**2020 AMATS Connecting Communities Grant Application**

1. **Applicant/Sponsor**
    a. **Community Agency:** Portage Area Regional Transportation Authority (PARTA) & Franklin Township
    b. **Community Project Manager:** Clayton Popik, Director of Planning, PARTA
    c. **Phone Number:** 330-678-7745 x103
    d. **Fax Number:** 330-676-6310
    e. **Email Address:** cpopik@partaonline.org
    f. **Mailing Address:** 2000 Summit Rd., Kent, OH 44240

2. **Project Co-Sponsor:** See Applicant/Sponsor

3. **Planning Study Summary:** State Route 59 Alternative Transportation Improvements: This project would aim to identify necessary transit, pedestrian, and bicycle improvements along State Route 59 between Horning Rd. and State Route 261 in Franklin Township. Due to the lack of sidewalks, crosswalks, and signage, it is hard for the community members who live, work, and travel this area to navigate it amongst the higher speed single occupancy automobiles. The study would help identify areas where sidewalks can be extended, crosswalks could be painted, crossing signals implemented, mid-block crossing areas highlighted, and better transit amenities added allowing passengers to board and alight easier than currently allowable. This study would help put into perspective what could and should be done to make the roadway safer and more navigable for alternative modes of transportation.

4. **Study Area & Map:** The study area will be State Route 59 between Horning Rd. to the west and State Route 261 to the east. To the north and south of the study area are living centers, retail plazas, churches, and restaurants that lie within a quarter of a mile of State Route 59. This is the perspective from the bus routes that lie along this corridor. A map has been attached to this application highlighting the current transit conditions which notes the non-car trips made throughout the area and what land uses surround each of the bus stop clusters (see Appendix B Map 1).

5. **Purpose & Need:**

State Route 59 between Horning Rd. and State Route 261 is a five (5) lane stretch of roadway that has become car centric with an average daily traffic count of around 19,940 vehicles based on AMATS 2016 Average Daily Traffic Study (see Appendix B Map 7) with 1,000-5,000 of those being "big trucks" according to AMATS Transportation Outlook 2040 (see Appendix B Map 8). This approximately one (1) mile stretch of roadway consists of two (2) lanes in each direction for travel and a median left turn lane with limited facilities for alternative transportation such as transit, bicycle, or pedestrian. The lack of sidewalks creates a difficult and dangerous environment for pedestrians trying to reach their destinations. Cyclists must ride with traffic with little visibility to the automobiles driving past. The speed in this area is 35 miles per hour which is down from 45 miles per hour at the east end of the study area. Boarding and alighting the bus is difficult as passengers are dropped off in areas of low accessibility due to a lack of landing pads and curb cuts at the bus stops.

The Portage Area Regional Transportation Authority (PARTA) provides two (2) fixed routes that run every 30-45 minutes Monday through Saturday. These routes cover several residential areas and retail centers located within a quarter mile or five-minute walk (see Appendix B Maps 2 & 3). There are 17 stops in the area where PARTA saw 30,447 boardings in 2019. These transit trips represent trips where a single occupancy vehicle was not used. Out of these 17 stops, only nine (9) are accessible from a sidewalk leaving the rest to be accessed from the tree lawn. Without sidewalks, landing pads, or curb cuts, stops are barely accessible to ambulatory passengers and inaccessible to those with mobility devices. Visibility at the stops is low due to the lack of lighting in the area. The lack of transit amenities in this area does not make transit an attractive alternative transportation solution.

Pedestrians in this area have similar difficulties navigating the study area. There is a lack of facilities that would make a motorist acknowledge the presence of a pedestrian. Of the three (3) signaled intersections within the study area, two (2) have crossing signals, one (1) has a painted crosswalk, and one (1) intersection has no crossing facilities at all. AMATS' Traffic Crashes and Safety Performance Measures for 2016-2018 notes that the section of State Route 59 between Horning Rd. and the Kent city limits is #18 on the list of high crash roadway sections (see Appendix C Table 1). This section saw 48 crashes with two (2) of those being pedestrian related. This could be attributed to the large apartment complex located across from a grocery store with no adjacent intersection from which to cross. AMATS has also noted more than half of the area is not covered by sidewalks in their 2010 Sidewalk/Crosswalk Gap Analysis (see Appendix B Map 4).

Bicycle amenities are also lacking. There are no marked bike lanes or paths due to the lack of sidewalks. Cyclists must ride with traffic with no signage indicating a shared lane. According to AMATS Transportation Outlook 2040, bike crashes were down from two (2) in 2013-2015 to zero (0) in 2016-2018. This could be due to indirect improvements for cyclists in the greater Kent area such as paths that bypass the study area, but nothing that improved the study area directly. Cyclists can also be transit riders due to the ability to place a bike on the front of each bus, but this is not an attractive first mile/last mile solution in this area due to the lack of amenities.

In conclusion, the alternative transportation needs for the section of State Route 59 between Horning Rd. and State Route 261 are great. For transit riders, pedestrians, and cyclists, projects need to be planned to make these groups safer and more visible to motorists. There needs to be more accessible points to connect with transit. Better crossing facilities are needed to help people navigate their way safely across all five (5) lanes. In this area of retail, dining, and residential land uses, it is imperative to make access for all better, safer, and more attractive to those who do not have access to a car whether by choice or by circumstance.

## 6. Outcomes:

There are many great alternative transportation outcomes that can come of this study area. The study area is lacking in the three (3) goals set forth in the AMATS 2015 Pedestrian Plan and those are safety, connectivity, and vibrancy. The lack of sidewalks and crossing facilities makes the area unsafe for pedestrians. The sidewalks that end at random intervals and bus stops located in the shoulder make connectivity to other areas in the region difficult. The little lighting and street scaping in the area makes the area less vibrant and aesthetically unappealing. All of this lends to making alternative transportation choices less attractive.

Improving pedestrian and bicycle facilities is one of the easiest ways to make improvements to all modes of alternative transportation. By extending the sidewalks in the eastern end of the study area, businesses, medical facilities, and living communities become immediately connected. This has a great socio-economic impact on the area. Those who live and work in this cut-off area, can feel they have access to the study area and areas beyond. Bus stops will become more accessible by having a sidewalk. The addition of a landing pad or curb cut will make all the difference in being able to deploy a ramp to load a passenger in a wheelchair or to assist a passenger using a mobility device. Additional street lighting in this area will make pedestrians and transit riders feel more visible and secure in their choice of transportation. Additional bike lanes could be added during a resurfacing project. This would allow cyclists to ride with traffic in a designated area of their own which would serve as a traffic calming measure.

With a planning study in place, PARTA can access transit improvement funding to make improvements at each bus stop. Improvements can be anything from shelters to benches to waste receptacles. These improvements make waiting on the bus a little more comfortable and attractive to transit riders. This area has the potential to become a Transit Oriented Development (TOD) node according to AMATS Regional Public Transit Plan 2016. Kent State University, employment, retail, dining, and living are all attractions within this area which could provide the potential to bring in people through the connections PARTA makes with METRO RTA in Stow and downtown Akron.

In addition to sidewalks, crossing facilities must be improved. By painting a crosswalk during a road resurfacing project, motorists are alerted to the potential for pedestrians crossing the road. This can be done at the three (3) main intersections located within the study area. These are located at Sixth Ave., Rhodes Rd., and State Route 261. Funding can also be sought for additional crossing signals to be placed on State Route 261. This intersection is adjacent to a medical complex where pedestrians must navigate five (5) lanes of traffic. An additional mid-block crosswalk with a HAWK signal at the Holly Park Apartments and Acme Grocery store would make crossing this large section of roadway significantly safer and easier for those who reside in this large apartment complex. The need for a mid-block crossing here is also noted in AMATS Mid-Block Crossing Analysis 2014. This section of roadway has no conveniently adjacent intersection from which to cross safely.

The increase in alternative transportation amenities will allow for better visibility of the approximately 30,000 non-car trips made each year. Success could be measured in a variety of ways. First would be to benchmark the study area against the idea of Complete Streets where this roadway will be designed with safety in mind for all. Another would be the goals of this grant itself. By applying the goals of Connecting Communities, the study area will achieve success in that it will have increased alternative transportation options to connect people and places by improving the facilities and making alternative modes of travel a more attractive option. Complete Streets principles of safety will be promoted due to the improvements made in signage and street markings making pedestrians and cyclists more visible to motorists. Finally, funding can be leveraged to improve this area to non-car traffic due to the projects that come as a recommendation of the study.

