.50	5	3.36	43	64	0	1	40.00%	21	No	Akron
41	N Mantua St (SR 43) from Gougler Ave to Kent North Corp Line	1.01	12	3.96	30	65	1	0	33.33%	35	No	Kent
42	Highland Rd from Twinsburg WCL to Darrow Rd (SR 91)	0.77	7	3.02	50	67	0	1	42.86%	17	No	Twinsburg
43	SR 14/44 from Ravenna NE Corp Line to SR 59	1.36	20	4.92	18	68	0	0	30.00%	50	No	Ravenna / Ravenna Twp

Table 1: High Crash Segments (2023-2025)

Overall Rank	Roadway Segment	Length (miles)	Total Crashes	Crashes per Mile per Year	Crash Rank	Total Rank Score	Bike Related	Ped Related	Fatal & Injury Percent	Fatal & Injury Rank	2019-2023 SS4A HIN	Location(s)
44	E Market St (SR 18) from Mogadore Rd to Canton Rd (SR 91)	0.96	13	4.50	22	69	0	0	30.77%	47	No	Akron
45	Tallmadge Rd (CR 18) from Sunnybrook Rd (CR 11) to SR 43	1.36	13	3.18	45	71	0	0	38.46%	26	No	Brimfield Twp
46	Mt Pleasant Rd from Frank Rd to Stark Co Line	0.84	9	3.55	38	73	0	0	33.33%	35	No	Green / Jackson Twp
47	Akron Rd (SR 585) from Wadsworth Rd (SR 57) to Easton (SR 604)/Mt Eaton (SR 94)	1.70	18	3.53	39	74	0	0	33.33%	35	No	Chippewa Twp
48	Fountain St from E Market St (SR 18) to Perkins St (SR 59)	0.29	3	3.47	40	75	0	0	33.33%	35	No	Akron
49	SR 14 from SR 5 to I-76	4.49	42	3.12	48	80	0	0	35.71%	32	Yes	Charlestown Twp / Edinburg Twp / Ravenna Twp / Rootstown Twp
50	Massillon Rd (SR 241) from Greensburg Rd to Boettler Rd	1.91	18	3.14	46	81	0	0	33.33%	35	No	Green

Top 50 High Crash Segments 2023-2025

Map 1



High Crash Intersections

Crashes that occur within a radius of 250 feet from the center of an intersection are coded as intersection crashes. When two intersections are within 250 feet of each other and a crash occurs between the two, the crash is assigned to the intersection closest to the crash. All intersections in the AMATS area were considered, including those of roads that are not federally classified.

AMATS identified 262 intersections (note that rankings go up to #243, 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. This number is somewhat higher than in previous reports (the *2022-2024 Crash Report* had 228 high crash segments). This increase is primarily due to this year's methodology change, which groups any crash occurring within 250' of an intersection as intersection crashes. This methodology shift tends to favor intersections, grouping more crashes into this category.

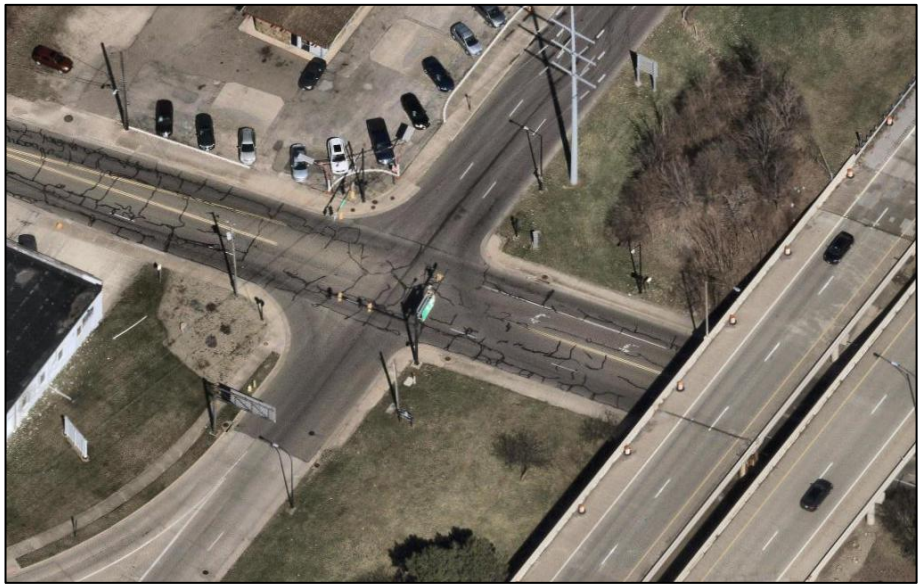


Table 2 lists the 262 high crash intersections ranked by composite score. This table also notes if any crashes were bicycle or pedestrian-related and if any of these intersections are also on the Safe Streets for All High Injury Network (SS4A HIN). A location in red font indicates at least one fatality, and 16 (6.1%) of these intersections fit into this category. Twenty two of the 262 intersections on the high crash list are also on the SS4A 2019-2023 HIN, representing an overlap of 8.4% of the intersections listed on Table 2.

Map 2 shows the top 50 high crash intersections.



High Crash Intersections:
Right—US 224 and SR 225, Deerfield Twp/Atwater Twp. border (#1); Above—Rhodes Ave. and W. Thornton St., Akron (#2);

Table 2: High Crash Intersections (2023-2025)

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(s)
1	US 224 and SR 225	31	17	61.29%	8	25	0	0	Yes	Deerfield Twp / Atwater Twp
2	Rhodes Ave and W Thornton St	27	23	59.26%	13	36	0	0	No	Akron
3	Diagonal Rd and Mennonite Rd	23	38	65.22%	3	41	0	0	No	Mantua Twp
4	SR 14 and Cleveland Rd	20	51	60.00%	9	60	0	0	No	Ravenna Twp
5	US 224 and Portage Line Rd (SR 532)	34	15	47.06%	48	63	0	0	No	Suffield Twp / Springfield Twp
6	S Broadway St and Rosa Parks Dr	30	19	46.67%	53	72	0	1	No	Akron
7	State Rd and Sackett Ave	23	38	47.83%	45	83	0	0	No	Cuyahoga Falls
7	Hudson Dr and Steels Corners Rd/Allen Rd	23	38	47.83%	45	83	0	0	No	Stow
9	Myersville Rd and Killian Rd	16	82	68.75%	2	84	1	0	No	Springfield Twp
10	S Arlington Rd and Mount Pleasant Rd	18	66	55.56%	19	85	0	0	Yes	Green / Jackson Twp
11	US 224 and SR 14/SR 225	19	59	52.63%	33	92	0	0	No	Deerfield Twp
12	SR 57 and SR 585	15	92	60.00%	9	101	0	0	No	Chippewa Twp / Milton Twp
13	Graham Rd and Gilbert Rd	17	73	52.94%	32	105	1	0	No	Cuyahoga Falls / Stow
14	US 224 and SR 44	19	59	47.37%	47	106	0	0	No	Randolph Twp
15	E Tallmadge Ave (SR 261) and Patterson Ave	25	33	44.00%	79	112	0	0	No	Akron
16	SR 14/44 and SR 59	51	2	39.22%	115	117	0	0	No	Ravenna Twp
17	Vernon Odom Blvd (SR 261) and Superior Ave	20	51	45.00%	67	118	0	1	No	Akron
18	W Market St (SR 18) and Smith Rd	27	23	40.74%	96	119	0	0	No	Fairlawn
18	SR 59 and Brady Lake Rd/Hoover Rd	27	23	40.74%	96	119	1	0	No	Ravenna Twp
20	Archwood Ave and Sylvan Ave	17	73	47.06%	48	121	1	0	No	Akron
20	E Waterloo Rd/US 224 and Hilbish Ave	17	73	47.06%	48	121	0	0	No	Akron / Springfield Twp
20	Olde Eight Rd and E Highland Rd	17	73	47.06%	48	121	1	0	No	Northfield Center Twp
20	Cleveland Massillon Rd and Eastern Rd	17	73	47.06%	48	121	0	0	No	Norton / New Franklin
24	Copley Rd (SR 162) and S Hawkins Ave	38	9	39.47%	114	123	0	0	No	Akron
25	S Arlington St and Rosemary St	14	108	57.14%	16	124	1	2	Yes	Akron
25	Bellows St and Archwood Ave	14	108	57.14%	16	124	0	1	No	Akron
25	Streetsboro Rd (SR 303) and Diagonal Rd	14	108	57.14%	16	124	0	0	No	Streetsboro
28	W Exchange St and Dart Av	18	66	44.44%	68	134	0	1	No	Akron
29	W Main St and Acme Plaza Dr/Loblolly Ct	22	45	40.91%	95	140	0	1	No	Kent / Franklin Twp
30	Archwood Ave and Hammel St	14	108	50.00%	34	142	0	0	No	Akron
30	Wolf Ledges Pkwy and E South St/Bellows St	14	108	50.00%	34	142	0	1	No	Akron
30	N Howard St and Glenwood Ave	14	108	50.00%	34	142	0	0	No	Akron
30	SR 14 and Alliance Rd	14	108	50.00%	34	142	0	0	No	Atwater Twp / Deerfield Twp / Palmyra Twp
30	E Main St (SR 59) and Wilson Ave	14	108	50.00%	34	142	0	1	No	Kent
35	Kenmore Blvd and Old Manchester Rd	15	92	46.67%	53	145	1	0	No	Akron
35	Tallmadge Rd and I-76 EB Ramps/Mogadore Rd (E Jct)	15	92	46.67%	53	145	0	0	No	Brimfield Twp
35	SR 585 and Fulton Rd (CR 27)	15	92	46.67%	53	145	0	0	No	Milton Twp / Green Twp
35	Everett Rd and Medina Line Rd	15	92	46.67%	53	145	0	0	No	Richfield Twp / Bath Twp
35	SR 43 and Trares Rd	15	92	46.67%	53	145	0	0	No	Suffield Twp
40	Main St and Huddleston Ave	19	59	42.11%	87	146	0	0	No	Cuyahoga Falls
41	Carroll St and Goodkirk St	20	51	40.00%	98	149	1	0	No	Akron
41	Riverview Rd and Ira Rd	20	51	40.00%	98	149	0	0	No	Cuyahoga Falls
43	Perkins St (SR 59) and SR 8 SB Ramps / Goodkirk St	47	6	36.17%	145	151	0	0	No	Akron

