Traffic Crashes and Safety Performance Measures

2020-2022

January 2024





Akron Metropolitan Area Transportation Study
1 Cascade Plaza, Suite 1300, Akron, Ohio 44308

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

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Section 1: Changing Approaches to Safety Planning

Introduction

Improving the safety of roadways has long been a top priority of governmental transportation agencies from the federal, state, and local levels. Significant progress has been made on many fronts yet many of the national and regional safety trends demonstrate that the most serious crashes have *increased* in recent years.

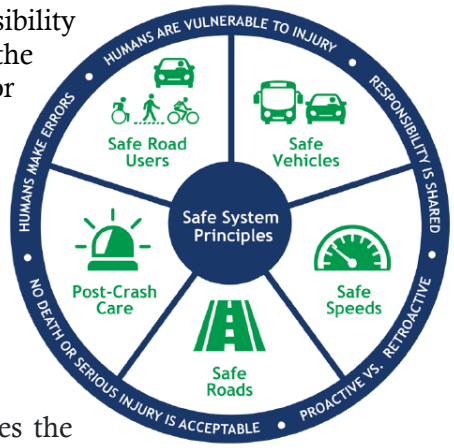
This trend has caused various transportation agencies, including the United States and Ohio Departments of Transportation (USDOT and ODOT) and AMATS, to rethink their approaches to improving safety. Fundamentally, such newer approaches to safety planning revolve around the concepts that fatal and serious injury crash reduction is far more important than the reduction of all crashes and that the elimination of the most serious crashes requires the acknowledgement and anticipation of human error.

Federal Trends: More Than Catchy Taglines

The current federal transportation bill, the Bipartisan Infrastructure Law (BIL) has put increased focus and funding toward some pre-existing concepts. Within the past decade, as fatal and serious injury (FSI) crashes began to rise nationally, momentum began to build for a *Vision Zero* (sometimes billed as *Toward Zero Deaths*) approach. *Vision Zero* originated over 25 years ago in Europe, but its core principles have been adapted in myriad countries, including the United States. The ultimate goal of Vision Zero is that FSI crashes be eliminated and the central tenet is that one life lost or dramatically affected can never be ethically acceptable. Rather than road users bearing complete responsibility for their safety, Vision Zero emphasizes a shared responsibility between a road's users and the engineers and planners responsible for the transportation system's design.

THE SAFE SYSTEM APPROACH

Zero is our goal. A Safe System is how we get there.



To implement this vision in the United States, the USDOT's Federal Highway Administration (FHWA) has developed the *Safe System* approach. According to FHWA:

> Reaching zero deaths requires the implementation of a Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.
>
> There are six principles that form the basis of the Safe System approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Additional detail about the Safe Systems approach can be found on FHWA's website as well as the introductory chapter of AMATS' 2018-2020 Crash Report.

Implementing a *Safe Systems* involves an increasingly data-driven methodology of understanding what approaches work. FHWA provides many data-driven strategies to improve safety, which it has listed as

Proven Safety Countermeasures (PSCs). PSCs were first developed in 2008, but have been updated and refined several times since, most recently in 2021. All 28 PSCs are proven to provide significant, measurable safety benefits based on real-world case studies across the United States. PSCs are broken down into five categories:

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

To promote FSI crash-reducing safety improvements, the BIL established a new funding source known as *Safe Streets for All* (SS4A). This program appropriates $5 billion over five years to reduce FSI crashes. SS4A funding can go toward planning and demonstration grants, particularly the creation of SS4A Action Plans, and Implementation Grants used toward either larger, transformational projects or systemic improvements across a larger geographic area. Like many recent discretionary programs, a compliant plan (i.e. a SS4A Action Plan) must be in place by sponsoring agencies prior to receiving Implementation Grant funding.

The vision, approach, identified tools, and dedicated funding source detailed above are changing the way transportation safety professionals plan, fund, and build projects. Over time, federal transportation officials anticipate that serious crashes will be reduced and perhaps someday eliminated because of these efforts.

Ohio: A National Leader in Safety Planning

Within the past few years, ODOT has made major changes to its statewide safety program, changes that directly align with a greater focus on reducing and eliminating FSI crashes. In Ohio, federal Highway Safety Improvement Program (HSIP) funding is managed and distributed via ODOT. 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 (about 84%) is federal, the additional investment and control via ODOT lead to it being one of the largest safety programs per capita of any state.

Distribution of these funds is divided into three sub-programs:

- **HSIP Formal Safety program**—for higher-cost, more complex safety improvements that require a more detailed review. This program is meant to address locations with a history of fatal or injury crashes where low-cost safety improvements have failed to solve the problem.
- **HSIP Systemic Safety Funding program**—focused specifically on pedestrian-related and roadway departure-related crashes, systemic improvements are meant to be proactive and widely implemented across all or part of a community or region. The Systemic program incentivizes projects that would implement FHWA's Proven Safety Countermeasures.
- **HSIP Abbreviated Safety Funding program**—a simplified process to allow for a quicker review and funding of less expensive, less complex safety improvements at locations with safety concerns and a pattern of crashes.

AMATS: Continually Striving to Improve Safety

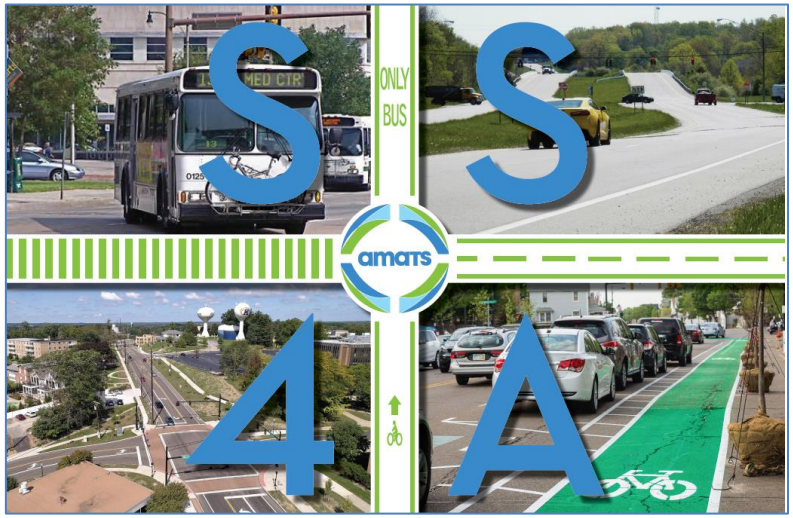
Safety has been central to AMATS since its inception over 60 years ago. The first regional crash reports were produced over twenty 20 ago, and evaluation of the region's roadway segments and intersections has occurred annually ever since. Knowing the details behind where and why crashes occur and their severity has allowed AMATS to rank its high-crash locations. This output, in turn, has been incorporated into the agency's *Funding Policy Guidelines*, therefore incentivizing the improvement of numerous high-crash locations over the past two decades.

Two years ago, AMATS changed the methodology of its Annual Crash Reports (ACRs) to provide more weight to the most serious crashes. This is in line with changes made at the state level to emphasize FSI crashes. Specifically, at least 30% of a specific location's crashes must be fatal or injury related to be included on a High Crash Section or Intersection list.

A more revolutionary change to AMATS' safety planning occurred following the creation of its *Safe Streets for All (SS4A) Action Plan*. In mid-2022, AMATS decided to work alongside its members to create this plan. This planning process, which was finalized in May 2023, 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 crash trends over two timelines.