7. **Connecting Communities Principles:**

   a. **Increase alternative transportation options to connect people and places:**

As outlined in the "need" statement, alternative transportation is important to the study area. PARTA provided over 30,000 trips alone. This does not consider how many trips were made specifically by bike or pedestrian. In an area where amenities are not abundant for non-car travel, the number of trips taken is likely to increase. With this investment, these alternative methods of travel would become more attractive to those who live, work, or shop in the area. Pedestrians will be able to make use of an improved sidewalk network including better crossings that are more visible. Cyclists could enjoy additional shared lane signage or their own bike lane. Riders can access transit in a safer, more reliable manner and get to their bus stops easier by foot or bike. Once implemented, these improvements would allow easier travel as near as within the study area, or as far as Akron through connections between PARTA and METRO RTA.

   b. **Promote Complete Streets principles to create vibrant and safe places for all users:**

While safety is important to the study area due to the current lack of safe facilities for pedestrians, transit riders, and cyclists, there is also an important need to create an aesthetically pleasing street scape. This can be accomplished in several ways. The AMATS 2015 Pedestrian Plan defines Complete Streets as "a transportation approach that ensures all future street projects will take into account the needs of all travelers." This means the future of this corridor needs to consider the desire for anyone to be able to travel without barriers. In this area, it would be important to incorporate curb cuts for access to bus stops and sidewalks, creating areas where crossing the street is done with complete visibility and safety. Making cycling safer and easier for bicycle riders also is important, whether by using the sidewalk network and/or shared bike lanes. Elements that would make a person want to walk, bike, or bus through the area need study and consideration. Improved lighting will make a person feel safer. Amenities at bus stops, such as benches or shelters, create comfort for those waiting passengers. Trash receptacles in the area would make for a cleaner environment. Land use plans that call for buildings to be built closer to the street make walking to and from a bus stop seem less daunting.

   c. **Leverage transportation projects/funding to develop places which support alternative transportation and Complete Streets through land use and design:**

Having a plan in place for future projects greatly increases the chance of implementation later. Small improvements could be made during routine projects. While resurfacing State Route 59, for example, crosswalks could be painted and bike lanes marked. While installing new sidewalks, benches or shelters could be added at bus stops. Should new development occur in the study area, sidewalks could be required and building placement could be made more convenient for those who do not drive. Most of these types of projects require some planning. Having the planning completed allows for a smoother implementation into other projects and the acquisition of funding made easier. This plan would look to highlight the needs of the study area and allow those who have an interest in it to acquire the funding needed to improve it.

**8. Level of Use:**

This project would dramatically impact the residents, pedestrians, students, and commuters of the study area in a positive way. It would not only affect those who live and work in the study area but would help draw those in from neighboring areas as well. One of these areas is within the city of Kent immediately to the west. This area will be undergoing a similar streets improvement project. The city of Kent will be improving aspects of E. Main St. from the Willow/Main/Haymaker intersection east toward Horning Rd. This project is being completed in cooperation with Kent State University and PARTA. It aims to improve pedestrian and transit amenities. A safer, more aesthetically appealing environment will be created for all modes of travel. This is a similar car centric stretch of roadway to the State Route 59 Alternative Transportation Improvement Project area. Steps will be taken to allow for safer use by non-car travelers with the installation of better lighting, pedestrian safe havens in the median, and an updated bus stop layout. Having an adjoining study area undergoing certain projects that are desired in this study area, will create a stretch of roadway that will allow those alternative transportation modes to traverse with ease over a more than one and a half mile stretch of roadway.

By funding a plan that extends ideas that could be implemented, there will be a chance to capture a large portion of non-car users who may be travelling to and from Kent State University into this study area. The reasons for travel could be numerous as this area has a large mix of economic activity. There are retail and dining options. There are several churches in the area. Approximately eight (8) different living communities lie within the area as well. The impact would be made to people traveling within this study area and to and from the neighboring area in Kent as well. At minimum 30,447 non-car trips per year would be improved. This is the number of transit trips made in 2019 (see Appendix B Map 1). By making improvements to this area, that number could go up due to the increase in attractive alternative transportation choices.

Map 1 shows the study area and breaks down what surrounds each grouping of stops located within the study area. Access to Kent State University and the Four Seasons Senior Living Complex to the west, Holly Park, Acme, and Campus Point in the central area, and Whispering Pines, the Crystal Clinic, and Northeast Ohio Eye Surgeons to the east will be improved for a group of people who currently cannot access these facilities without some degree of difficulty. A mixed-use area such as State Route 59 has the potential to benefit significantly from the outlined improvements in this plan. In addition, AMATS projects this area will have one of the largest growths in employment according to Transportation Outlook 2040 (see Appendix B Map 9). Employees who utilize alternative modes of transportation will need a safe and efficient way in and out of the study area.

Transportation Outlook 2040 also highlights the Montrose Multi-Modal Connectivity Plan whose objective is to also improve alternative transportation options along State Route 18 in Bath and Copley Townships. While Montrose is much larger than this section of State Route 59, the needs are quite similar in that the goal is to improve access for transit riders, pedestrians, and cyclists in an area that sees five (5) lanes of car traffic. When combined with the city of Kent's project to the west, this becomes a much larger section of roadway in which the same people likely traverse and more people would be swayed into using should there be a safer, vibrant, and connected alternative transportation network.

**Appendices**

## Appendix A – Resolutions from PARTA & Franklin Township

### 1. Resolution from PARTA Board of Trustees

**RESOLUTION #2020-01-02**

**A RESOLUTION BY THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (*PARTA*) BOARD OF TRUSTEES AUTHORIZING THE GENERAL MANAGER, OR HER DESIGNEE, TO SUBMIT AN APPLICATION FOR THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY (AMATS) CONNECTING COMMUNITIES PLANNING GRANT TO CONDUCT A COMPLETE STREETS ANALYSIS AND/OR TRAFFIC SAFETY STUDY ALONG THE CORRIDOR OF STATE ROUTE 59 EAST OF HORNING ROAD IN FRANKLIN TOWNSHIP.**

**WHEREAS**, Akron Metropolitan Area Transportation Study (AMATS) is the Metropolitan Planning Organization (MPO) for the Akron Urbanized Area, which includes Portage County, Ohio; and

**WHEREAS**, AMATS currently is offering two (2) $40,000 Connecting Communities planning grants to identify solutions to land use and transportation infrastructure problems that will improve safety, enhance mobility and encourage alternative transportation choices, such as walking, bicycling, and public transit; and

**WHEREAS**, *PARTA* is eligible to apply for a Connecting Communities planning grant and seeks to study complete streets principles and options for improving pedestrian safety infrastructure along the corridor of State Route 59 east of Horning Road in Franklin Township, which spans approximately one (1) mile; and

**WHEREAS**, if awarded, the planning study will evaluate potential infrastructure improvements, including, but not limited to, pavement markings, signs, sidewalks, crosswalks, curb ramps, benches, and street lighting; and may include working in conjunction with Franklin Township, the city of Kent, Portage County, and/or Ohio Department of Transportation to plan, program, and seek funding to implement future infrastructure improvements to enhance pedestrian safety; and

**WHEREAS**, the Connecting Communities planning grant application deadline is February 28, 2020, and requires a resolution from the governing board of the sponsor.

**NOW, THEREFORE, LET IT BE RESOLVED** by the Portage Area Regional Transportation Authority (*PARTA*) Board of Trustees that:

> The General Manager, or her designee, is hereby authorized to apply for a $40,000 AMATS Connecting Communities planning grant to conduct a complete streets analysis and/or traffic study along the corridor of State Route 59 east of Horning Road in Franklin Township.

CERTIFICATION:
The undersigned duly qualified Board President, acting on behalf of the Portage Area Regional Transportation Authority (*PARTA*), certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on January 23, 2020.

1-23-2020
Date

Rick Bissler, President
Board of Trustees

Marcia A. Fletcher
Attested

## 2. Resolution from Franklin Township Board of Trustees



**FRANKLIN TOWNSHIP**
**RESOLUTION 2020-05**

**A RESOLUTION TO PARTNER WITH THE PORTAGE AREA REGIONAL TRANSPORTATION AUTHORITY (PARTA) IN SUBMITTING AN APPLICATION FOR THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY (AMATS) CONNECTING COMMUNITIES PLANNING GRANT TO CONDUCT A COMPLETE STREETS ANALYSIS AND/OR TRAFFIC SAFETY STUDY ALONG THE CORRIDOR OF STATE ROUTE 59 EAST OF HORNING ROAD IN FRANKLIN TOWNSHIP**

The Board of Trustees of Franklin Township, Portage County, Ohio met in a regular session on January 28, 2020 at the Township Hall, 218 Gougler Avenue, Kent, Ohio, with the following members present:

Keith Benjamin
Scott Swan

It was moved by Mr. Benjamin, seconded by Mr. Swan that the following resolution be adopted:

WHEREAS, Akron Metropolitan Area Transportation Study (AMATS) is the Metropolitan Planning Organization (MPO) for the Akron Urbanized Area, which includes Portage County, Ohio; and

WHEREAS, AMATS currently is offering two (2) $40,000 Connecting Communities planning grants to identify solutions to land use and transportation infrastructure problems that will improve safety, enhance mobility and encourage alternative transportation choices, such as walking, bicycling, and public transit; and

WHEREAS, Portage Area Regional Transportation Authority (PARTA) and Franklin Township are eligible to apply for a Connecting Communities planning grant and seek to study complete streets principles and options for improving pedestrian safety infrastructure along the corridor of State Route 59 east of Homing Road in Franklin Township, which spans approximately one (1) mile; and

WHEREAS, if awarded, the planning study will evaluate potential infrastructure improvements, including, but not limited to, pavement markings, signs, sidewalks, crosswalks, curb ramps, benches, and street lighting; and may include working in conjunction with PARTA, the city of Kent, Portage County, and/or Ohio Department of Transportation to plan, program, and

seek funding to implement future infrastructure improvements to enhance pedestrian safety; and

WHEREAS, the Connecting Communities planning grant application deadline is February 28, 2020, and requires a resolution from the governing board of the sponsor and sponsoring partners.