Table 2: High Crash Intersections (2023-2025)

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(s)
44	Copley Rd (SR 162) and Noble Ave	12	139	58.33%	14	153	0	0	No	Akron
44	Summit St and Cline Rd	12	139	58.33%	14	153	0	0	No	Franklin Twp
46	Kelly Ave and 3rd Ave	23	38	39.13%	116	154	0	0	No	Akron
47	Dart Av and W Thornton St	13	125	53.85%	30	155	0	0	No	Akron
47	Tallmadge Rd and New Milford Rd	13	125	53.85%	30	155	0	0	No	Rootstown Twp
49	S Arlington St and 5th Ave	27	23	37.04%	133	156	0	0	No	Akron
50	S Arlington St and Archwood Ave	48	5	35.42%	153	158	1	2	Yes	Akron
51	E Wilbeth Rd (SR 764) and Virgina Ave	16	82	43.75%	80	162	0	1	No	Akron
51	W Exchange St and Bishop St	16	82	43.75%	80	162	0	0	No	Akron
51	SR 303 and SR 8 NB Off Ramp	16	82	43.75%	80	162	0	0	No	Boston Heights / Hudson
51	Highland Rd and Valley View Rd	16	82	43.75%	80	162	0	0	No	Macedonia
51	S Maple St (SR 162) and Rhodes Ave	24	35	37.50%	127	162	0	0	No	Akron
51	E Market St (SR 18) and Union St	24	35	37.50%	127	162	0	3	No	Akron
57	SR 21 and Clinton Rd	11	159	63.64%	4	163	0	0	Yes	Chippewa Twp
57	Canton Rd and Sanitarium Rd	11	159	63.64%	4	163	0	0	Yes	Lakemore / Springfield Twp
57	SR 5 and SR 225	11	159	63.64%	4	163	0	0	No	Paris Twp
57	N Chestnut St and Loomis Pkwy	11	159	63.64%	4	163	0	0	No	Ravenna / Ravenna Twp
57	S Main St and Waterloo Rd	52	1	34.62%	162	163	1	0	No	Akron / Coventry Twp
62	E Turkeyfoot Lake Rd (SR 619) and Arlington Rd	49	3	34.69%	161	164	0	0	Yes	Green
63	MLK Jr. Blvd (SR 59) and N Broadway St (SR 261)	28	21	35.71%	146	167	0	0	No	Akron
64	S Arlington St and Clifford Ave	12	139	50.00%	34	173	0	0	No	Akron
64	SR 21 and Edwards Rd	12	139	50.00%	34	173	0	0	No	Chippewa Twp
64	SR 261 and Campus Center Dr	12	139	50.00%	34	173	0	0	No	Kent
64	Canton Rd and Tisen Rd	12	139	50.00%	34	173	0	0	No	Springfield Twp
68	State St (SR 619) and Wooster Rd N (SR 619)	35	12	34.29%	164	176	0	1	No	Barberton
68	S Arlington Rd and Boettler Rd	35	12	34.29%	164	176	0	0	No	Green
70	Innovation Way (SR 241) and 3rd Ave/I-76 WB ramps	22	45	36.36%	137	182	0	0	No	Akron
70	Canton Rd (SR 91) and Triplett Blvd (SR 764)	33	16	33.33%	166	182	0	2	No	Akron
72	E Market St (SR 18) and Forge St/Valinda Pl	11	159	54.55%	24	183	0	1	No	Akron
72	S Hawkins Ave and Stoner St	11	159	54.55%	24	183	0	0	No	Akron
72	Portage Trail and North Haven Blvd	11	159	54.55%	24	183	0	1	No	Cuyahoga Falls
72	Wadsworth Rd (SR 261) and S Hametown Rd	11	159	54.55%	24	183	0	0	No	Norton
72	SR 5/44 and Hayes Rd	11	159	54.55%	24	183	0	0	No	Ravenna Twp
72	SR 43 and Randolph Rd	11	159	54.55%	24	183	0	0	Yes	Suffield Twp
72	Wadsworth Rd (SR 57) and Easton Rd (SR 604)	18	66	38.89%	117	183	0	0	Yes	Chippewa Twp / Milton Twp
72	SR 261 and Franklin Ave/Sunnybrook Rd	18	66	38.89%	117	183	0	0	Yes	Kent
80	Waterloo Rd and Martin Rd	10	183	70.00%	1	184	0	0	No	Suffield Twp
80	S Miller Rd and Chamberlain Rd	13	125	46.15%	59	184	0	1	No	Fairlawn
82	Copley Rd (SR 162) and Diagonal Rd/S Portage Path	27	23	33.33%	166	189	0	0	Yes	Akron
82	Darrow Rd (SR 91) and I-480 EB Ramps	27	23	33.33%	166	189	0	0	No	Twinsburg
84	S Main St and E Long St	15	92	40.00%	98	190	0	0	No	Akron
84	Stow Rd and Hudson Aurora Rd	15	92	40.00%	98	190	0	1	No	Hudson
86	Triplett Blvd (SR 764) and Kelly Ave/Lindsay Ave	26	29	34.62%	162	191	0	0	Yes	Akron

Table 2: High Crash Intersections (2023-2025)