Several other benefits were realized through the creation of the *SS4A Action Plan* including:

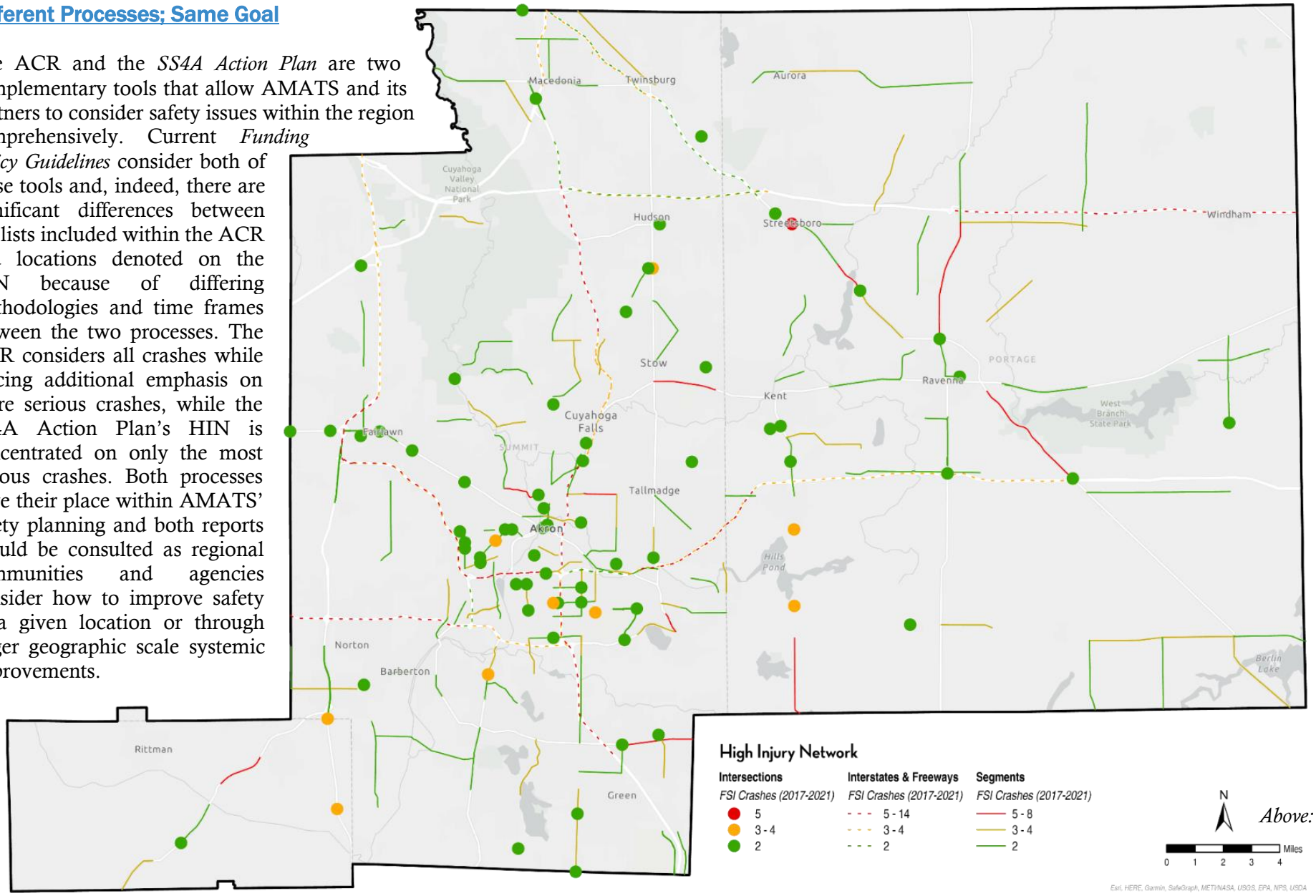
- **A more collaborative planning process**—A SS4A taskforce, comprised of AMATS members, directly guided the planning process. Additionally, the process allowed significant outreach opportunities with a large number of stakeholders and the general public.
- **Detailed safety analysis**—Data were collected on how, where, when, and why crashes occurred throughout the region.
- **HIN webapp**—An interactive web-based application was developed to visually display the HIN and several other important components of regional safety and demographics.
- **Incorporation of equity**—Considerations of how various members of the population are affected by safety, and a greater focus of understanding where underserved populations exist.
- **Policy and process changes**—The plan assessed current policies and plans and identified new ideas on how to make safety a greater priority. (Subsequent to the plan's approval, several changes were made to AMATS' *Funding Policy Guidelines* to incorporate SS4A recommendations and the HIN).
- **Project recommendations**—A prioritized list of potential safety-related projects based directly off of the HIN was developed. Project recommendations also consider FHWA's Proven Safety Countermeasures.
- **Strategy Recommendations**—Numerous strategy-based recommendations to improve behavior and reduce risks through a variety of initiatives were developed to generally align with Ohio's Strategic Highway Safety Plan (SHSP) and its framework.
- **Transit-specific recommendations**—The Action Plan considered general project considerations related to transit, established a list of high-priority transit corridors, and a list of transit strategy recommendations aimed at improving coordination between regional transit agencies, AMATS, and the region's communities.



The final AMATS Safe Streets for All Action Plan can be found on AMATS website.

Different Processes; Same Goal

The ACR and the *SS4A Action Plan* are two complementary tools that allow AMATS and its partners to consider safety issues within the region comprehensively. Current *Funding Policy Guidelines* consider both of these tools and, indeed, there are significant differences between the lists included within the ACR and locations denoted on the HIN because of differing methodologies and time frames between the two processes. The ACR considers all crashes while placing additional emphasis on more serious crashes, while the SS4A Action Plan's HIN is concentrated on only the most serious crashes. Both processes have their place within AMATS' safety planning and both reports should be consulted as regional communities and agencies consider how to improve safety at a given location or through larger geographic scale systemic improvements.



Current High Injury Network from AMATS' 2023 Safe Streets for All Action Plan

Section 2: AMATS Area Crashes

Overview

The AMATS 2020-2022 Annual Crash Report (ACR) was prepared by reviewing 47,608 crash records obtained from the Ohio Department of Transportation (ODOT). The data is then imported into GIS and plotted. It is carefully checked for location accuracy and then categorized as section or intersection crashes. The roadway section and intersection locations are further analyzed and then ranked.

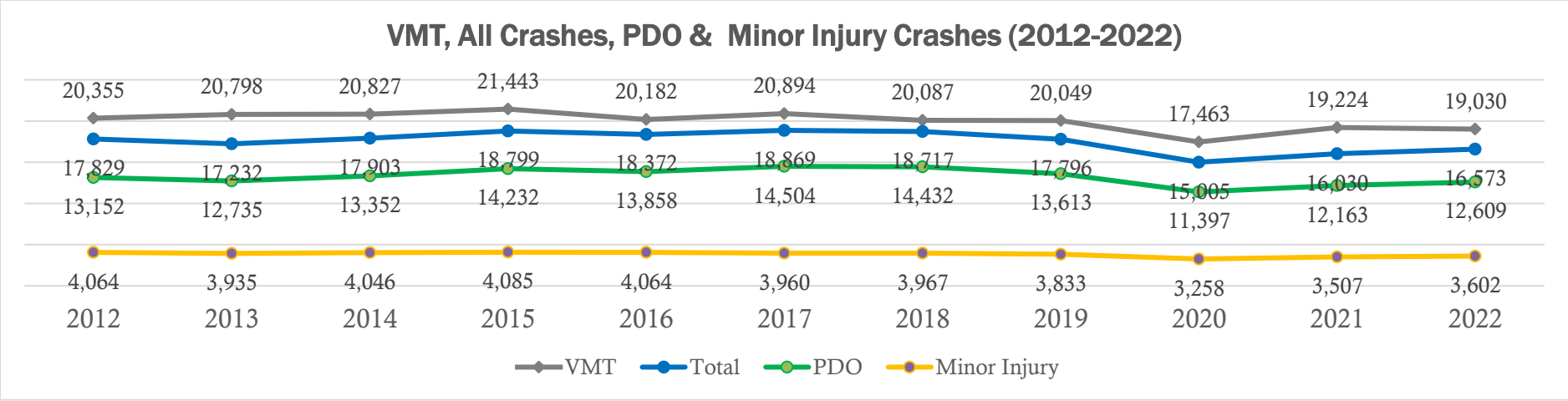
Crashes not included within this report include:

- Animal crashes and construction zone crashes were removed and not included in the analysis because they do not relate to the characteristics of the roadway.
- Freeway crashes are removed and instead are analyzed and ranked by the Ohio Department of Transportation. However, crashes occurring on freeways are accounted for within the charts within this section of the report.