NOW, THEREFORE, BE IT RESOLVED BY THE TRUSTEES OF FRANKLIN TOWNSHIP, PORTAGE COUNTY, OHIO:

THAT the Chair of the Franklin Township board of Trustees is hereby authorized to apply for a $40,000 AMATS Connecting Communities planning grant to conduct a complete streets analysis and/or traffic study along the corridor of State Route 59 east of Homing Road in Franklin Township in conjunction with PARTA; and

THAT the Franklin Township Fiscal Officer be and is directed to maintain a copy of this resolution in the Township Office for inspection by the public; and

THAT the Board of Trustees finds and determines that all formal actions of this Board concerning and related to the adoption of this Resolution were taken in an open meeting of this Board and that all deliberations of this Board that resulted in those formal actions were in meetings open to the public in compliance with the law including Section 121.22 of the Ohio Revised Code.

The roll was called on the question of its adoption. The vote was as follows:

| Name | Vote |
|---|---|
| Mr. Benjamin | Yes |
| Ms. Hanna | Excused |
| Mr. Swan | Yes |

Adopted January 28, 2020

The State of Ohio, Portage County, ss.

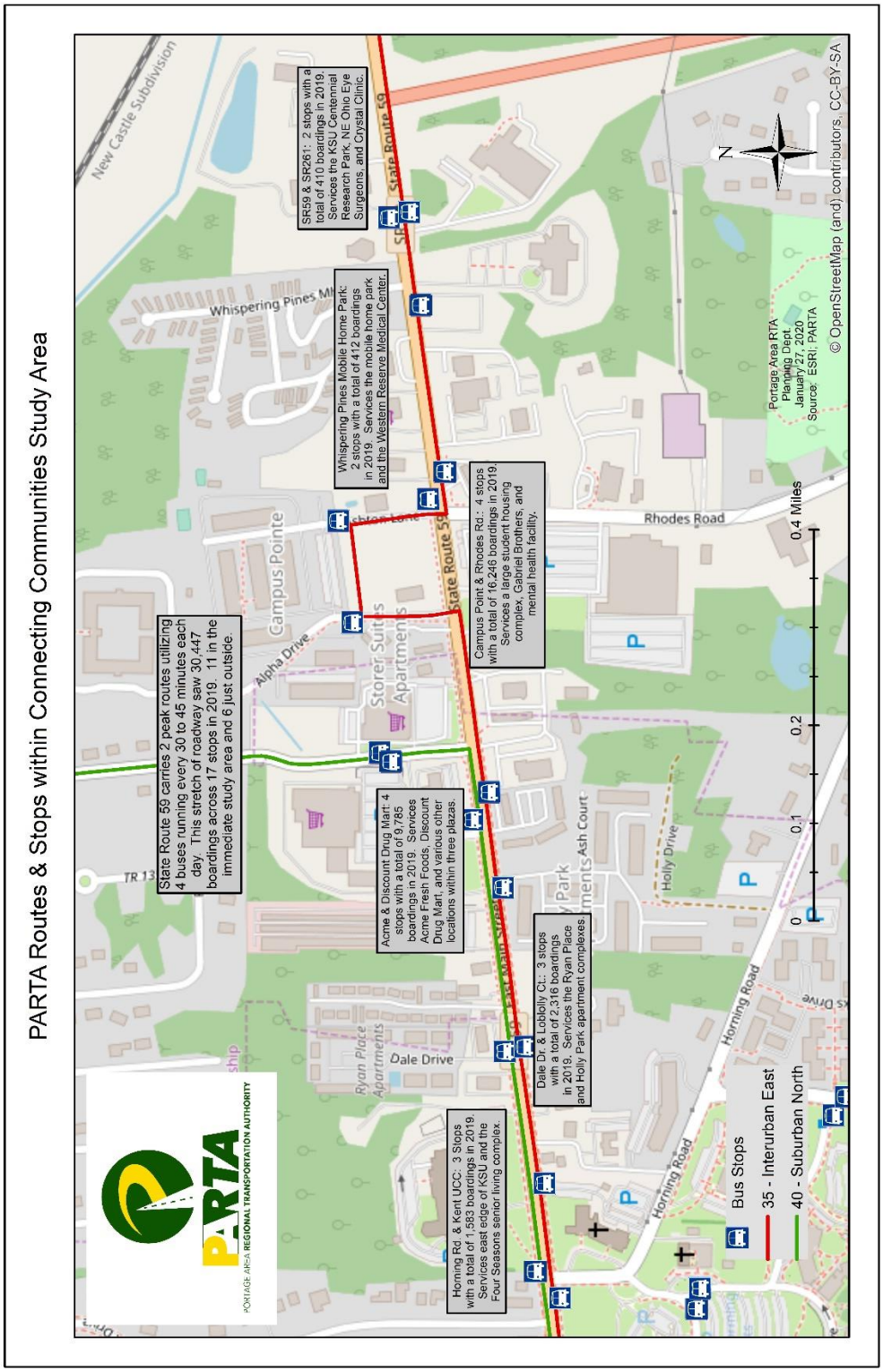
I, Lisé S. Russell, Fiscal Officer of Franklin Township, do hereby certify that the foregoing is taken and copied from the Record of Proceedings of said Township; that the same has been compared by me with the Resolution on said Record and that it is a true and correct copy thereof.

Witness my signature, this 28th day of January, 2020.