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(s)
87	Brown St and Cole Ave	10	183	60.00%	9	192	0	0	No	Akron
87	SR 5 and Rock Spring Rd	10	183	60.00%	9	192	0	0	No	Charlestown Twp
87	Newton St and Goodyear Blvd	14	108	42.86%	84	192	0	0	No	Akron
87	East Ave and Russell Ave	14	108	42.86%	84	192	0	0	No	Akron
87	Mayfair Rd and Heckman Rd	14	108	42.86%	84	192	0	0	No	Green
92	S Maple St (SR 162) and W Cedar St	19	59	36.84%	134	193	0	2	Yes	Akron
92	S Main St and Archwood Ave	19	59	36.84%	134	193	0	2	No	Akron
92	SR 88 and SR 303 (W Jct)	19	59	36.84%	134	193	0	0	No	Freedom Twp
95	SR 14 and Superior Ave	23	38	34.78%	160	198	0	0	No	Streetsboro
96	SR 261 and Mogadore Rd	24	35	33.33%	166	201	0	0	No	Kent
97	Mt Eaton Rd (SR 94) and SR 585/Easton Rd (SR 604)	16	82	37.50%	127	209	0	0	No	Chippewa Twp
97	SR 59 and 6th Ave	16	82	37.50%	127	209	1	0	No	Franklin Twp / Kent
97	SR 44 and Pioneer Trail	16	82	37.50%	127	209	0	0	No	Mantua Twp
97	S Prospect St and Sandy Lake Rd	16	82	37.50%	127	209	0	0	No	Rootstown Twp
97	Brittain Rd and Evans Ave	20	51	35.00%	158	209	1	0	No	Akron / Tallmadge
97	Hudson Dr and Norton Rd/Seasons Rd	20	51	35.00%	158	209	0	0	No	Stow / Hudson
103	W Market St (SR 18) and Maple St	21	49	33.33%	166	215	1	0	No	Akron
103	State Rd and Broad Blvd	21	49	33.33%	166	215	0	1	No	Cuyahoga Falls
105	W Cedar St (SR 261) and Locust St (SR 261)	10	183	50.00%	34	217	0	1	No	Akron
105	Norton Rd and Stow Rd	10	183	50.00%	34	217	0	0	No	Stow / Hudson
107	E Thorton St and Kling St	11	159	45.45%	60	219	0	0	No	Akron
107	East Ave and Euclid Ave	11	159	45.45%	60	219	0	0	No	Akron
107	E Market St (SR 18) and Brittain Rd	11	159	45.45%	60	219	0	0	No	Akron
107	Riverview Rd and W Bath Rd	11	159	45.45%	60	219	0	0	Yes	Akron / Cuyahoga Falls
107	Darrow Rd (SR 91) and Eastlawn St	11	159	45.45%	60	219	0	0	No	Akron
107	Tallmadge Rd and Sandy Lake Rd	11	159	45.45%	60	219	0	0	No	Brimfield Twp
107	E Waterloo Rd (US 224) and Shadybrook Dr	11	159	45.45%	60	219	0	0	No	Springfield Twp
114	SR 14/44 and N Freedom St (SR 88)	49	3	32.65%	219	222	0	0	No	Ravenna
115	E Waterloo Rd and Highview Ave	12	139	41.67%	88	227	0	1	No	Akron
115	Manchester Rd (SR 93) and Fillmore Ave	12	139	41.67%	88	227	0	0	No	Akron
115	Darrow Rd (SR 91) and Newton St	12	139	41.67%	88	227	0	0	No	Akron
115	W Market St (SR 18) and Merriman Rd	12	139	41.67%	88	227	1	0	No	Akron
115	Mayfair Rd and Raber Rd	12	139	41.67%	88	227	0	0	No	Green
115	Wadsworth Rd (SR 261) and Cleveland Massillon Rd	12	139	41.67%	88	227	0	0	No	Norton
115	Darrow Rd (SR 91) and Old Mill Rd	12	139	41.67%	88	227	0	0	No	Twinsburg / Twinsburg Twp
115	Eastland Ave and Chapman Dr	17	73	35.29%	154	227	0	0	No	Akron
115	Portage Trail and 3rd St	17	73	35.29%	154	227	2	0	No	Cuyahoga Falls
115	SR 261 and Summit Rd	17	73	35.29%	154	227	0	0	No	Franklin Twp
115	SR 82 and Mantua Center Rd	17	73	35.29%	154	227	0	0	No	Mantua Twp
126	SR 14 and SR 44/N Chestnut St	40	8	32.50%	220	228	0	0	Yes	Ravenna / Ravenna Twp
127	W Exchange St and Rhodes Ave	18	66	33.33%	166	232	0	1	No	Akron
127	SR 14 and SR 225	18	66	33.33%	166	232	0	0	No	Deerfield Twp
127	W Main St (SR 59) and Diamond St	18	66	33.33%	166	232	0	1	No	Ravenna

Table 2: High Crash Intersections (2023-2025)

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(s)
130	State St and I-76 WB Ramp	38	9	31.58%	226	235	0	0	No	Barberton
131	S Main St and Swartz Rd/US 224 EB Ramps	31	17	32.26%	221	238	1	0	No	Akron / Coventry Twp
132	Smith Rd and Sand Run Rd	9	220	55.56%	19	239	0	0	No	Akron / Bath Twp
132	W Bath Rd and N Hametown Rd	9	220	55.56%	19	239	0	0	No	Bath Twp
132	S Arlington Rd and Interstate Pkwy	9	220	55.56%	19	239	0	0	No	Green
132	SR 44 and Enterprise Pkwy	9	220	55.56%	19	239	0	1	No	Ravenna / Ravenna Twp
136	S Miller Rd and Ridgewood Rd /I-77 Ramps	35	12	31.43%	228	240	0	0	No	Fairlawn / Akron / Copley Twp
137	Kelly Ave and E Waterloo Rd/Emmitt Rd	28	21	32.14%	222	243	0	0	No	Akron
138	E Market St (SR 18) and Seiberling St	13	125	38.46%	119	244	0	0	Yes	Akron
138	Manchester Rd (SR 93) and I-277 EB On-ramp	13	125	38.46%	119	244	0	0	No	Akron
138	N Main St (SR 261) and Olive St	13	125	38.46%	119	244	0	0	No	Akron
138	Dart Ave and W Center St/Locust St	13	125	38.46%	119	244	0	0	No	Akron
138	Grant St and E Voris St	13	125	38.46%	119	244	1	0	No	Akron
138	Hines Hill Rd and SR 8 SB Off Ramp/Dean Memorial Pkwy	13	125	38.46%	119	244	0	0	No	Boston Heights
138	Smith Rd and Ghent Rd	13	125	38.46%	119	244	0	0	No	Fairlawn / Akron
138	Smith Rd and Bath Hills Blvd/Corunna Ave	13	125	38.46%	119	244	0	0	No	Fairlawn / Bath Twp
146	Manchester Rd (SR 93) and W Wilbeth Rd (SR 764)	43	7	30.23%	239	246	0	0	Yes	Akron
147	Kent Rd (SR 59) and Fishcreek Rd	36	11	30.56%	236	247	0	2	No	Stow
148	E Exchange St and Goodkirk Rd	14	108	35.71%	146	254	0	0	No	Akron
148	Kenmore Blvd and 13th St SW	14	108	35.71%	146	254	0	1	No	Akron
148	S Main St and Firestone Blvd	14	108	35.71%	146	254	0	0	No	Akron
148	S Arlington Rd and Southwood Dr	14	108	35.71%	146	254	0	0	No	Green
148	W Main St (SR 59) and Sycamore St	14	108	35.71%	146	254	1	0	No	Ravenna
148	E Main St (SR 59) and New Milford Rd	14	108	35.71%	146	254	1	0	No	Ravenna
154	Tallmadge Ave and N Howard St	25	33	32.00%	223	256	0	0	No	Akron
155	E Market St (SR 18) and Adams St (E Jct)	15	92	33.33%	166	258	1	1	No	Akron
155	SR 59 and Cox Ave	15	92	33.33%	166	258	0	0	No	Franklin Twp
155	Mogadore Rd and E Howe Rd	15	92	33.33%	166	258	0	0	No	Brimfield Twp / Tallmadge
155	State Rd and Schiller Ave	15	92	33.33%	166	258	0	3	No	Cuyahoga Falls
155	SR 59 and Meadowview Square Entrance	15	92	33.33%	166	258	0	0	No	Franklin Twp
155	Darrow Rd (SR 91) and Middleton Rd	15	92	33.33%	166	258	0	1	No	Hudson
155	Manchester Rd (SR 93) and Nimisila Rd	15	92	33.33%	166	258	1	0	No	New Franklin
155	SR 5 and SR 59/Riddle Rd	15	92	33.33%	166	258	0	0	No	Ravenna Twp
163	5th St NE (SR 619) and Robinson Ave	26	29	30.77%	230	259	1	1	No	Barberton
163	State Rd and Chestnut Blvd	26	29	30.77%	230	259	0	0	No	Cuyahoga Falls
163	SR 14 and Diagonal Rd	26	29	30.77%	230	259	0	0	No	Streetsboro
163	W Market St (SR 18) and Pershing Ave	30	19	30.00%	240	259	0	1	No	Akron
167	Medina Rd (SR 18) and S Hametown Rd	22	45	31.82%	224	269	0	0	No	Bath Twp / Copley Twp
167	SR 14 and Brook Valley Trail/Shady Lake Dr	22	45	31.82%	224	269	0	0	No	Streetsboro
169	S Arlington Rd and Chenoweth Rd/I-77 NB On-ramp	23	38	30.43%	237	275	0	1	No	Coventry Twp / Springfield Twp
169	Darrow Rd (SR 91) and Stow Rd	23	38	30.43%	237	275	1	0	No	Stow