Trends

The pandemic in 2020 created a substantial decrease in Vehicle Miles Traveled (VMT) and in overall crashes. VMT increased in 2021, but reduced again in 2022. VMT is shown with crash information in the graph below in thousands of daily vehicle miles traveled (kDVMT). VMT may never fully rebound completely from the pandemic as work from home and flex time makes combining trips easier. This data was obtained from the ODOT Office of Technical Services. In 2022, VMT was still down 5.4% from 2019 and 1% down from 2021.

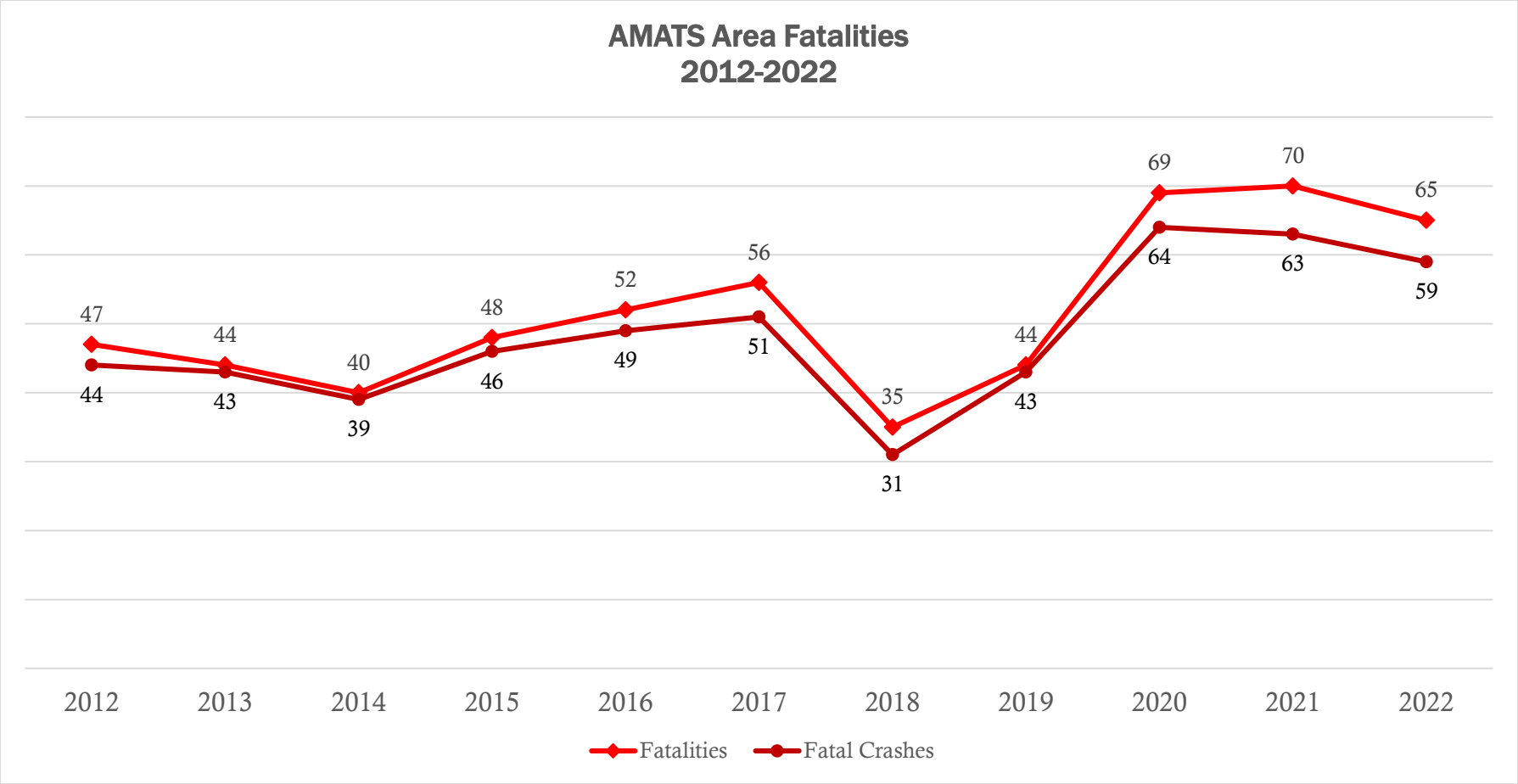
The graph also shows the number of total crashes, property damage only (PDO) crashes, and minor injury crashes in the AMATS area between 2012 and 2022. Fatal and serious injury crashes are not included on this graph as their values are too small to be effectively graphed with other crashes totals. These crashes are particularly important, so they appear on their own graphs for further examination.



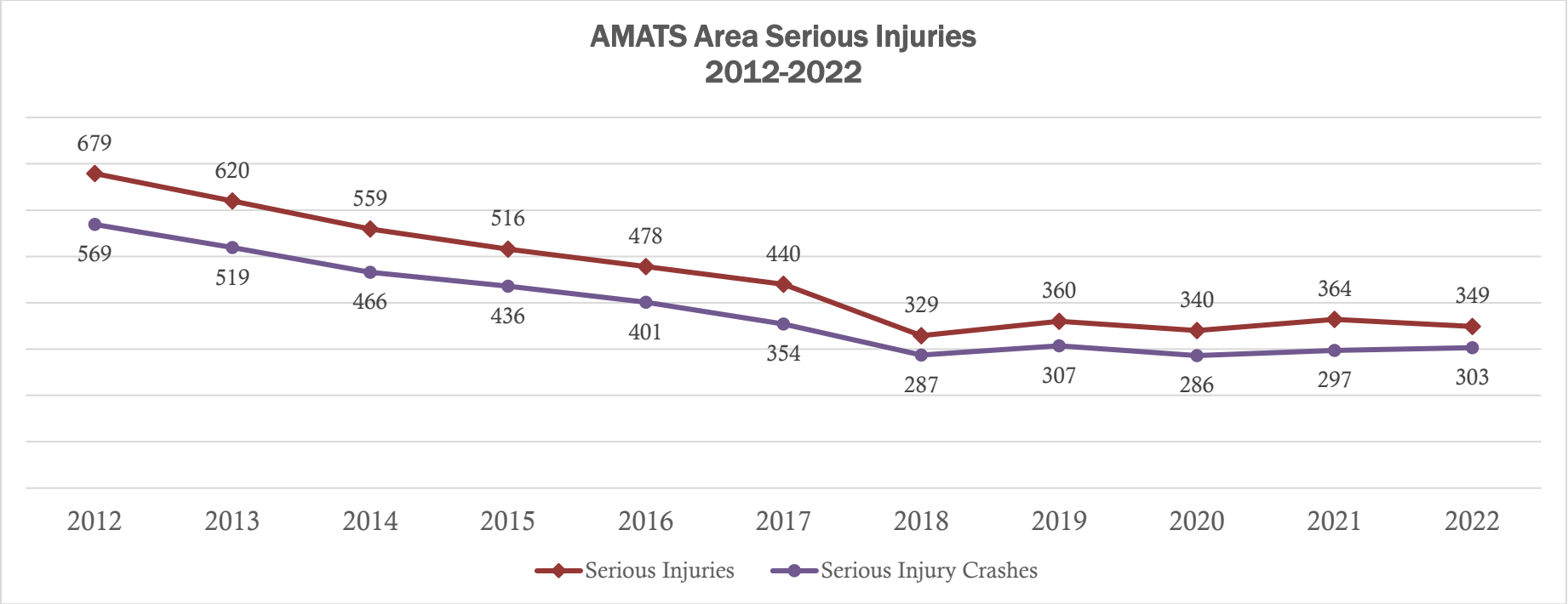
In 2022, the overall number of crashes in the AMATS area increased by 543 from 2021. This is approximately a 3.4% increase from 2021. Minor Injury crashes increased by 96 or 2.7% and PDO crashes increased by 446 or 3.7%.