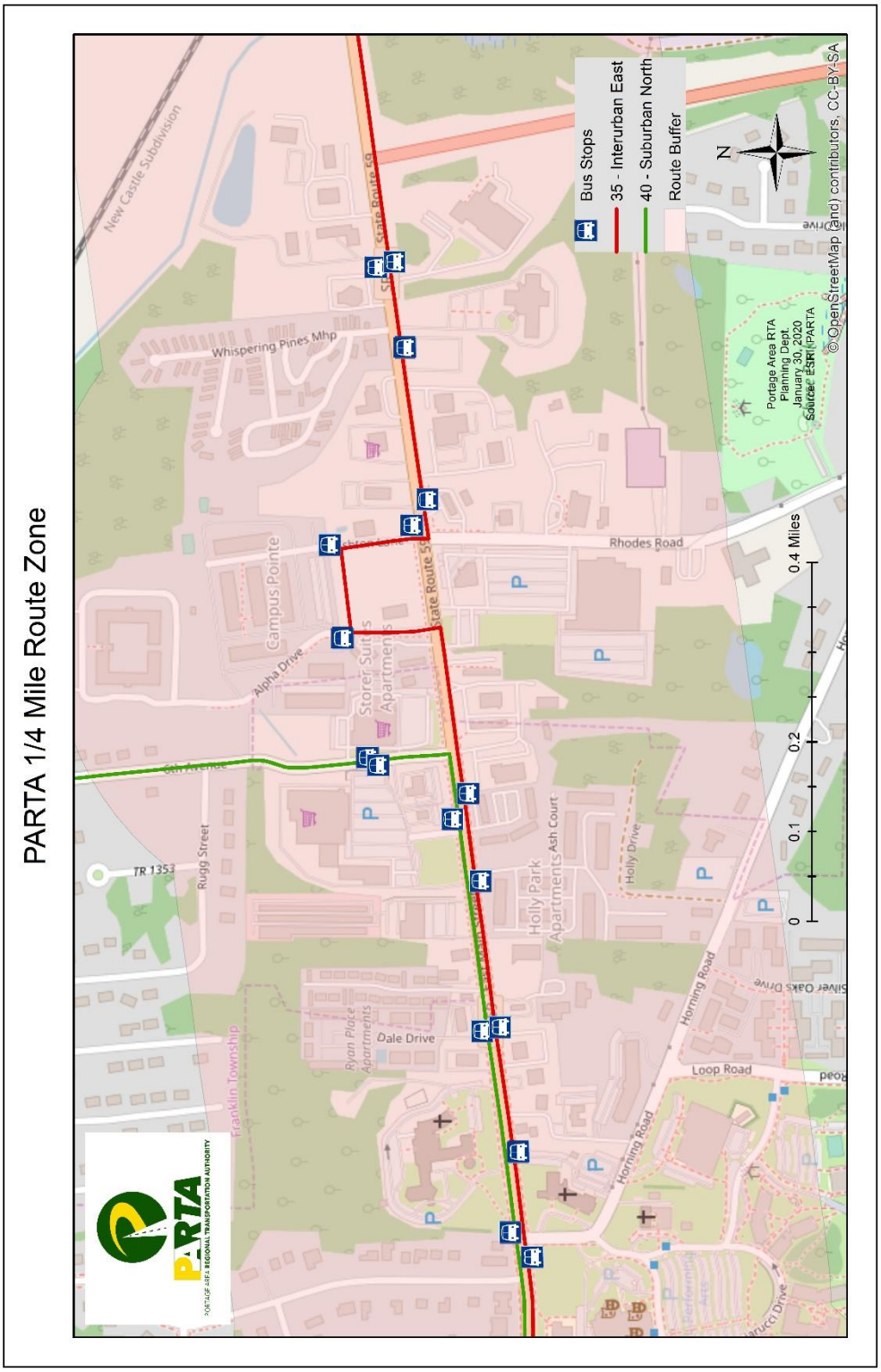
Lisé S. Russell, Fiscal Officer

## Appendix B – Maps of the Study Area

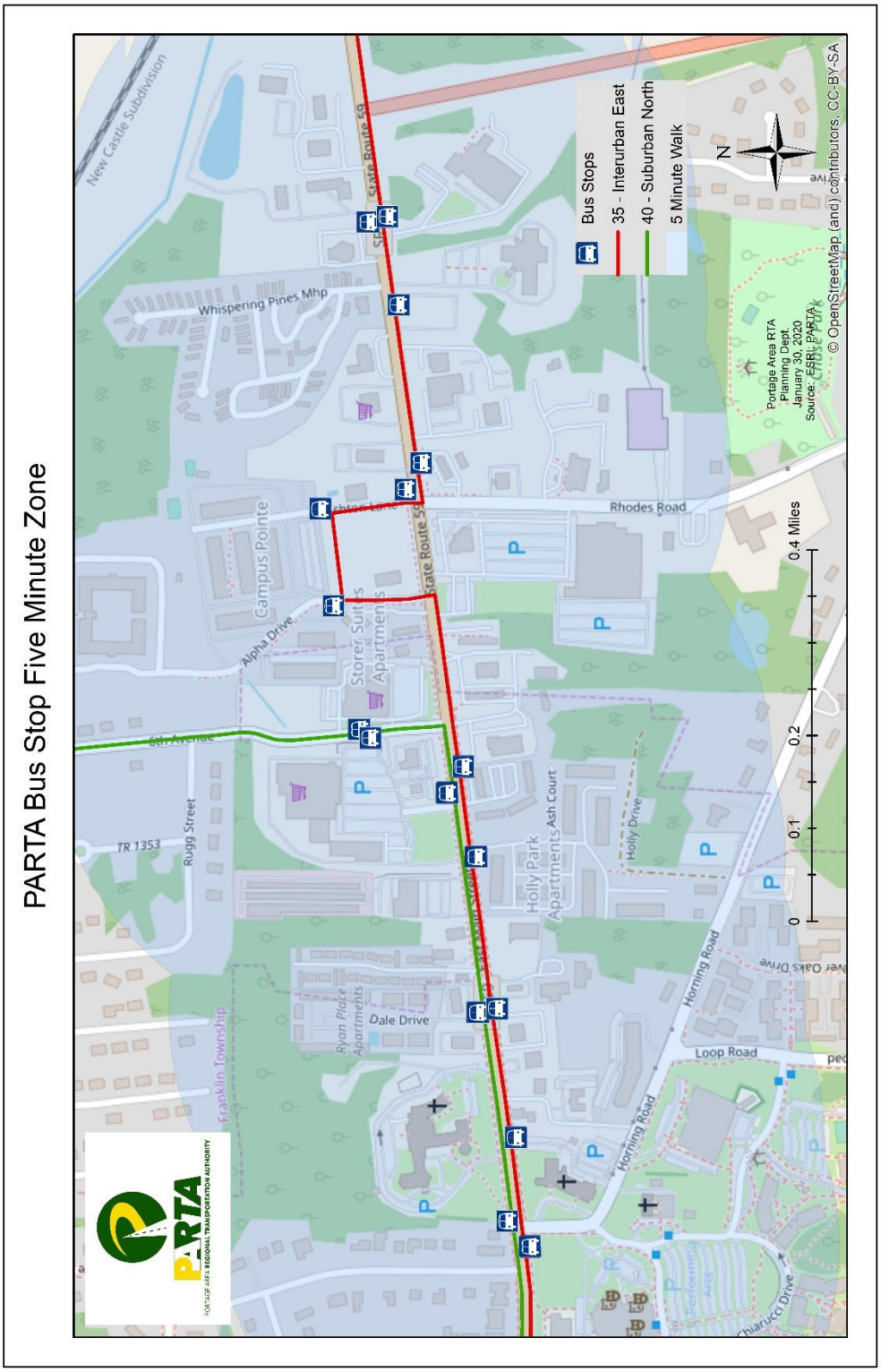
### 1. Current Conditions of PARTA Service within Study Area