Table 2: High Crash Intersections (2023-2025)

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(s)
171	S Arlington St and Derbydale Rd	10	183	40.00%	98	281	0	0	No	Akron / Coventry Twp
171	Kelly Ave and 4th Ave/I-76 EB Off-ramp	10	183	40.00%	98	281	0	0	No	Akron
171	Brown St and Lovers Lane	10	183	40.00%	98	281	0	0	No	Akron
171	W Market St (SR 18) and Rand Ave	10	183	40.00%	98	281	0	1	No	Akron
171	Kelly Ave and Archwood Ave	10	183	40.00%	98	281	0	0	No	Akron
171	S Aurora Rd (SR 43) and S Chillicothe Rd (SR 306)	10	183	40.00%	98	281	0	0	No	Aurora
171	SR 585 and Doylestown Rd Ramp	10	183	40.00%	98	281	0	0	No	Chippewa Twp
171	Copley Rd (SR 162) and SR 21 NB Ramps	10	183	40.00%	98	281	0	0	No	Copley Twp
171	SR 303 and SR 700	10	183	40.00%	98	281	0	0	No	Freedom Twp
171	Haymaker Pkwy (SR 59) and W Main St (SR 59)/Longmere Dr	10	183	40.00%	98	281	0	0	No	Kent
171	SR 44 and SR 303	10	183	40.00%	98	281	0	0	No	Shalersville Twp
171	Darrow Rd (SR 91) and Beech Rd	10	183	40.00%	98	281	0	1	No	Stow
183	Olde Eight Rd and Valley View Rd	19	59	31.58%	226	285	0	0	No	Northfield Center Twp / Sagamore Hills Twp
184	S Hawkins Ave and Al-Kaf Way	9	220	44.44%	68	288	0	1	No	Akron
184	W Market St (SR 18) and Halifax Rd/Hampshire Rd/Overwood Rd	9	220	44.44%	68	288	0	1	No	Akron
184	E Cuyahoga Falls Ave and Riverside Dr/SR 8 SB On-ramp	9	220	44.44%	68	288	0	0	No	Akron
184	S Main St and Stanton Ave (N Jct)	9	220	44.44%	68	288	1	0	No	Akron
184	Akron Peninsula Rd and W Bath Rd	9	220	44.44%	68	288	0	0	No	Akron
184	Wooster Rd W and Johnson Rd/Gale Dr	9	220	44.44%	68	288	0	0	No	Barberton / Norton
184	Mt Eaton Rd (SR 94) and SR 585	9	220	44.44%	68	288	0	0	No	Chippewa Twp
184	Copley Rd (SR 162) and SR 21 SB Ramps	9	220	44.44%	68	288	0	0	No	Copley Twp
184	SR 585 and Benner Rd	9	220	44.44%	68	288	0	0	No	Milton Twp
184	E Main St (SR 59) and Freedom St (SR 88)	9	220	44.44%	68	288	1	0	No	Ravenna
194	White Pond Dr and Mull Ave	20	51	30.00%	240	291	0	0	No	Akron
194	S Maple St and Crosby St	20	51	30.00%	240	291	0	0	No	Akron
196	N Portage Path and Mark Dr	11	159	36.36%	137	296	0	0	No	Akron
196	S Portage Path and Dodge Ave	11	159	36.36%	137	296	1	0	No	Akron
196	Johnston St and Inman St	11	159	36.36%	137	296	0	0	No	Akron
196	N Case Ave and Eastland Ave/Newton St	11	159	36.36%	137	296	0	0	No	Akron
196	5th Ave SE (SR 619) and Conservatory Dr	11	159	36.36%	137	296	0	1	No	Barberton
196	Smith Rd and Revere Rd	11	159	36.36%	137	296	0	0	No	Bath Twp
196	S Arlington Rd and I-77 NB Ramps	11	159	36.36%	137	296	1	0	No	Green / Coventry Twp / Springfield Twp
203	Brown St and E Thornton St	12	139	33.33%	166	305	0	0	No	Akron
203	Russell Ave and Boulevard St	12	139	33.33%	166	305	0	0	No	Akron
203	Wolf Ledges Pkwy and E Thornton St	12	139	33.33%	166	305	0	0	No	Akron
203	SR 43 and Old Forge Rd	12	139	33.33%	166	305	0	0	Yes	Brimfield Twp
203	Cleveland Ave (SR 532) and Mogadore Rd	12	139	33.33%	166	305	0	0	No	Mogadore
203	W Main St (SR 59) and Oakgrove St	12	139	33.33%	166	305	0	0	No	Ravenna
203	Diagonal Rd and Frost Rd	12	139	33.33%	166	305	0	0	No	Shalersville Twp
210	Massillon Rd (SR 241) and Greensburg Rd	16	82	31.25%	229	311	0	0	No	Green
211	E Market St (SR 18) and Summit St	13	125	30.77%	230	355	0	0	Yes	Akron
211	Grant St and Archwood Ave	13	125	30.77%	230	355	0	0	No	Akron
211	Van Buren Ave and Robinson Ave	13	125	30.77%	230	355	1	0	No	Barberton

Table 2: High Crash Intersections (2023-2025)