The following graphs show the number of fatal crashes and serious injury crashes and the resulting fatalities and serious injuries between 2012 and 2022. A crash is one event, but it may involve multiple vehicles or multiple occupants and result in multiple fatalities or injuries. Fatal crashes are high since 2012, with 2020-2022 being the worst three-year period. Serious injury crashes remain about the same since 2018, which was the lowest serious injury crash year. Locations with a higher percentage of fatal and injury crashes are a main focus of ODOT and their safety program.

The number of fatalities in 2020 went up significantly, remained high in 2021, and finally started to reduce in 2022. As shown below, fatal crashes reduced by 4 and fatalities reduced by 5 from 2021 to 2022. There is no clear explanation for this phenomenon other than speculation that less traffic in 2020 led to higher speeds and more fatal crashes.



The number of serious injuries has not changed much since 2018. While serious injury crashes increased by 6 from 2021 to 2022, serious injuries decreased by 15 in the same timeframe. Unlike fatalities, serious injuries seem to remain stable in the last few years and reduced from 2012. A graph containing serious injury crashes and serious injuries is shown below.



Methodology

The *2020-2022 ACR* uses Geographical Information System (GIS) coordinates to plot crashes. Occasionally, the coordinates are incorrect in the imported data and crashes must be manually moved to their proper location based on descriptions on police reports provided to AMATS. This is time-consuming, but necessary for an accurate report.

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

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

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

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

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

High Crash Roadway Sections

A "section" is defined as a length of roadway between two logical termini such as intersections with other roadways. The length of a section is usually shorter in urban areas and could be miles long in a rural area. All roads in the AMATS area were considered, including those that are not federally classified.

- AMATS identified 144 high crash roadway sections that have three or more crashes per mile per year and at least 30 percent of the crashes are fatal or injury-related over the three-year period.

- **Table 1** lists the 144 high crash roadway sections ranked by composite score. This table also notes if any crashes were bicycle or pedestrian-related and if any of these segments are on the *Safe Streets for All High Injury Network (SS4A HIN)*. **Map 1** shows the top 50 high crash roadway sections. A location in red font indicates at least one fatality. There are 16 segments that had at least one fatality. There are 40 segments that are also on the SS4A HIN, representing approximately 27.8% of the high crash roadway sections in **Table 1**.

Two sections of SR 59 rank in the Top-5 Crash Sections. ***Above:*** *MLK Blvd./SR 59 from W. Market St. to N. Broadway St. in Akron (#3);* ***Left:*** *SR 59 from Alpha Dr. to SR 261 in Franklin Township (#1).*

Table 1

HIGH CRASH ROADWAY SECTIONS

Ranked by Score Based on Number of Crashes per Mile per Year and Percent of Fatal and Injury Crashes