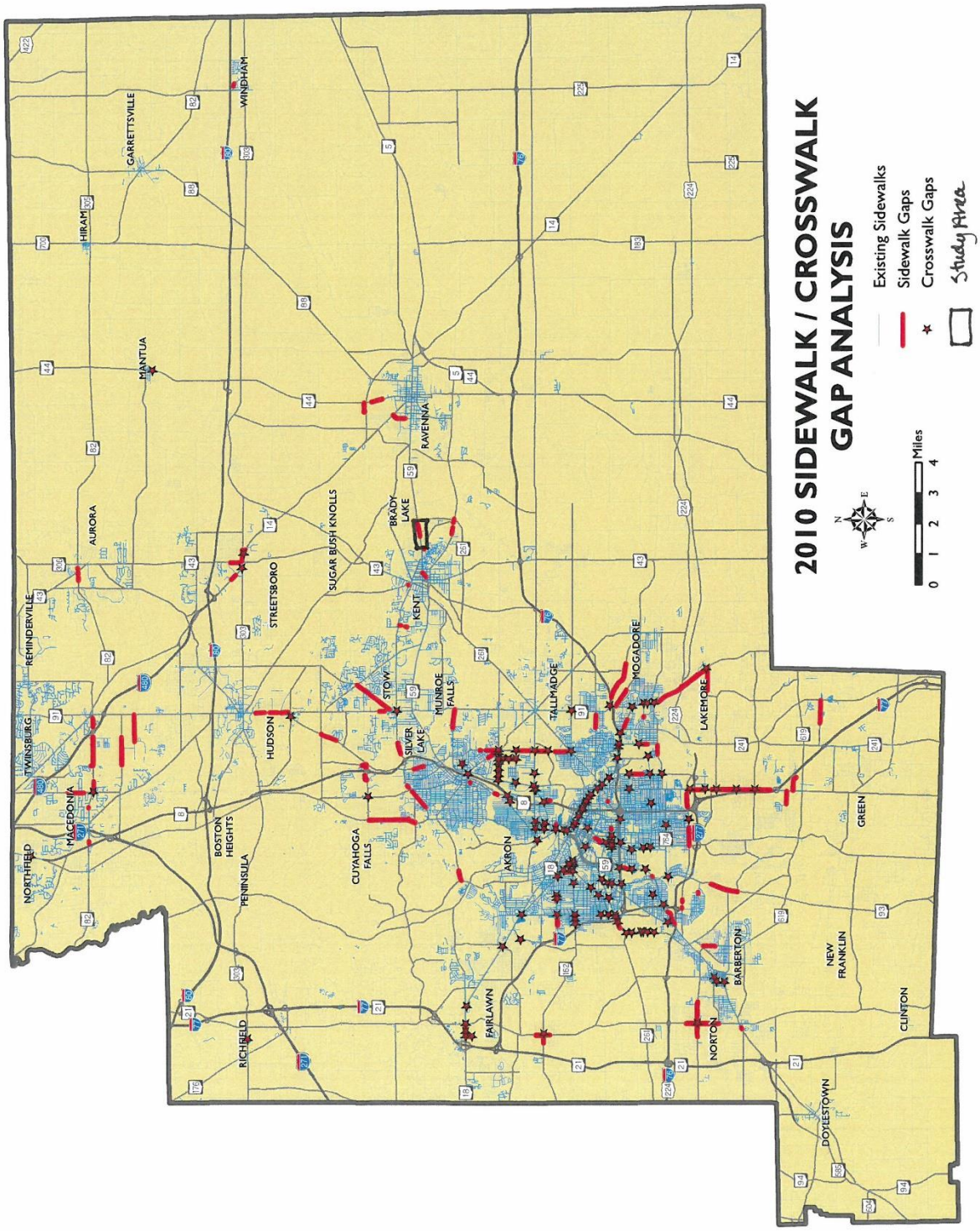
## 2. PARTA Quarter-Mile Service Area



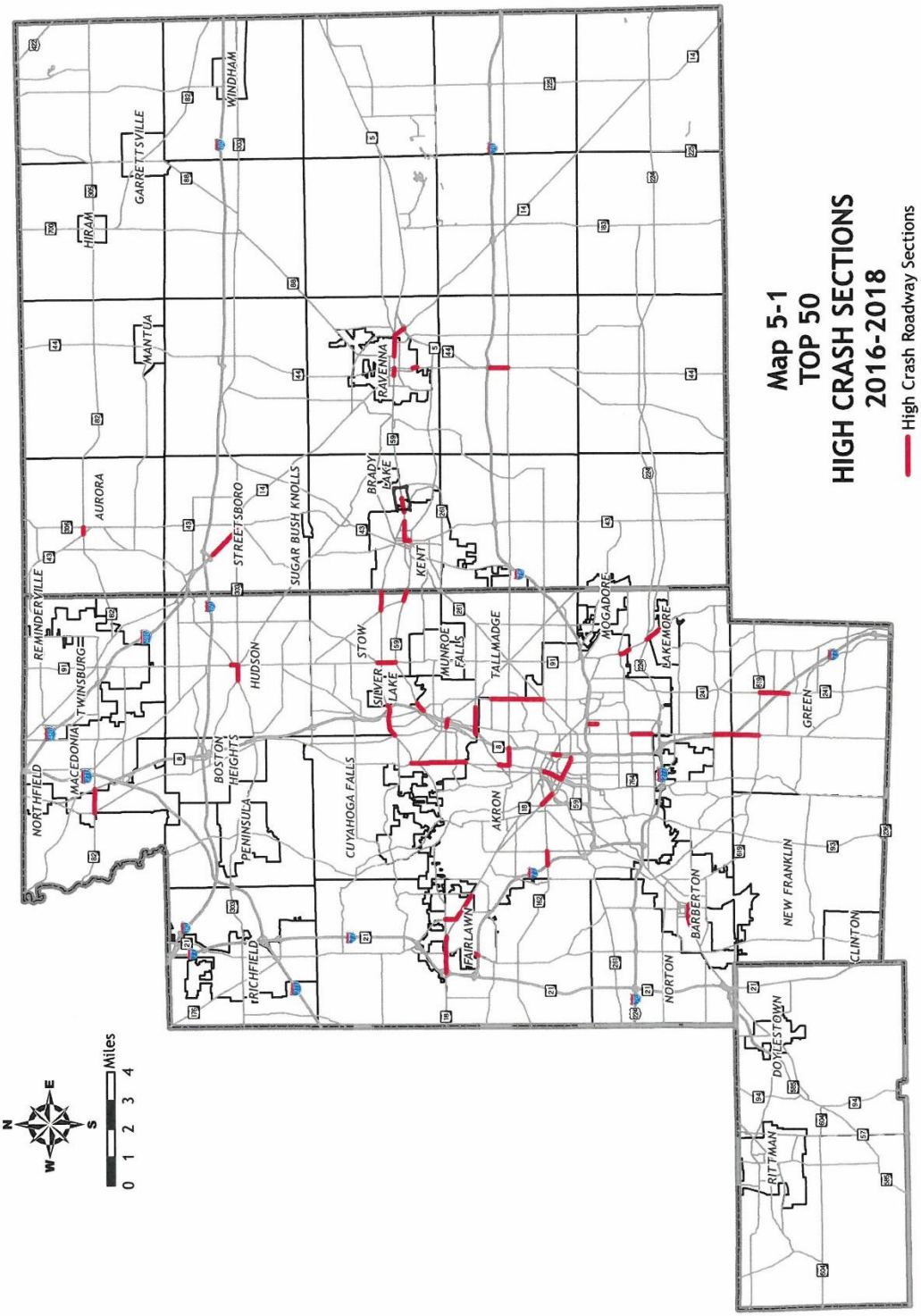
## 3. PARTA 5 Minute Walk from Stops



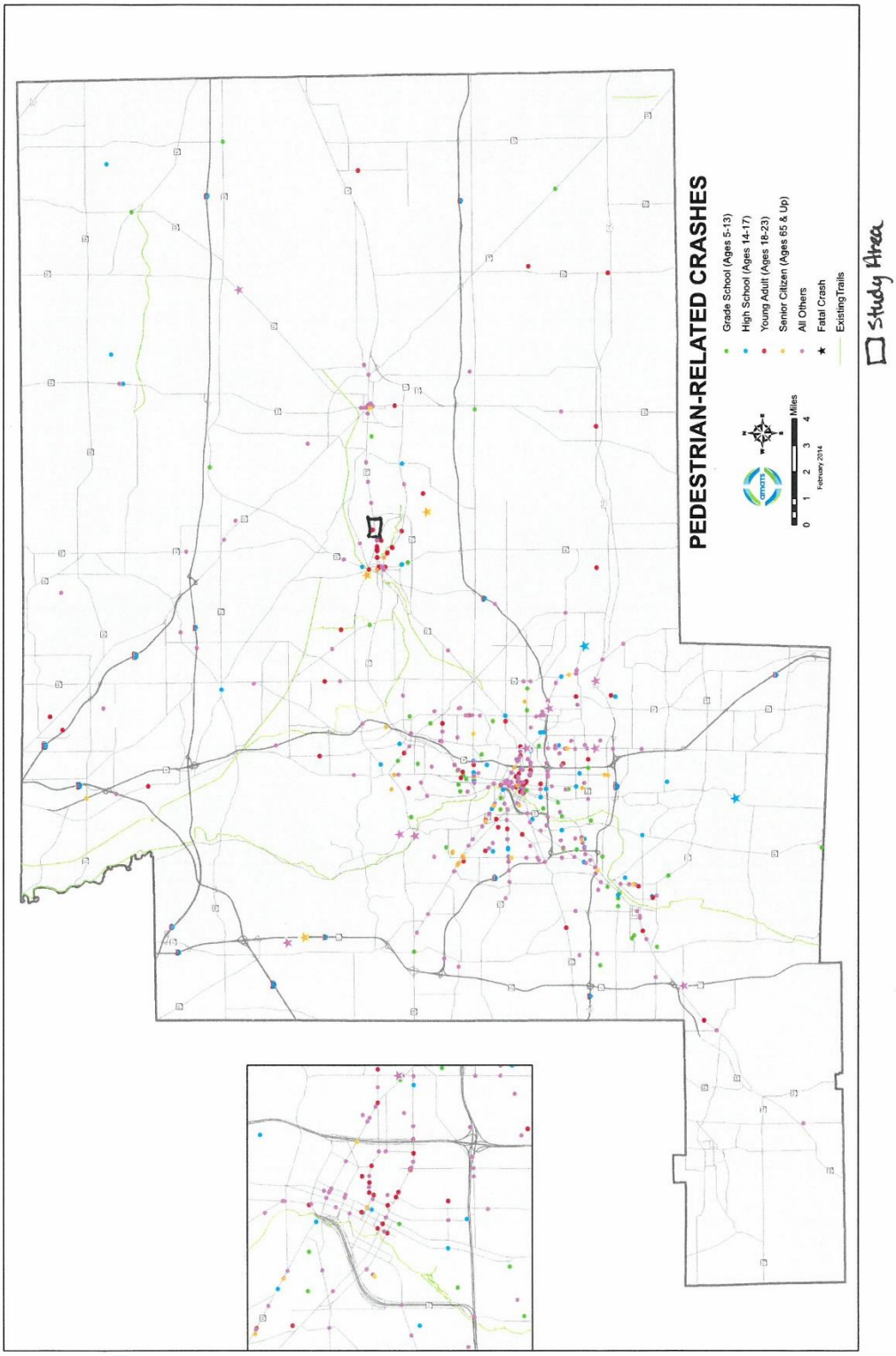
## 4. AMATS Sidewalk & Crosswalk Gap Analysis 2010