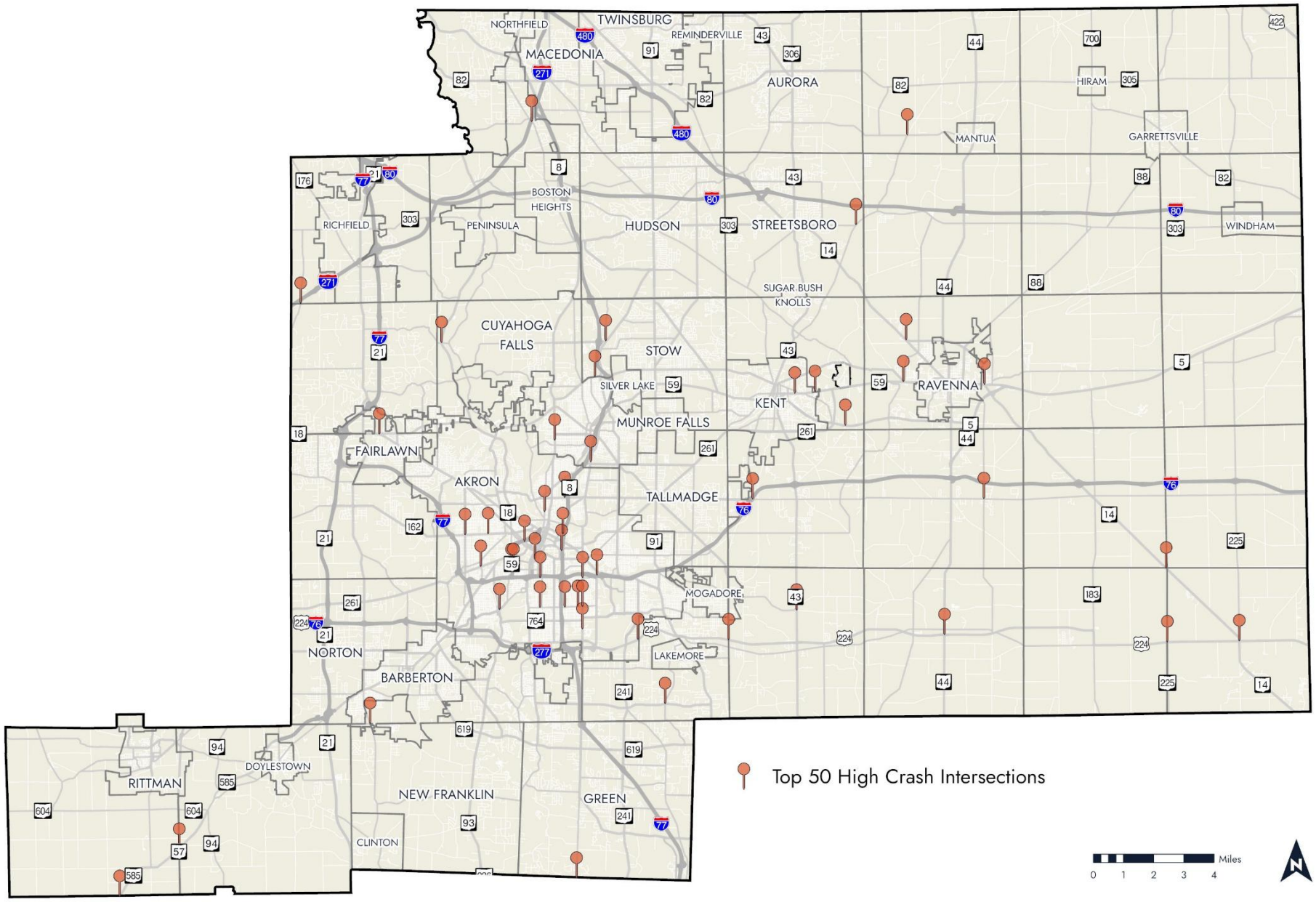
Overall Rank	Street and Intersecting Street	Total Crashes	Total Crash Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	2019-2023 SS4A HIN	Location(s)
214	S Hawkins Ave and Orrin St	9	220	33.33%	166	386	0	0	No	Akron
214	Copley Rd (SR 162) and Steward Ave	9	220	33.33%	166	386	0	0	No	Akron
214	Vernon Odom Blvd (SR 261) and Raymond St	9	220	33.33%	166	386	0	0	No	Akron
214	S Arlington St and 6th Ave	9	220	33.33%	166	386	0	0	Yes	Akron
214	S Main St and Emerling Ave (N Jct)	9	220	33.33%	166	386	0	0	No	Akron
214	Manchester Rd (SR 93) and Allenford St	9	220	33.33%	166	386	0	0	No	Akron
214	S Main St and US 224 WB Ramps	9	220	33.33%	166	386	0	0	No	Akron / Coventry Twp
214	Garman Rd and Castle Blvd	9	220	33.33%	166	386	0	0	No	Akron
214	E Cuyahoga Falls Ave and Patterson Ave/Murray Ave	9	220	33.33%	166	386	0	0	No	Akron
214	W Cedar St and Wabash Ave	9	220	33.33%	166	386	0	0	No	Akron
214	Grant St and Cole Ave	9	220	33.33%	166	386	1	0	No	Akron
214	East Ave and Battles Ave/Anna Ave	9	220	33.33%	166	386	0	1	No	Akron
214	Lakeshore Blvd and W South St/Boulevard St	9	220	33.33%	166	386	0	0	No	Akron
214	Cuyahoga St and Sackett Ave	9	220	33.33%	166	386	0	0	No	Akron
214	N Aurora Rd (SR 43) and East Blvd	9	220	33.33%	166	386	0	0	No	Aurora
214	N Chillicothe Rd (SR 306) and Crackel Rd	9	220	33.33%	166	386	0	0	Yes	Aurora / Bainbridge Twp
214	Bissell Dr and W Pioneer Trail	9	220	33.33%	166	386	0	0	No	Aurora
214	State St and Glenn St	9	220	33.33%	166	386	0	0	No	Barberton
214	Wooster Rd N and W Lake Ave	9	220	33.33%	166	386	0	0	No	Barberton
214	Mogadore Rd and I-76 SB Ramp	9	220	33.33%	166	386	0	0	No	Brimfield Twp
214	Manchester Rd (SR 93) and Nola Ct	9	220	33.33%	166	386	0	0	No	Coventry Twp
214	W Market St (SR 18) and Hampshire Rd	9	220	33.33%	166	386	0	0	No	Fairlawn
214	Massillon Rd (SR 241) and Town Park Blvd	9	220	33.33%	166	386	0	0	No	Green
214	S Water St (SR 43) and Rellim Dr	9	220	33.33%	166	386	0	0	No	Kent
214	Cherry St and Franklin Ave	9	220	33.33%	166	386	0	0	No	Kent
214	Crain Ave and N Water St/Lake St	9	220	33.33%	166	386	0	0	No	Kent
214	Wadsworth Rd (SR 261) and SR 21 SB Ramps	9	220	33.33%	166	386	0	0	No	Norton
214	Prospect St and E Riddle St	9	220	33.33%	166	386	0	0	No	Ravenna
214	E Waterloo Rd (US 224) and Springfield Lake Blvd	9	220	33.33%	166	386	0	0	No	Springfield Twp
243	E Exchange St and Beaver St	10	183	30.00%	240	423	0	0	No	Akron
243	E Tallmadge Ave (SR 261) and Columbia Ave	10	183	30.00%	240	423	0	0	No	Akron
243	N Forge St and Adams St	10	183	30.00%	240	423	0	0	No	Akron
243	W Cedar St and Cedarwood Sq	10	183	30.00%	240	423	0	0	No	Akron
243	S Broadway St and Selle St	10	183	30.00%	240	423	0	0	No	Akron
243	S Broadway St (SR 261) and University Ave	10	183	30.00%	240	423	0	1	No	Akron
243	E Waterloo Rd and S Firestone Blvd	10	183	30.00%	240	423	0	0	No	Akron
243	E Market St (SR 18) and Prospect St	10	183	30.00%	240	423	0	0	No	Akron
243	Diagonal Rd and East Ave	10	183	30.00%	240	423	0	0	Yes	Akron
243	S Main St and Cole Ave	10	183	30.00%	240	423	0	0	No	Akron
243	Cuyahoga St and N Howard St/E Lods St	10	183	30.00%	240	423	0	0	No	Akron
243	SR 43 and Holiday Dr	10	183	30.00%	240	423	0	0	No	Brimfield Twp
243	Tallmadge Rd and Highway View Dr	10	183	30.00%	240	423	0	0	No	Brimfield Twp / Tallmadge
243	Broad Blvd and 4th St	10	183	30.00%	240	423	0	0	No	Cuyahoga Falls

Table 2: High Crash Intersections (2023-2025)

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(s)
243	W Market St (SR 18) and Morewood Rd/Summit Mall Entrance	10	183	30.00%	240	423	0	0	No	Fairlawn
243	Darrow Rd (SR 91) and Barlow Rd	10	183	30.00%	240	423	0	0	No	Hudson
243	S Hametown Rd and Johnson Rd	10	183	30.00%	240	423	0	0	No	Norton
243	Graham Rd and Klein Ave	10	183	30.00%	240	423	0	0	No	Stow
243	Kent Rd (SR 59) and Sycamore Dr	10	183	30.00%	240	423	0	0	No	Stow
243	Ravenna Rd and Shepard Rd	10	183	30.00%	240	423	1	0	No	Twinsburg / Macedonia / Glenwillow / Oakwood

Top 50 High Crash Intersections 2023-2025

Map 2



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 five rural freeway segments on ODOT's most recent (2026) HSIP Priority Locations list. Four of these are in Portage County and one is in Summit County One location—an eastbound segment of The Ohio Turnpike (I-80), just east of the SR 21/I-77 interchange in Richfield Township—is in the top-50 (statewide rank = #40). The next highest ranked rural freeway segment is a westbound section I-76 at the SR 14 interchange in Edinburg Township (statewide rank = #70).