2020-2022

Overall Rank	Roadway Section	Length (miles)	Total Crashes	Crashes per Mile per Year	Crashes per Mile per Year Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
1	SR 59 from Alpha Dr to SR 261	0.41	15	12.20	21	0.600	3	24	0	0	No	Franklin Twp
2	Massillon Rd (SR241) from Krumroy Rd (CR 130) to Oakes Dr / Akron SCL	0.29	11	12.64	20	0.545	12	32	0	0	No	Springfield Twp
3	M.L. King Blvd (SR 59) from W Market St Overpass to N Broadway St	0.18	21	38.89	2	0.429	40	42	0	0	Yes	Akron
4	Copley Rd (SR 162) from Storer Ave to East Ave	0.36	29	26.85	5	0.414	47	52	1	0	Yes	Akron
5	Vernon Odom Blvd (SR 261) from Collier Rd / Akron Corp Line to Romig Rd	0.36	8	7.41	46	0.500	15	61	0	2	No	Akron
6	E Main St (SR 59) from Freedom St (SR 88) to SR 14/SR 44	0.75	44	19.56	8	0.386	59	67	0	0	No	Ravenna/Ravenna Twp
7	Copley Rd (SR 162) from Collier Rd to St Micheals	0.50	9	6.00	59	0.556	9	68	0	0	No	Akron/Copley Twp
8	Norton Ave/Fairview Ave from Wooster Rd N to 5th St NE (SR 619)	0.33	6	6.06	57	0.500	15	72	0	0	No	Barberton
8	E Turkeyfoot Lake Rd (SR 619) from S Main St to Arlington Rd	1.56	37	7.91	42	0.486	30	72	0	0	No	Green
10	State Rd from Cuyahoga Falls Corp Line to Broad Blvd	0.66	37	18.69	9	0.378	64	73	0	0	No	Cuyahoga Falls
11	Wooster Rd W from Johnson Rd to 31st St	0.29	7	8.05	40	0.429	40	80	0	0	No	Norton/Barberton
12	E Glenwood Ave from Howard St to SR 8	0.84	22	8.73	32	0.409	49	81	0	0	No	Akron
13	Massillon Rd/Geo Washington (SR 241) from Oaks Dr/Akron Corp Line to E Waterloo Rd (US 224)	0.55	18	10.91	24	0.389	58	82	0	0	No	Akron
13	Arlington Rd from Greensburg Rd to Turkeyfoot Lake Rd (SR 619)	1.68	35	6.94	48	0.457	34	82	0	0	No	Green
15	SR 43 from Kent North Corp Line to Streetsboro South Corp Line	2.40	61	8.47	38	0.410	48	86	0	0	Yes	Franklin Twp
16	E Thornton St from S Main St to Grant St	0.42	13	10.32	27	0.385	60	87	0	0	No	Akron
16	N Forge St from Fountain St to N Arlington St	0.70	13	6.19	54	0.462	33	87	0	0	No	Akron
18	Diagonal Rd from S Hawkins Ave to Superior Ave	0.59	11	6.21	53	0.455	35	88	0	0	No	Akron
18	Robinson Ave from 5th St (SR 619) to State St	1.05	28	8.89	31	0.393	57	88	0	0	No	Barberton
20	S Cleveland-Massillon Rd from I-77 to Rosemont Blvd/Elgin Dr	0.53	22	13.84	16	0.364	74	90	0	0	No	Copley Twp/Fairlawn
21	E Waterloo Rd (US 224) from Geo Washington Blvd (SR 241) to Akron Corp Line	0.51	16	10.46	26	0.375	65	91	0	0	No	Akron
22	Sandy Knoll Dr from Corporate Woods Pkwy to Massillon Rd (SR 241)	0.13	2	5.13	78	0.500	15	93	0	0	No	Green
22	W Turkeyfoot Lake Rd (SR 619) from Green West Corp Line to S Main St	0.50	13	8.67	33	0.385	60	93	0	1	No	Green
24	N Main St (SR 261) from Olive St (W) to E Tallmadge Ave	0.32	14	14.58	12	0.357	82	94	0	0	No	Akron
25	Snyder Ave from Van Buren Ave to 5th St SE	0.65	9	4.62	86	0.556	9	95	0	0	No	Barberton
25	Wooster Rd N from Hopocan Ave to Norton Ave	0.67	15	7.46	45	0.400	50	95	0	0	No	Barberton
27	New Milford Rd from SR 5/SR 44 to Ravenna South Corp Line	0.41	6	4.88	81	0.500	15	96	0	0	No	Ravenna/Ravenna Twp
28	Akron-Cleveland Rd from Boston Heights SCL to Streetsboro Rd (SR303)	0.40	5	4.17	95	0.600	3	98	1	0	No	Boston Heights
28	SR 59 from Brady Lake Rd (CR 162) to Ravenna West Corp Line	0.45	20	14.81	10	0.350	88	98	0	0	No	Ravenna Twp
30	Triplett Blvd from Hilbish Ave to Canton Rd (SR 91)	0.92	15	5.43	69	0.467	32	101	0	0	No	Akron
31	Canton Rd (SR 91) from Waterloo Rd (US224) to Akron SCL	0.72	22	10.19	28	0.364	74	102	0	2	Yes	Akron/Springfield Twp
31	SR 14 from Diagonal Rd to Streetsboro East Corp Line	1.30	25	6.41	52	0.400	50	102	0	0	Yes	Streetsboro
33	W Turkeyfoot Lake Rd (SR 619) from State St to New Franklin East Corp Line	0.81	15	6.17	55	0.400	50	105	0	0	No	New Franklin
34	Wabash Ave from W Cedar St to W Exchange St	0.09	1	3.70	107	1.000	1	108	0	0	No	Akron
34	Carnegie Ave from Sarlson Ave to Manchester Rd (SR 93)	1.41	18	4.26	93	0.500	15	108	0	0	No	Akron
34	Russell Ave/Superior Ave from East Ave to Diagonal Rd	0.74	19	8.56	36	0.368	72	108	0	0	No	Akron
34	Arlington Rd (CR 15) from Killian Rd (CR135) to Bruce Rd/Akron SCL	1.51	66	14.57	13	0.333	95	108	1	1	Yes	Coventry/Springfield Twp
38	W Thornton St from East Ave to Rhodes Ave	0.70	11	5.24	74	0.455	35	109	0	1	No	Akron
39	Prospect St (CR 74) from SR 5/44 to Hayes Rd (CR 138)	1.70	30	5.88	61	0.400	50	111	0	1	Yes	Rootstown/Ravenna Twp
40	W Main St (SR 59) from Diamond St to Sycamore St	0.37	15	13.51	18	0.333	95	113	0	0	No	Ravenna
41	W Streetsboro St (SR 303) from Nicholson Dr to Boston Mills Rd	0.79	16	6.75	51	0.375	65	116	0	0	No	Hudson
42	W Wilbeth Rd from Kenmore Blvd to Maryland Ave	0.77	11	4.76	82	0.455	35	117	0	0	No	Akron
42	Fairchild Ave from Majors Lane to Hudson Rd	0.33	12	12.12	22	0.333	95	117	0	0	No	Kent
44	Medina Rd (SR 18) from Medina Line Rd (CR 2) to S Hametown Rd (CR253)	1.00	29	9.67	29	0.345	92	121	0	0	No	Copley/Bath Twp
45	SR 44 from Hartville Rd (CR 69) to Tallmadge Rd (CR 18)	1.42	15	3.52	119	0.600	3	122	0	0	No	Rootstown Twp
45	Sycamore St from W Main St (SR 59) to Highland Ave	0.18	2	3.70	107	0.500	15	122	0	0	No	Ravenna
45	Sycamore St from Riddle Ave to W Main St (SR 59)	0.18	2	3.70	107	0.500	15	122	0	0	No	Ravenna
45	S Main St from Waterloo Rd to Wilbeth Rd (SR 764)	0.77	20	8.66	34	0.350	88	122	0	0	No	Akron
45	SR 14 from SR 303 (W) to SR 303 (E)	0.33	56	56.57	1	0.321	121	122	0	0	No	Streetsboro
50	Smith Rd from Ghent Rd to Owosso Ave	0.53	11	6.92	49	0.364	74	123	0	0	No	Akron/Bath Twp/Fairlawn

Table 1

HIGH CRASH ROADWAY SECTIONS

Ranked by Score Based on Number of Crashes per Mile per Year and Percent of Fatal and Injury Crashes