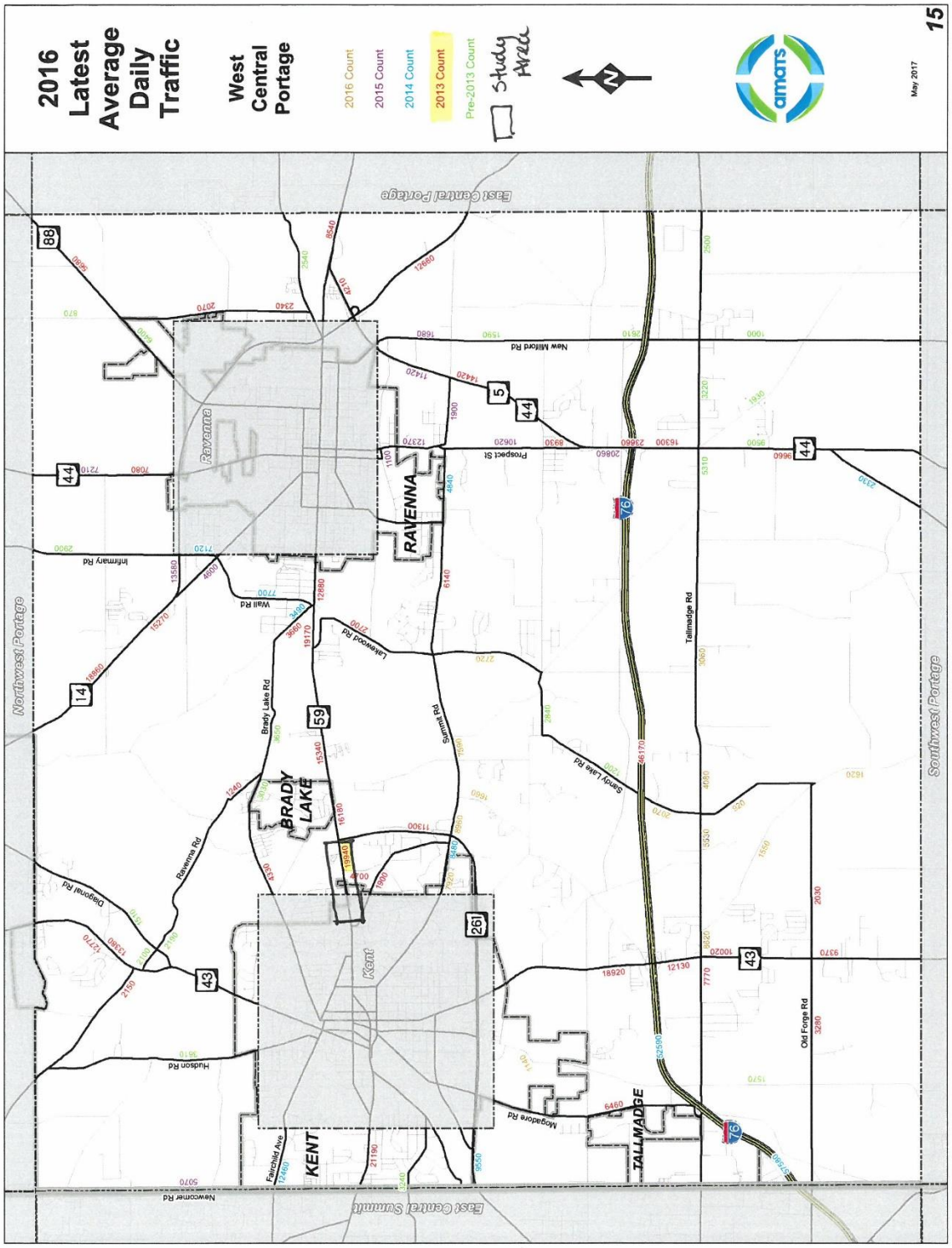
## 5. AMATS Top Roadway Crash Sections



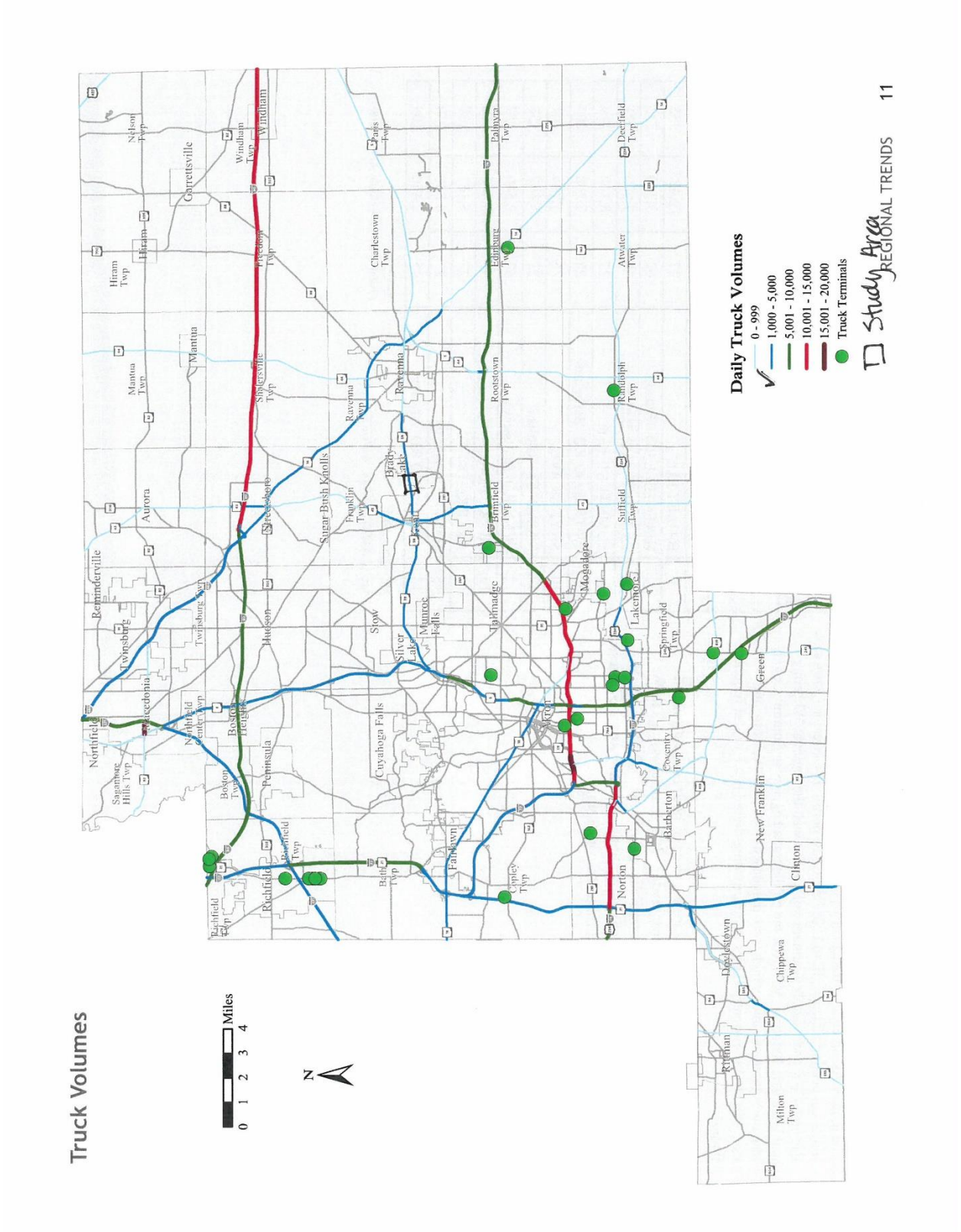
## 6. AMATS Pedestrian Crashes



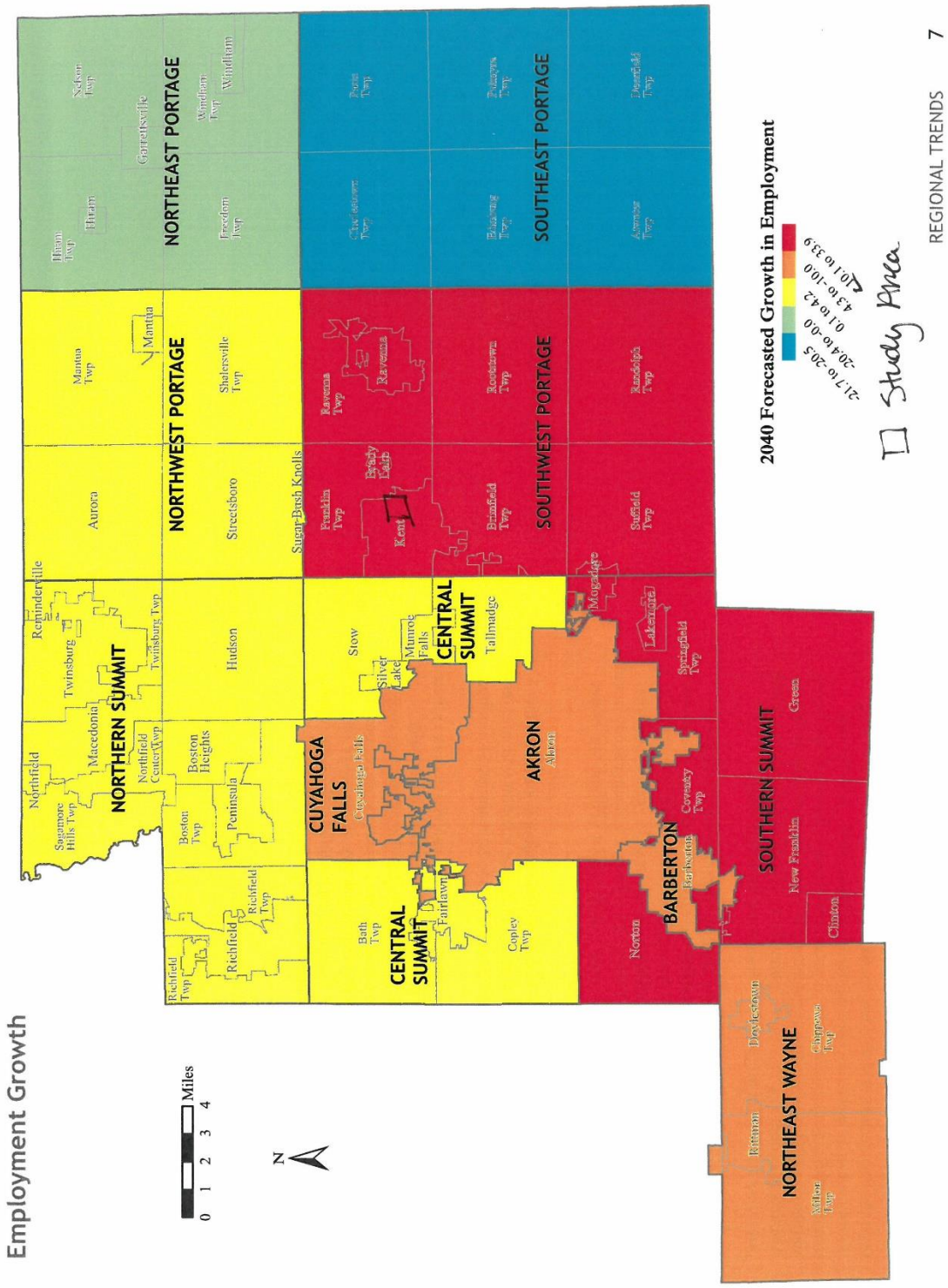
## 7. AMATS Average Daily Traffic 2016



## 8. AMATS Daily Truck Volumes



## 9. AMATS 2040 Forecasted Growth in Employment



## 1. 2016-2018 High Crash Roadway Sections – Numbers 18 & 154

Table 5-1

**HIGH CRASH ROADWAY SECTIONS**

RANKED BY COMPOSITE SCORE

2016-2018

| Rank | Roadway Section | From | To | Length (miles) | Average Daily Traffic | Total Crashes | Crashes per mile per year | Crash Rate | Severity Index | Bike Related | Ped Related | Location |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | E Main St (SR 59) | Willow St | Luther Av | 0.41 | 18,195 | 86 | 69 | 10.46 | 1.53 | | 2 | Kent |
| 2 | S Cleveland-Massillon Rd | I-77 | Rosemont Blvd/Elgin Dr | 0.53 | 21,780 | 65 | 41 | 5.15 | 1.71 | | | Fairlawn |
| 3 | Medina Rd (SR 18) | I-77 | Cleveland-Massillon Rd (CR 17) | 0.69 | 30,889 | 149 | 71 | 6.34 | 1.54 | | | Sum Co-Copley Twp |
| 4 | W Market St (SR 18) | Cleveland-Massillon Rd | Smith Rd | 0.57 | 24,530 | 95 | 56 | 6.21 | 1.53 | | 2 | Fairlawn |
| 5 | Copley Rd (SR 162) | St Micheals | S Hawkins Ave | 0.49 | 9,328 | 39 | 26 | 7.78 | 1.62 | | 1 | Akron |
| 6 | S Prospect St | Ravenna SCL | Lake Ave | 0.18 | 9,640 | 11 | 21 | 5.84 | 2.09 | | | Ravenna |
| 7 | E Aurora Rd (SR 82) | Olde Eight Rd | SR 8 | 0.82 | 15,150 | 76 | 31 | 5.61 | 1.50 | | | Macedonia |
| 8 | Canton Rd (CR 66) | Sanitarium Rd (CR136) | Waterloo Rd (US224) | 1.01 | 14,870 | 85 | 28 | 5.19 | 1.56 | | 2 | Sum Co-Springfield Twp |
| 9 | Ghent Rd | W Market St (SR 18) | Smith Rd | 0.38 | 9,230 | 36 | 31 | 9.31 | 1.44 | | | Fairlawn |
| 10 | SR 14 | SR 303 (W) | SR 303 (E) | 0.36 | 25,578 | 51 | 48 | 5.10 | 1.47 | | | Streetsboro |
| 11 | SR 14/44 | SR 59 | SR 5 (end SR 14 overlap) | 0.39 | 17,345 | 34 | 29 | 4.63 | 1.59 | | | Por Co-Ravenna Twp |
| 12 | Arlington Rd | Turkeyfoot Lake Rd (SR 619) | Green North Corp Line | 0.95 | 20,305 | 145 | 51 | 6.86 | 1.37 | | 1 | Green |
| 13 | W&E Main St (SR 59) | Sycamore St | Prospect St | 0.26 | 14,100 | 39 | 50 | 9.81 | 1.36 | | 1 | Ravenna |
| 14 | Massillon Rd (SR 241) | Boettler Rd | Turkeyfoot Lake Rd (SR 619) | 1.01 | 21,609 | 130 | 43 | 5.46 | 1.38 | | | Green |
| 15 | Kent Rd (SR 59) | Fishcreek Rd | Stow East Corp Line | 0.35 | 18,730 | 26 | 25 | 3.62 | 1.69 | | | Stow |
| 16 | State Rd | Portage Trail | Graham Rd | 0.27 | 22,210 | 24 | 30 | 3.70 | 1.50 | 2 | 2 | Cuyahoga Falls |
| 17 | Howe Ave | Cuyahoga Falls Corp Line | Main St | 0.27 | 29,263 | 42 | 51 | 4.77 | 1.38 | | 1 | Cuyahoga Falls |
| 18 | E Main St (SR 59) | Horning Rd | Kent East Corp Line | 0.52 | 19,184 | 48 | 31 | 4.44 | 1.46 | | 2 | Kent |
| 19 | State Rd | Cuyahoga Falls Corp Line | Broad Blvd | 0.70 | 14,700 | 43 | 21 | 3.83 | 1.70 | | | Cuyahoga Falls |
| 20 | Graham Rd | Fishcreek Rd | Stow East Corp Line | 0.66 | 14,750 | 53 | 27 | 5.00 | 1.45 | | | Stow |
| 21 | SR 44 | Tallmadge Rd (CR 18) | SR 5 (NB off from I-76) | 0.66 | 27,333 | 56 | 28 | 2.84 | 1.68 | | | Por Co-Rootstown Twp |
| 22 | Brittain Rd | Eastwood Ave | E Tallmadge Ave (SR 261) | 1.19 | 12,350 | 73 | 21 | 4.55 | 1.62 | | 2 | Akron |