AMATS has 18 urban freeway segments on the 2026 HSIP Priority Locations list, all of which are in Summit County. No locations are in the top 50, though one is close: a northbound segment of I-77, from near Lovers Lane to just south of the central interchange in Akron (statewide rank = #63). The remaining HSIP priority urban freeway locations are ranked much lower (ranging from statewide priority #184 to #492). Further information about top freeway crash locations along with other 2026 HSIP Priority Locations from ODOT can be found at the following link: https://www.transportation.ohio.gov/business/publications/maps/safety-crash-maps/safety-priority-lists



Dotted orange lines denote the region's top HSIP Freeway Priority Locations: I-80 in Richfield Township (above left), I-77 in Akron (above right)

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.

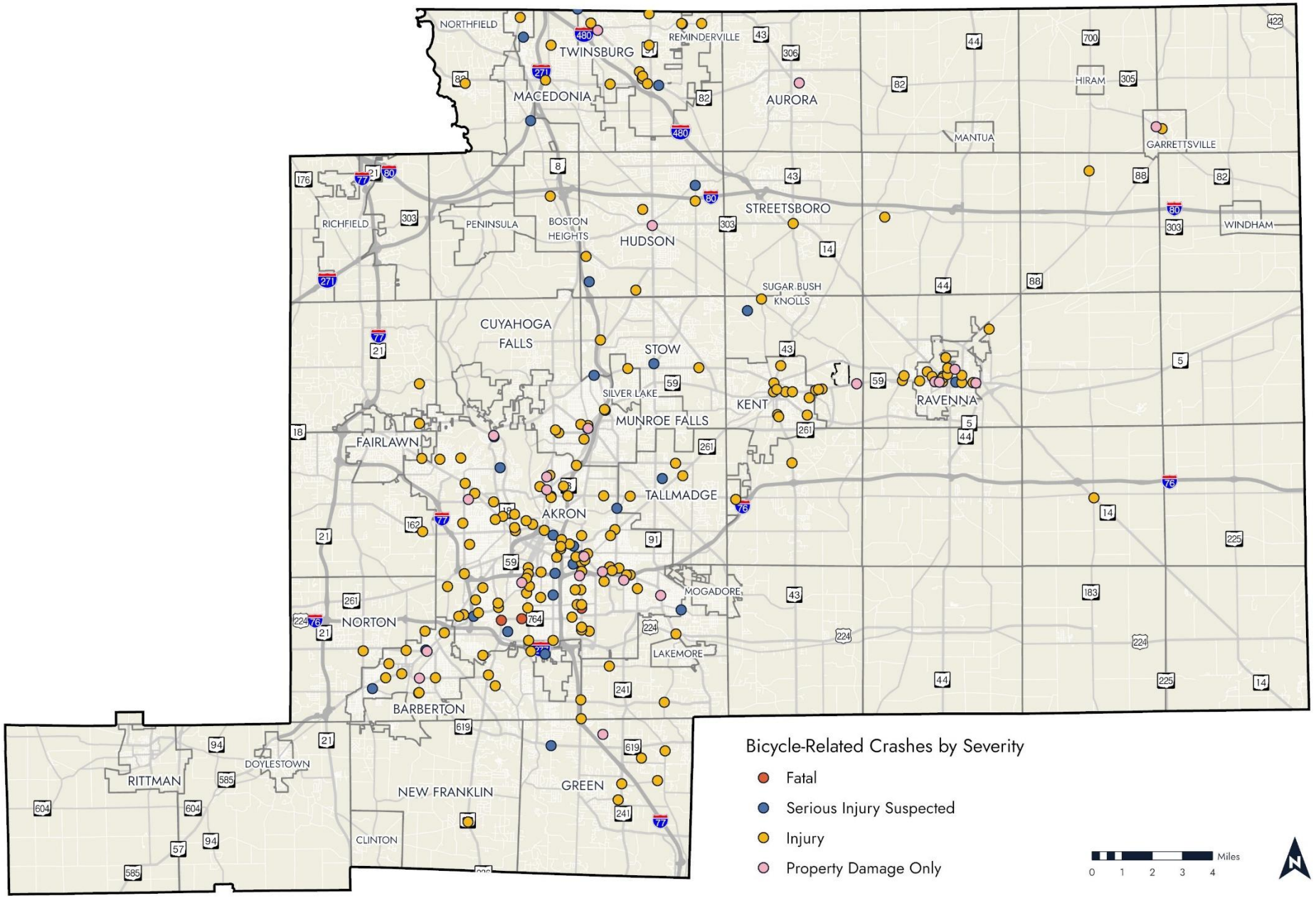


Bicycle and Pedestrian Crash Locations

Crashes involving bicycles and pedestrians during the three-year period of 2023-2025 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.