2020-2022

Overall Rank	Roadway Section	Length (miles)	Total Crashes	Crashes per Mile per Year	Crashes per Mile per Year Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
51	SR 59 from SR 261 to Brady Lake Rd (CR 162)	2.55	66	8.63	35	0.348	91	126	0	0	Yes	Franklin/Ravenna Twp
51	W Market St (SR 18) from Miller Rd to Fairlawn East Corp Line	0.68	40	19.61	7	0.325	119	126	0	0	No	Fairlawn
53	SR 183 from German Church Rd (TR 49) to Waterloo Rd (US 224)	2.48	27	3.63	113	0.519	14	127	0	0	Yes	Atwater Twp
53	Portage Lakes Dr (CR 75) from S Turkeyfoot Rd (CR123) to S Main St (CR 50)	0.85	9	3.53	118	0.556	9	127	0	0	No	Coventry Twp
53	SR 303 from Diagonal Rd (Streetsboro) to Diagonal Rd (Shalersville Twp)	0.91	10	3.66	112	0.500	15	127	0	0	No	Streetsboro/Shalersville Twp
53	W Aurora Rd (SR 82) from Cuyahoga County Line to Olde Eight Rd (CR 16)	2.69	36	4.46	89	0.444	38	127	0	0	Yes	Sagamore Hills/Northfield Center Twp
53	E Main St (SR 59) from Horning Rd to Kent East Corp Line	0.50	41	27.33	4	0.317	123	127	1	1	No	Kent/Franklin Twp
58	Lake St from N Water St to Kent ECL	1.08	14	4.32	91	0.429	40	131	0	0	Yes	Kent
58	S Main St from Center Rd to Turkeyfoot Lake Rd (SR 619)	2.24	27	4.02	100	0.481	31	131	0	1	Yes	New Franklin/Green
58	5th St NE (SR 619) from Robinson Ave to State St	1.15	29	8.41	39	0.345	92	131	0	0	No	Barberton
61	Brittain Rd from Independence Ave to Howe Ave	0.56	6	3.57	117	0.500	15	132	0	0	No	Akron/Cuyahoga Falls
61	Wooster Rd W from 31st St to 14th St NW	1.01	43	14.19	15	0.326	117	132	0	0	No	Barberton
61	Merriman Rd/Riverview Rd from N Portage Path to Smith Rd	0.99	44	14.81	10	0.318	122	132	0	0	No	Akron/Cuyahoga Falls
64	US422 from Geauga County Line to Trumbull County Line	1.93	19	3.28	127	0.579	6	133	0	0	No	Nelson Twp
64	E Archwood Ave from S Arlington St to Kelly Ave	0.49	8	5.44	68	0.375	65	133	0	1	Yes	Akron
64	Kent Rd (SR 59) from Darrow Rd (SR 91) to Fishcreek Rd	2.22	92	13.81	17	0.326	116	133	2	1	Yes	Stow
67	Hazel St from N Arlington St to Eastwood Ave/Garry Rd	0.95	10	3.51	120	0.500	15	135	0	0	No	Akron
67	Cuyahoga St from N Howard St to Memorial Pkwy/E Tallmadge Ave	0.76	8	3.51	120	0.500	15	135	0	0	No	Akron
67	N Cleveland Ave (SR 532) from Mogadore Rd to Mogadore North Corp Line	1.08	15	4.63	85	0.400	50	135	0	2	Yes	Mogadore
70	SR 43 from Streetsboro South Corp Line to SR 303	2.58	43	5.56	65	0.372	71	136	1	0	No	Streetsboro
70	Vernon Odom Blvd (SR 261) from East Ave (SR 93) to Rhodes Ave	0.50	12	8.00	41	0.333	95	136	0	0	No	Akron
70	S Arlington St from E Waterloo Rd to E Wilbeth Rd (SR 764)	0.70	69	32.86	3	0.304	133	136	0	2	No	Akron
73	SR 44 from SR 14 to SR 303	4.27	41	3.20	129	0.561	8	137	0	1	Yes	Ravenna/Ravenna Twp/Shalersville Twp
73	Triplett Blvd (SR 764) from Seiberling St to Hilbish Ave	0.84	13	5.16	77	0.385	60	137	2	0	Yes	Akron
73	Rhodes Ave/Euclid Ave/Monroe from Euclid/Rhodes/Rhodes to W Exchange/SR 59/SR 59	0.64	11	5.73	63	0.364	74	137	0	0	No	Akron
76	E Waterloo Rd from S Main St to Brown St	0.87	38	14.56	14	0.316	124	138	0	0	Yes	Akron
76	8th St NW from Wooster Rd W to Hopocan Ave	0.39	4	3.42	123	0.500	15	138	0	0	No	Barberton
76	SR 14 from I-76 to SR 183	0.78	18	7.69	43	0.333	95	138	0	0	No	Edinburg Twp
76	Manchester Rd (SR 93) from Robinson Ave to Carnegie Ave	1.04	75	24.04	6	0.307	132	138	0	4	Yes	Coventry Twp/Akron
80	Ravenna Rd from Shepard Rd to Chamberlin Rd	0.79	8	3.38	124	0.500	15	139	0	0	Yes	Twinsburg
81	W State St from W Bowery St to S Main St	0.40	4	3.33	125	0.500	15	140	0	1	No	Akron
81	SR 585 from Benner Rd to SR 57	1.20	12	3.33	125	0.500	15	140	0	0	No	Milton Twp
81	Gorge Blvd from Tallmadge Ave (SR 261) to Cuyahoga Falls Ave	0.95	12	4.21	94	0.417	46	140	0	0	Yes	Akron
84	SR 183 from US 224 to Clark Rd (TR 121)	2.60	25	3.21	128	0.520	13	141	0	0	No	Atwater/Edinburg Twp
85	Hill St/E Buchtel Ave from University Ave to S Union St	0.33	3	3.03	140	0.667	2	142	0	0	No	Akron
85	Smith Rd (CR116) from Owasso Ave to Sand Run Rd	0.96	21	7.29	47	0.333	95	142	0	0	No	Bath Twp/Fairlawn/Akron
87	W Bath Rd from Akron/Cuy Falls CL to Northampton Rd	1.18	19	5.37	71	0.368	72	143	0	0	Yes	Cuyahoga Falls
88	SR 303 from Page Rd to Streetsboro East Corp Line	1.51	14	3.09	137	0.571	7	144	0	0	Yes	Streetsboro
88	Northampton Rd from Portage Trail to Bath Rd	2.36	27	3.81	106	0.444	38	144	0	0	No	Akron/Cuyahoga Falls
90	W Aurora Rd/Ravenna Rd (SR 82) from Darrow Rd (SR 91) to Aurora Rd	1.16	24	6.90	50	0.333	95	145	0	0	No	Twinsburg
91	Goodyear Blvd from Kelly Ave to Brittain Rd	0.70	11	5.24	74	0.364	74	148	0	0	No	Akron
91	E State St (SR 619 part) from Wooster Rd N to Robinson Ave	1.63	20	4.09	98	0.400	50	148	0	0	No	Barberton
91	Albrecht Ave from Canton Rd (SR 91) to Akron Corp Line	0.70	11	5.24	74	0.364	74	148	0	0	Yes	Akron
94	E Highland Rd from Valley View Rd to Macedonia East Corp Line	0.99	18	6.06	56	0.333	95	151	0	0	No	Macedonia/Twinsburg Twp
95	N Main St (SR 91) from Munroe Falls Ave to N River Rd	0.39	13	11.11	23	0.308	130	153	0	0	No	Munroe Falls
95	Diagonal Rd (CR 155) from SR 303 to Menonite Rd	2.91	40	4.58	88	0.375	65	153	0	0	Yes	Shalersville/Mantua Twp
97	Geo Washington Blvd (SR 241) from E Waterloo Rd (US 224) to Triplett Blvd	1.22	16	4.37	90	0.375	65	155	0	0	Yes	Akron
98	W State St from Wooster Rd N to Barberton Corp Line	0.86	33	12.79	19	0.303	137	156	0	0	Yes	Barberton
99	Smith Rd from Sand Run Rd to Riverview Rd	1.23	20	5.42	70	0.350	88	158	0	0	Yes	Akron/Cuyahoga Falls
100	SR 5/44 from Prospect St to SR 14	3.04	33	3.62	115	0.424	44	159	0	0	No	Rootstown Twp/Ravenna Twp/Ravenna