| 23 | W Market St (SR 18) | Miller Rd | Fairlawn East Corp Line | 0.68 | 17,540 | 73 | 36 | 5.61 | 1.36 | | | Fairlawn |
| 24 | S Arlington St | E Waterloo Rd | E Wilbeth Rd (SR 764) | 0.70 | 12,800 | 49 | 23 | 4.96 | 1.45 | | 3 | Akron |
| 25 | Howe Ave | Main St | Buchholzer Blvd | 0.69 | 24,551 | 58 | 28 | 3.13 | 1.52 | | | Cuyahoga Falls |
| 26 | W Exchange St | Rhodes Ave | Dart Ave | 0.54 | 8,040 | 32 | 20 | 6.67 | 1.44 | | | Akron |
| 27 | E Main St (SR 59) | Freedom St (SR 88) | SR 14/SR 44 | 0.76 | 13,724 | 57 | 25 | 5.01 | 1.39 | | | Ravenna |
| 28 | S Water St | Haymaker Pkwy (SR 59) | E Main St | 0.18 | 5,260 | 14 | 26 | 13.78 | 1.29 | | 1 | Kent |
| 29 | Broad Blvd/Broadway East | Second St | Newberry St | 0.29 | 16,170 | 36 | 41 | 6.90 | 1.17 | | | Cuyahoga Falls |
| 29 | Arlington Rd (CR 15) | I-77/Green NCL | Killian Rd (CR135) | 0.61 | 18,130 | 55 | 30 | 4.52 | 1.36 | | 1 | Sum Co-Springfield Twp |
| 31 | Fuller Rd | 7th Ave | 5th Ave | 0.28 | 1,000 | 14 | 17 | 45.99 | 1.43 | | | Akron |
| 32 | W Streetsboro St (SR 303) | Boston Mills Rd | Main St (SR 91) | 0.55 | 14,446 | 42 | 26 | 4.86 | 1.38 | 1 | | Hudson |
| 33 | E Tallmadge Ave (SR 261) | N Main St | Gorge Blvd | 0.60 | 16,610 | 53 | 29 | 4.84 | 1.34 | | 1 | Akron |
| 34 | SR 14 | I-480 ramp to Turnpike | SR 303 (W) | 1.18 | 31,551 | 113 | 32 | 2.77 | 1.48 | | | Streetsboro |
| 35 | Goodkirk St | Buchtel Ave | E Market St (SR 18) | 0.24 | 29,263 | 31 | 43 | 4.02 | 1.32 | | | Akron |
| 36 | E Exchange St | S Broadway St (SR 261) | Spicer St | 0.76 | 21,113 | 95 | 42 | 5.43 | 1.21 | 1 | 3 | Akron |
| 37 | Graham Rd | Hudson Dr | Silver Lake West Corp Line | 0.44 | 28,680 | 42 | 32 | 3.05 | 1.43 | | | Stow |
| 38 | W Market St (SR 18) | Ghent Rd | Miller Rd | 0.29 | 28,390 | 44 | 50 | 4.83 | 1.27 | | | Fairlawn |
| 39 | Graham Rd | Oakwood Dr/Wyoga Lake Rd | Hudson Dr | 0.72 | 21,205 | 45 | 21 | 2.70 | 1.67 | | | Stow |
| 40 | E Main St | Water St | Willow St | 0.27 | 9,070 | 22 | 27 | 8.20 | 1.18 | | | Kent |
| 41 | Brittain Rd | E Tallmadge Ave (SR 261) | Independence Ave | 0.61 | 12,614 | 45 | 24 | 5.31 | 1.31 | | 2 | Akron |
| 42 | Wooster Rd W | 14th St NW | Wooster Rd N | 0.75 | 10,919 | 35 | 16 | 3.91 | 1.63 | | 1 | Barberton |
| 43 | N Main St | E Tallmadge Ave | E Cuyahoga Falls Ave | 0.36 | 10,420 | 17 | 16 | 4.14 | 1.59 | | 2 | Akron |
| 44 | Front St/Kent Rd (SR 59) | Bailey Rd | Oak Park Blvd | 0.36 | 12,791 | 26 | 24 | 5.20 | 1.31 | | | Cuyahoga Falls |
| 45 | Canton Rd (SR 91) | Akron SCL | Triplett Blvd | 0.35 | 15,180 | 21 | 20 | 3.58 | 1.48 | | | Akron |
| 46 | N Main St (SR 91) | Streetsboro St (SR 303) | Owen Brown St | 0.23 | 20,220 | 25 | 36 | 4.88 | 1.16 | | | Hudson |
| 47 | Darrow Rd (SR 91) | Kent Rd (SR 59) | Stow Rd | 0.65 | 14,896 | 41 | 21 | 3.88 | 1.39 | | | Stow |
| 48 | State Rd | Broad Blvd | Portage Trail | 0.96 | 15,343 | 61 | 21 | 3.78 | 1.39 | 2 | 1 | Cuyahoga Falls |
| 49 | S High St (SR 261) | E Exchange St | E Market St (SR 18) | 0.67 | 7,771 | 46 | 23 | 8.11 | 1.13 | | | Akron |
| 50 | Garfield Rd W (SR 82) | Aurora Rd (SR 43) | Chillicothe Rd (SR 306) | 0.24 | 9,885 | 16 | 22 | 6.19 | 1.25 | | | Aurora |
| 51 | Manchester Rd (SR 93) | Robinson Ave | Carnegie Ave | 1.03 | 22,857 | 59 | 19 | 2.28 | 1.76 | | 1 | Sum Co-Coventry Twp |