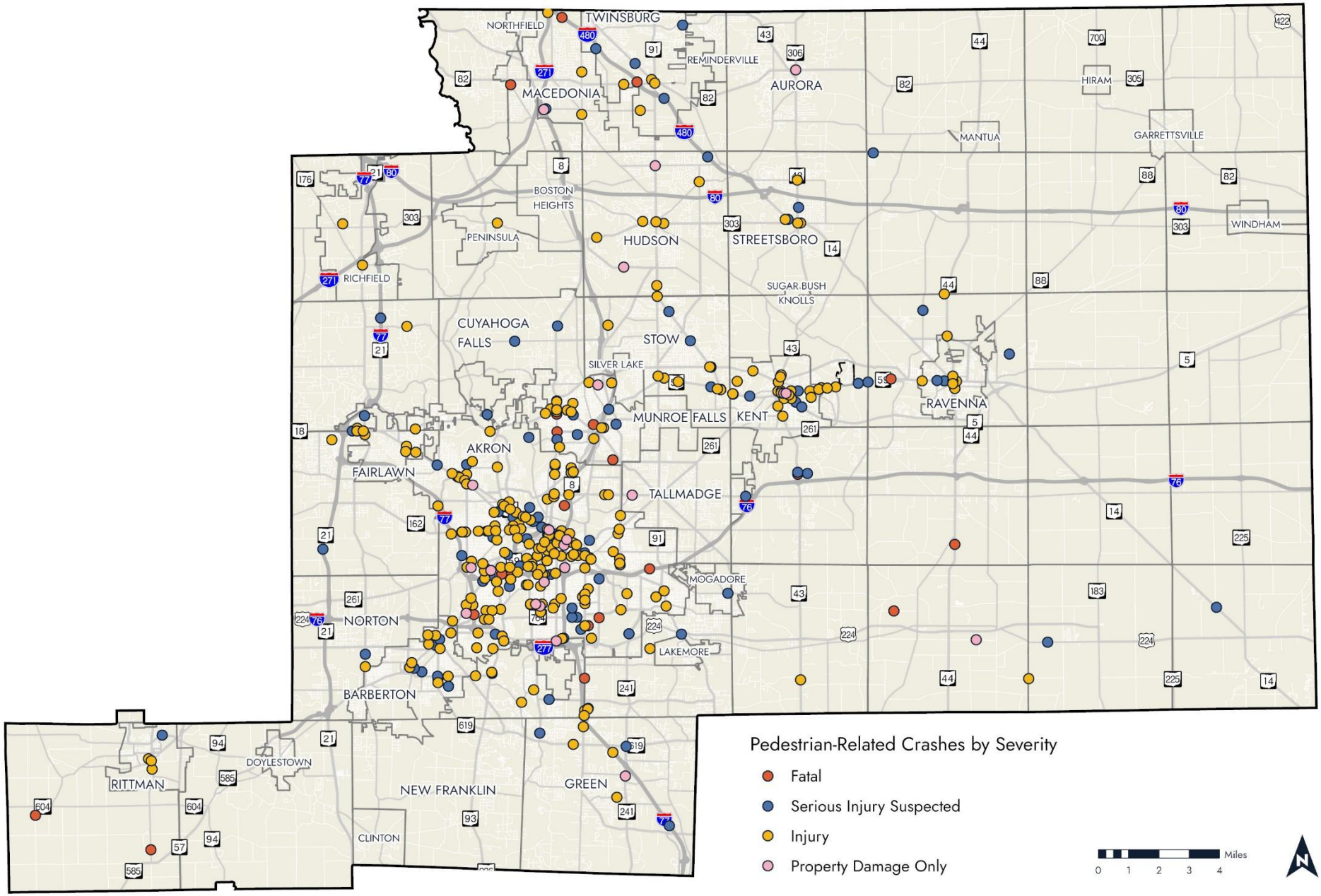
Bicycle-Related Crashes 2023-2025

Map 3



Pedestrian-Related Crashes 2023-2025

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, which led to the development of a list of 23 ***Proven Safety Countermeasures (PSCs)***. PSCs were first developed in 2008, but have been updated and refined several times since, most recently in the summer of 2026. Each of the PSCs are proven to provide significant, measurable safety benefits based on real-world case studies across the United States. PSCs are broken down into four categories as shown in the graphic on the right. Link: https://highways.dot.gov/safety/proven-safety-countermeasures

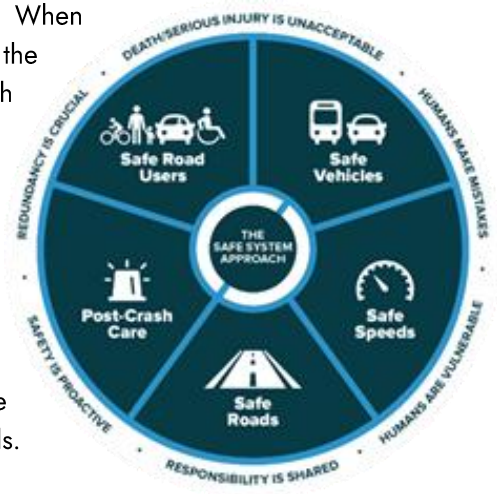


Regional Impact—Proven Safety Countermeasures

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 has appropriated $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 contained a highly detailed safety analysis that showed and described data relating to how, where, when, and why crashes occurred throughout the region. Also included were 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.

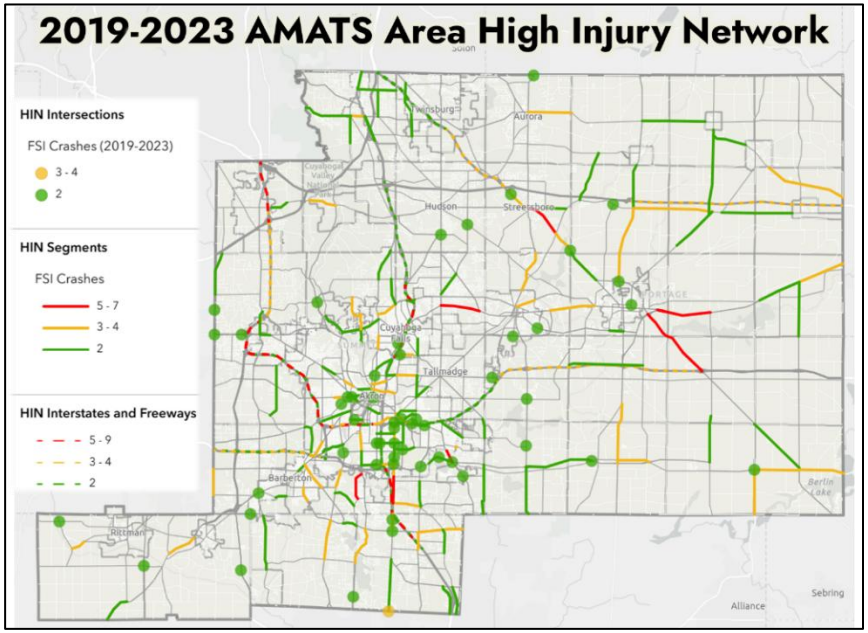
Since the SS4A Action Plan's Completion, AMATS has updated its HIN webapp to provide more updated data and additional features. Having the regional plan has also enabled local governmental entities to receive several important SS4A grant awards, providing an investment of over ***$24 million*** *to the AMATS region:*

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

Summit County, Criminal Justice Fiber Ring Adaptive Signalization
FY 2026 (Planning and Demonstration & Implementation): $2,000,000

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 from SAFE ROADS studies 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.

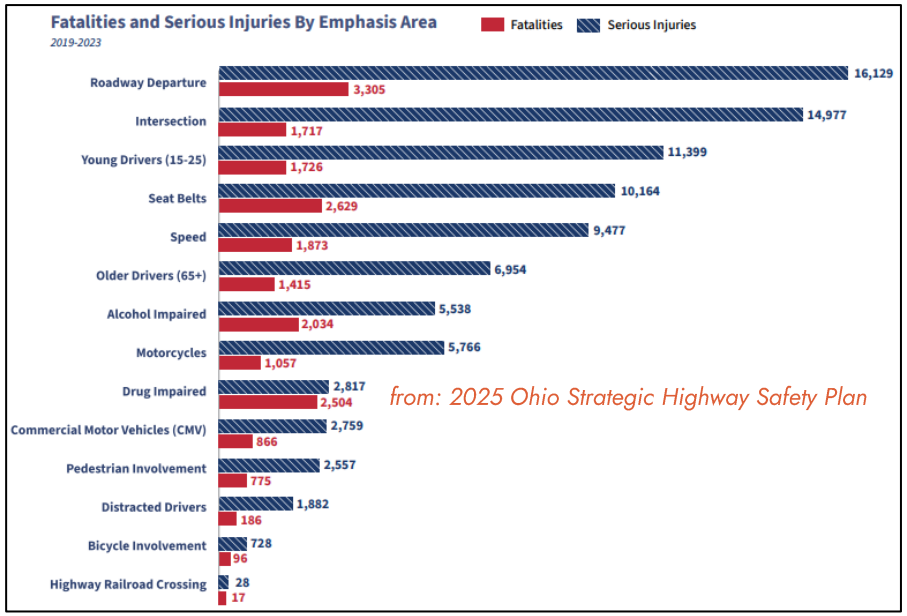
State Initiatives

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.



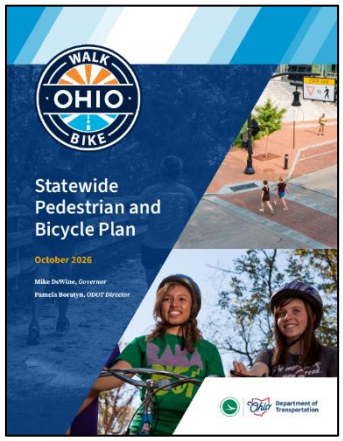
The SHSP strategies and actions are broken down into 14 Emphasis Areas that help ODOT guide the allocation of resources such as additional planning, education and outreach, and targeted project funding. This allows for a targeted approach to improving transportation safety; focus can be placed on the 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*** (WBO), which is the state's active transportation plan. An updated version of this report was just released in October 2026. Between the original WBO plan and this year's update, ODOT reports a significantly greater focus on planning for vulnerable road users (VRUs), such as pedestrians and bicyclists, which has led to a greater focus on identifying high-risk locations and the deployment of systemic safety improvements that help make active transportation users less vulnerable to vehicular traffic.