Table 1

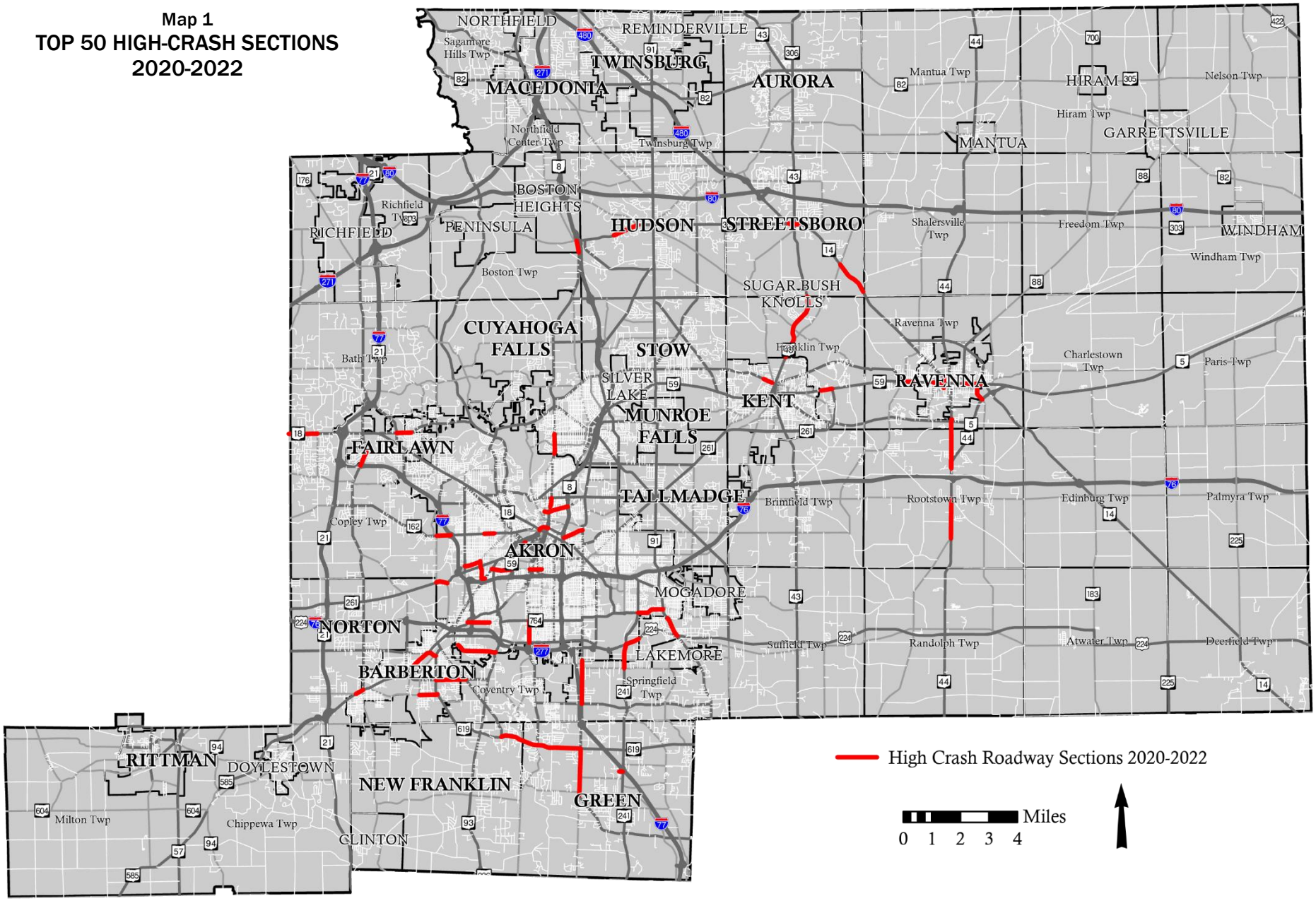
HIGH CRASH ROADWAY SECTIONS

Ranked by Score Based on Number of Crashes per Mile per Year and Percent of Fatal and Injury Crashes

2020-2022

Overall Rank	Roadway Section	Length (miles)	Total Crashes	Crashes per Mile per Year	Crashes per Mile per Year Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
101	E Archwood Ave from S Main St to Brown St	0.90	15	5.56	65	0.333	95	160	0	1	No	Akron
102	Mogadore Rd from E Market St (SR 18) to Canton Rd (SR 91)	0.92	30	10.87	25	0.300	138	163	0	0	Yes	Akron
103	E North St from N Howard St to N Arlington St	1.38	15	3.62	114	0.400	50	164	0	0	Yes	Akron
103	Diagonal Rd from Superior Ave to Copley Rd (SR 162)	1.35	31	7.65	44	0.323	120	164	0	0	Yes	Akron
105	Barber Rd from Norton Ave to I-76	1.11	17	5.11	79	0.353	86	165	0	0	No	Barberton/Norton
106	SR 14 from SR 5 to I-76	4.48	71	5.28	72	0.338	94	166	0	0	Yes	Ravenna Twp/Edinburg Twp
107	SR 43 from Frost Rd to Streetsboro North Corp Line	1.02	26	8.50	37	0.308	130	167	0	0	No	Streetsboro
108	South St from S Broadway St to Wolf Ledges Pkwy/Bellows St	0.35	10	9.52	30	0.300	138	168	0	0	No	Akron
108	Annadale Ave from E Exchange St to Buchtel Ave	0.38	6	5.26	73	0.333	95	168	0	1	No	Akron
110	East Ave from Munroe Rd to Tallmadge ECL	1.21	17	4.68	84	0.353	86	170	0	1	No	Tallmadge
111	Darrow Rd (SR 91) from Twinsburg SCL (E-W) to E Highland Rd	0.90	11	4.07	99	0.364	74	173	0	0	No	Twinsburg
112	S Hawkins Ave from Mull Ave Circle to W Market St (SR 18)	0.81	12	4.94	80	0.333	95	175	0	0	No	Akron
113	SR 5 from SR 59 to Rock Spring Rd (CR 52)	3.01	28	3.10	136	0.429	40	176	0	1	Yes	Charlestown/Ravenna Twp
114	S Cleveland-Massillon Rd from Greenwich Rd/Norton Ave to I-76	0.94	11	3.90	103	0.364	74	177	0	0	No	Norton
115	North Ave (SR 91) from Tallmadge Circle to Howe Rd	1.14	14	4.09	97	0.357	82	179	0	0	No	Tallmadge
116	Orlando Ave from Courtland Ave to Copley Rd (SR 162)	0.87	12	4.60	87	0.333	95	182	0	1	No	Akron
117	Northfield Rd (SR 8) from Olde Eight Rd to Sagamore Rd/Northfield NCL	1.09	19	5.81	62	0.316	124	186	0	0	No	Northfield
117	North Ave / S Main St (SR 91) from Howe Rd to Northmoreland Ave	0.89	16	5.99	60	0.313	126	186	0	0	No	Tallmadge/Munroe Falls
119	SR 44 from Stark County Line to US 224	2.89	26	3.00	144	0.423	45	189	0	0	No	Randolph Twp
120	Olde Eight Rd (CR 16) from E Highland Rd (CR111) to Aurora Rd (SR 82)/Brandywine	1.69	29	5.72	64	0.310	129	193	0	0	Yes	Northfield Center Twp
121	Massillon Rd (SR241) from Killian Rd (CR135) to Krumroy Rd (CR130)	1.39	13	3.12	134	0.385	60	194	0	0	No	Springfield Twp
122	E Turkeyfoot Lake Rd (SR 619) from Massillon Rd (SR 241) to Green East Corp Line	2.51	24	3.19	131	0.375	65	196	0	1	Yes	Green
122	Darrow Rd (SR 91) from Middleton Rd to Hudson North Corp Line	0.50	6	4.00	101	0.333	95	196	0	0	No	Hudson
122	Darrow Rd (SR 91) from Stow Rd to Fishcreek Rd	2.22	40	6.01	58	0.300	138	196	0	0	No	Stow
125	Canton Rd (CR 66) from Pontius Rd (CR 8) to Sanitarium Rd (CR136)	2.30	27	3.91	102	0.333	95	197	0	0	No	Springfield Twp/Lakemore
126	Portage Lakes Dr (CR 75) from Manchester Rd (SR 93) to S Turkeyfoot Rd (CR123)	1.38	23	5.56	65	0.304	133	198	0	0	Yes	Coventry Twp
127	White Pond Dr from I-77 to Frank Blvd	0.77	9	3.90	104	0.333	95	199	0	0	No	Akron
128	Russell Ave from Manchester Rd (SR 93) to Boulevard St	0.54	6	3.70	107	0.333	95	202	0	0	No	Akron
129	Norton Ave from Barberton WCL to 4th St/Barber Rd	0.84	9	3.57	116	0.333	95	211	0	0	No	Barberton
130	SR 585 from Fulton Rd to Benner Rd	1.61	23	4.76	82	0.304	133	215	0	0	Yes	Milton Twp
131	Massillon Rd (SR 241) from Turkeyfoot Lake Rd (SR 619) to Killian Rd	1.50	14	3.11	135	0.357	82	217	0	0	No	Green/Springfield Twp
131	University Ave from S Main St to Hill St	0.29	3	3.45	122	0.333	95	217	0	0	No	Akron
133	Graybill Rd from Massillon Rd (SR 241) to Mayfair Rd	1.55	14	3.01	143	0.357	82	225	0	0	No	Green
134	E Glenwood Ave from SR 8 to Tallmadge Ave (SR 261)	0.63	6	3.17	132	0.333	95	227	0	0	No	Akron
135	SR 59 from SR 14/SR 44 to SR 5	0.78	10	4.27	92	0.300	138	230	0	0	No	Ravenna Twp
136	Main St (SR 303) from Peninsula West Corp Line to Riverview Rd	1.61	20	4.14	96	0.300	138	234	0	0	Yes	Peninsula
137	Copley Rd (SR162) from SR 21 centerline to Cleveland-Massillon Rd (CR 17)	0.66	6	3.03	140	0.333	95	235	0	0	No	Copley Twp
138	Northeast Ave (SR 261) from E Howe Rd/N Munroe Rd to Middlebury Rd	1.66	15	3.01	142	0.333	95	237	1	0	No	Tallmadge
139	Northeast Ave (SR 261) from Tallmadge Circle to E Howe Rd/N Munroe Rd	1.74	20	3.83	105	0.300	138	243	0	0	No	Tallmadge
140	S Seiberling St from Triplett Blvd (SR 764) to Martha Ave	0.90	10	3.70	107	0.300	138	245	0	0	No	Akron
141	SR 303 from SR 44 to SR 88	4.48	43	3.20	130	0.326	117	247	0	0	Yes	Shalersville/Freedom Twp
142	Lauby Rd from Mt Pleasant Rd to Greensburg Rd	1.70	16	3.14	133	0.313	126	259	0	0	Yes	Green
143	Northwest Ave from Howe Ave/Brittain Rd to Tallmadge Circle	1.76	16	3.03	139	0.313	126	265	0	0	No	Cuyahoga Falls/Tallmadge
144	Mogadore Rd (CR 81) from Tallmadge Rd (CR 18) to SR 261	2.52	23	3.04	138	0.304	133	271	0	0	No	Brimfield Twp/Tallmadge/Kent