Table 5-1

## HIGH CRASH ROADWAY SECTIONS

RANKED BY COMPOSITE SCORE

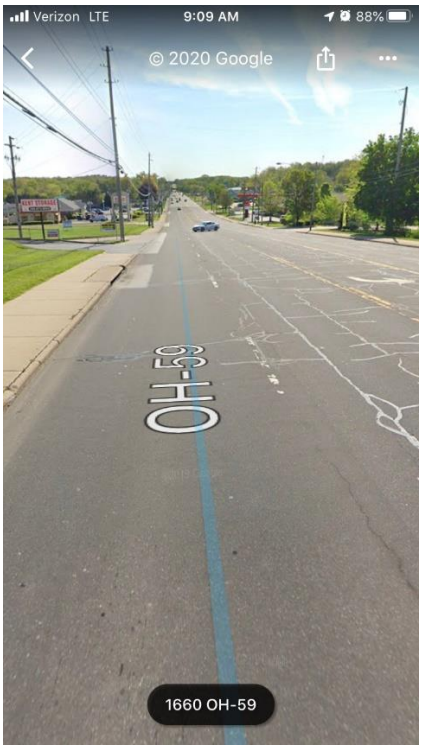
2016-2018

| Rank | Roadway Section | From | To | Length (miles) | Average Daily Traffic | Total Crashes | Crashes per mile per year | Crash Rate | Severity Index | Bike Related | Ped Related | Location |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 150 | E Buchtel Ave | Fountain St | E Market St (SR 18) | 0.38 | 4,500 | 12 | 10 | 6.33 | 1.17 | | 1 | Akron |
| 151 | E Tallmadge Ave (SR 261) | Home Ave | Brittain Rd | 1.15 | 16,690 | 50 | 14 | 2.37 | 1.28 | | | Akron |
| 151 | Tallmadge Rd (CR 18) | Summit County Line | Sunnybrook Rd (CR 11) | 1.06 | 27,333 | 39 | 12 | 1.23 | 1.51 | | | Por Co-Brimfield Twp |
| 153 | S Broadway St | S Main St | Bartges St | 0.92 | 12,173 | 35 | 13 | 2.86 | 1.29 | | | Akron |
| 154 | SR 59 | Alpha Dr | SR 261 | 0.40 | 19,184 | 13 | 11 | 1.55 | 1.62 | | | Por Co-Franklin Twp |
| 155 | SR 43 | I-76 | Kent South Corp Line | 1.61 | 27,333 | 57 | 12 | 1.18 | 1.56 | 1 | | Por Co-Brimfield Twp |
| 156 | E Thornton St | S Main St | Grant St | 0.43 | 13,291 | 18 | 14 | 2.89 | 1.11 | | | Akron |
| 157 | Sumner St | Voris St | E Exchange St | 0.67 | 1,000 | 20 | 10 | 27.42 | 1.00 | | | Akron |
| 158 | W Main St (SR 59) | Spaulding Dr | Longmere Dr | 0.51 | 19,213 | 22 | 14 | 2.07 | 1.27 | | | Kent |
| 159 | Second St | Broad Blvd | Oakwood Dr | 0.39 | 9,700 | 14 | 12 | 3.41 | 1.14 | | | Cuyahoga Falls |
| 160 | SR 8 | I-271 ramps | SR 82 | 1.47 | 27,762 | 58 | 13 | 1.30 | 1.38 | | | Macedonia |
| 161 | Kent Rd (SR 59) | Stow West Corp Line | Darrow Rd (SR 91) | 0.58 | 15,330 | 21 | 12 | 2.17 | 1.38 | | | Stow |
| 162 | E Exchange St | Spicer St | E Market St (SR 18) | 0.91 | 15,120 | 33 | 12 | 2.19 | 1.36 | | 2 | Akron |
| 163 | Franklin Ave | W Summit St | E Main St | 0.27 | 27,333 | 12 | 15 | 1.51 | 1.17 | | | Kent |
| 164 | Second St | Oakwood Dr | Front St | 0.63 | 5,570 | 19 | 10 | 4.96 | 1.00 | | | Cuyahoga Falls |
| 165 | E Main St (SR 59) | Luther Av | Horning Rd | 0.32 | 25,916 | 14 | 14 | 1.53 | 1.14 | | | Kent |
| 166 | Hill St/E Buchtel Ave | University Ave | S Union St | 0.33 | 29,263 | 13 | 13 | 1.22 | 1.31 | | 1 | Akron |
| 167 | South Ave (SR 91) | Tallmadge SCL | Tallmadge Circle | 1.11 | 11,651 | 37 | 11 | 2.61 | 1.27 | | | Tallmadge |
| 168 | N Cleveland-Massillon Rd (CR 17) | Medina Rd (SR 18) | Ghent Rd (CR 98) | 1.32 | 13,700 | 41 | 10 | 2.07 | 1.39 | | | Sum Co-Bath Twp |
| 169 | Fishcreek Rd | Stow Rd | Graham Rd | 1.63 | 27,333 | 51 | 10 | 1.04 | 1.47 | | | Stow |
| 170 | Copley Rd (SR 162) | East Ave | Diagonal Rd/S Portage Path | 0.38 | 12,430 | 12 | 11 | 2.33 | 1.33 | | 1 | Akron |
| 171 | Fountain St | E Exchange St | Buchtel Ave | 0.38 | 29,263 | 14 | 12 | 1.16 | 1.29 | | | Akron |
| 172 | N Portage Path | Merriman Rd | Portage Trail | 0.28 | 16,600 | 10 | 12 | 1.97 | 1.20 | | | Akron |
| 173 | Wheatley Rd (SR 176) | I-77 | Brecksville Rd | 0.60 | 10,651 | 18 | 10 | 2.58 | 1.22 | | | Richfield |
| 174 | S Depeyster St | E Summit St | E Main St | 0.25 | 11,591 | 8 | 10 | 2.48 | 1.25 | | | Kent |
| 175 | Macedonia Commons Blvd | SR 8 | Aurora Rd | 0.71 | 29,263 | 23 | 11 | 1.01 | 1.35 | | | Macedonia |
| 176 | E Market St (SR 18) | Main St | Forge St | 0.64 | 18,222 | 21 | 11 | 1.64 | 1.19 | | | Akron |
| 177 | S&N Main St | Bowery St | M.L. King Blvd (SR 59) | 0.44 | 18,392 | 14 | 11 | 1.57 | 1.29 | | | Akron |
| 178 | S Water St (SR 43) | Kent South Corp Line | SR 261 | 0.34 | 27,333 | 11 | 11 | 1.09 | 1.18 | | | Kent |
| 179 | S Main St | Bartges St | Exchange St | 0.54 | 29,263 | 18 | 11 | 1.03 | 1.00 | | 1 | Akron |

Red denotes that the segment had at least one fatality

# Appendix D – Photos of Study Area

1. **Study Area**
   a. **Looking East**




   b. **Looking West**

2. **Transit Facilities – Current Condition**

   a. **Bus shelter with no path to street**


   b. **Bus stop with no bus stop amenities and no sidewalk**

3. **Pedestrian Facilities – Current Condition**
    a. **Sidewalks begin and end at random throughout study area**


4. **<u>Crossing Amenities – Current Condition</u>**
    a. **<u>3 Intersections: 2 with pedestrian signals, 1 with a painted crosswalk, 1 with no crossing facilities</u>**