A significant theme of the plan is safety, and a primary objective of the plan is to reduce bicycle and pedestrian injuries and fatalities. Of the 15 strategies recommended within the plan, 13 relate to safety in some way. WBO stresses that roadway system must not only address known crash patterns, but also make the system more conducive to the comfort of riders and walkers. Minimizing the conditions that make walking and bicycling feel difficult,



uncomfortable or out of reach is essential to having a safe transportation system to VRUs.

WBO contains significant statewide data on VRU crash trends, including risk factors, conditions that lead to crashes, and where they occur. Some of these are summarized in the table below. WBO reports that although the largest number of overall crashes occur on local roads, principal and minor arterials account for an outsized number of fatal bike/ped crashes.

Safety Indicator	Safety Findings	What It Shows
Count of crashes	4,291 fatal or serious injury pedestrian and bicycle crashes, 2020–2024.	Severe outcomes for people walking and biking remain a statewide concern.
Crash rate over time	19.6% increase in pedestrian and bicycle crashes, 2020–2024.	Total reported crashes involving people walking and biking increased during the five-year period.
Crash conditions	38% of crashes occurred during non-daylight conditions; 53% of fatal and serious injury crashes occurred during non-daylight conditions.	Darkness and visibility are strongly tied to crash severity.
Crash risk factors	Systemic risk factors include built typology, speeds, demand, intersection density and control, average annual daily traffic, proximity to colleges, and bike facility type.	Risk is influenced by roadway context, activity levels, and design conditions, not only by crash history.

As noted in WBO, ODOT has channeled significant resources toward improving the safety of pedestrians and bicyclists. 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.

One example of this is through ODOT's own ***Multimodal Design Guide*** has provided designers with consistent best practices that allow for safe and comfortable facilities for VRUs. More information can be found at https://www.transportation.ohio.gov/business/publications/mdg

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.

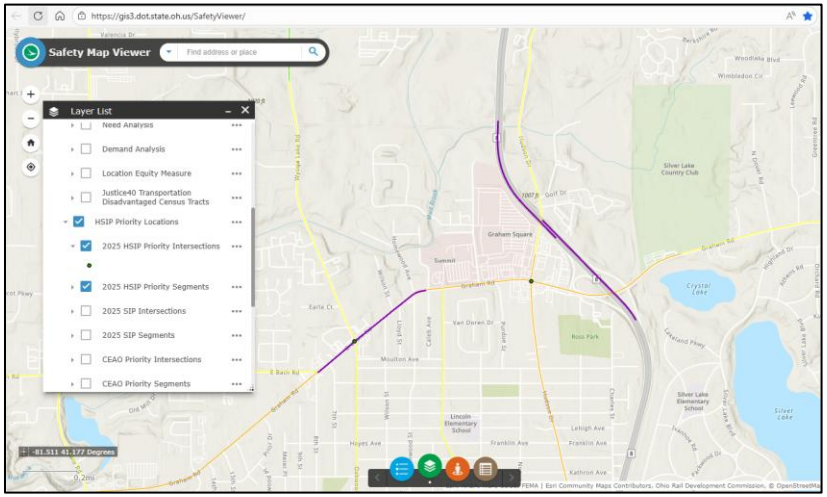
Ohio followed many states across the country by enforcing a ***Distracted Driving Law***. This law, which began being enforced in October 2023, made it illegal for a driver to use or hold a cell phone or electronic device in their hand, lap, or other parts of the body while driving on Ohio roads. If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



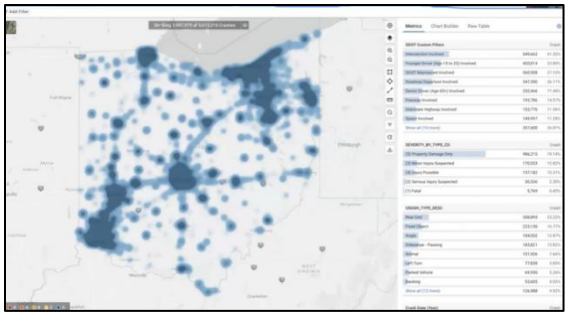
According to the 2025 SHSP, cell phone data indicates that there have been significant reductions in cell phone use while driving across Ohio. During this same timeframe, fatalities and serious injuries related to crashes have also fallen, so it's likely there could be some level of causation between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

Finally, there have been significant advances in safety data analysis. A variety of analytical tools available through ODOT, in tandem with 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/

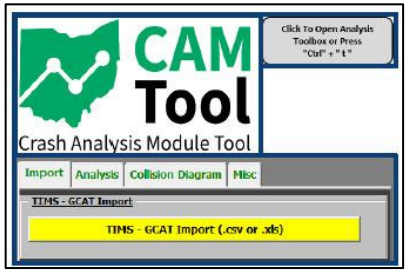


ODOT also has a host of Crash Analysis Tools that allow users to understand the details behind where, how, when and why crashes occur. ***AASHTOWare Safety*** is the platform now utilized by ODOT to query crash data and perform network screening. (AASHTOWare Safety is the successor to ODOT's GIS Crash 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 can 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 significant 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 following three sub-programs:

- **HSIP Formal Safety program**—for higher-cost, more complex safety improvements that require a more detailed review. This program is meant to address locations with a history of fatal or injury crashes where low-cost safety improvements have failed to solve the problem.
- **HSIP Systemic Safety Funding program**—focused specifically on pedestrian-related and roadway departure-related crashes, systemic

improvements are meant to be proactive and widely implemented across all or part of a community or region. The Systemic program incentivizes projects that would implement FHWA's Proven Safety Countermeasures.

- **HSIP Abbreviated Safety Funding program**—a simplified process to allow for 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. For each of the five years that SS4A has existed, approximately $1 billion was available through a combination of Implementation grants and Planning & Demonstration grants. Historically, the Notice of Funding Opportunity (NOFO) for each fiscal year is announced in the spring of each year.

Fiscal Year 2026 funds, which were just awarded in October 2026, concludes the five years for which the original SS4A funding was guaranteed. As of this report's writing, a new federal transportation bill, Build America 250 (BA250) has been drafted and is being debated. Early iterations of this legislation show SS4A funding continuing, but showing a lower amount allocated toward SS4A in the early years of the legislation, eventually rising back to $1 billion annually. While the future of this program is undetermined, early signs are positive that it will continue in some form.

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.
- **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 federal 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. ODOT and AMATS 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

There are two options available for satisfying this requirement to establish safety performance measures: 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 2027:

Statewide Safety Targets

	CY 2027 Target	Baseline For Target (CY 2021-2025)
Fatalities	< 1179.8	1,228
Serious Injuries	< 7,243.0	7,542
Fatality Rate	< 1.038	1.081
Serious Injury Rate	< 6.368	6.631
Non-motorized Fatalities and Serious Injuries	< 858.2	893.6

AMATS can apply these same metrics regionally. As shown in the table below, AMATS tabulated data from the five-year average (2020-2024) to establish a 2024 average benchmark value to which the 2025 value can be compared. This five-year rolling average is used to smooth out 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. The region also saw a notable decrease in fatal and serious injury crashes with non-motorized users. The number of serious injuries in 2025 surpassed the five-year regional average figure by 3% but the number of serious injuries per million VMT decreased slightly. The AMATS region contributed toward meeting the ODOT statewide goal of reducing three out of five categories by 2% compared to the 2024 averages.

Regional Contribution Toward Statewide Safety Performance Measure Targets

Year	Crashes					2024 5-Yr. Avg.	2025 Crashes	Percent Change
	2020	2021	2022	2023	2024			
Number of Fatalities	69	70	65	69	51	**64.80**	**47**	**-38%**
Fatalities Per 100 Million VMT	1.08	1.00	0.94	0.96	0.70	**0.94**	**0.65**	**-44%**
Number of Serious Injuries	340	364	333	396	405	**367.60**	**379**	**3%**
Serious Injuries Per 100 MVMT	5.33	5.19	4.80	5.52	5.56	**5.28**	**5.23**	**-1%**
Number of Non-motorized Fatalities and Serious Injuries	35	42	54	67	51	**49.8**	**42**	**-19%**