Map 1
TOP 50 HIGH-CRASH SECTIONS
2020-2022



High Crash Intersections

Crashes that occur within a radius of 250 feet from the center of an intersection and involve at least two vehicles are usually considered an intersection-related crash. Exceptions to this rule were driveway-related crashes and crashes that had non-intersection characteristics such as departing from the intersection. All intersections in the AMATS area were considered, including those of roads that are not federally classified.

- AMATS identified 233 intersections (223 overall ranks) that have a minimum of 9 crashes and at least 30 percent of the crashes are fatal or injury-related over the three-year period.

- **Table 2** lists the 233 high crash intersections ranked by composite score. This table also notes if any crashes were bicycle or pedestrian-related and if any of these segments are also on the Safe Streets for All High Injury Network (SS4A HIN). **Map 2** shows the top 50 high crash intersections. A location in red font indicates at least one fatality. There are 16 intersections that had at least one fatality. There are only 28 intersections that are also on the SS4A HIN, or just over 12% of the crashes listed in **Table 2**.

Above: Medina Rd. (SR 18) and Medina Line Road Intersection (#3).

High Crash Freeway Locations

The analysis of freeway crashes in the AMATS area is done 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 only has three rural freeway segments in Portage County area on ODOT's 2021 HSIP Priority Locations list—the most recent list available—and they are not in the top 50. AMATS has 21 urban freeway segments in Summit County on this list and none are in the top 50. Further information about top freeway crash locations along with other 2021 HSIP Priority Locations from ODOT can be found at the following link:

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

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

Table 2

HIGH CRASH INTERSECTIONS

Ranked by Score Based on Number of Crashes and Percent of Fatal and Injury Crashes

2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
1	SR 14 and SR 44/N Chestnut St	37	8	0.568	25	33	0	1	Yes	Ravenna Twp/Ravenna
2	Riverview Rd and Ira Rd	20	48	0.650	14	62	1	0	No	Cuyahoga Falls
3	Medina Rd (SR 18) and Medina Line Rd	26	27	0.500	36	63	0	0	Yes	Bath/Copley Twp
3	N Howard St and Glenwood Ave	23	37	0.565	26	63	1	0	Yes	Akron
5	S Broadway St and Rosa Parks Dr	24	35	0.500	36	71	0	0	Yes	Akron
6	S High St and Bartges St	25	32	0.480	48	80	0	0	No	Akron
7	Wadsworth Rd (SR 57) and Easton Rd (SR 604)	15	80	0.800	3	83	0	0	No	Chippewa/Milton Twp
8	SR 261 and Mogadore Rd	20	48	0.500	36	84	0	0	No	Kent
8	Cleveland Massillon Rd and Eastern Rd	20	48	0.500	36	84	0	0	No	Norton/New Franklin
10	US 224 and SR 225	23	37	0.478	49	86	0	0	No	Atwater/Deerfield Twp
11	SR 14 and Alliance Rd	15	80	0.667	7	87	0	0	No	Atwater/Deerfield Twp
11	Bartges St and Dart Ave	15	80	0.667	7	87	0	0	No	Akron
13	SR 59 and SR 261	24	35	0.458	55	90	0	0	No	Franklin Twp
14	S Arlington Rd and Chenoweth Rd/I-77 NB On-ramp	22	39	0.455	56	95	0	0	No	Coventry/Springfield Twp
15	SR 261 and Summit Rd	18	63	0.500	36	99	0	1	No	Franklin Twp
15	SR 21 and Eastern Rd	18	63	0.500	36	99	0	1	Yes	Chippewa Twp/Norton
17	Perkins St (SR 59) and SR 8 SB Ramps / Goodkirk St	37	8	0.405	96	104	0	1	No	Akron
18	Brown St and Archwood Ave	19	57	0.474	50	107	0	0	Yes	Akron
19	S Arlington Rd and I-77 SB Ramps	35	11	0.400	97	108	0	0	No	Green
20	Waterloo Rd and Portage Line Rd	16	73	0.500	36	109	0	0	No	Springfield/Suffield Twp
20	Killian Rd and Pressler Rd	14	94	0.643	15	109	0	0	No	Springfield Twp
22	Medina Line Rd and Granger Rd	15	80	0.533	33	113	0	0	No	Bath Twp
22	Copley Rd (SR 162) and Madison Ave	20	48	0.450	65	113	1	0	No	Akron
22	W Market St (SR 18) and Valley St	15	80	0.533	33	113	2	1	No	Akron
22	Eastern Rd and Rittman Rd	15	80	0.533	33	113	0	0	No	Chippewa Twp
26	SR 44 and Tallmadge Rd	14	94	0.571	23	117	0	0	No	Rootstown Twp
26	SR 57 and SR 585	14	94	0.571	23	117	0	0	Yes	Milton/Chippewa Twp
28	S Main St and Thornton St	39	6	0.385	112	118	0	0	No	Akron
29	SR 82 and Mantua Center Rd	17	68	0.471	51	119	0	0	No	Mantua Twp
30	S Maple St (SR 162) and W Cedar St	27	26	0.407	95	121	0	2	Yes	Akron
31	W Market St (SR 18) and Rhodes Ave	21	43	0.429	81	124	0	2	No	Akron
31	W Market St (SR 18) and Revere Rd	21	43	0.429	81	124	0	0	No	Akron
33	S Arlington Rd and Krumroy Rd/Thierry Ave	13	106	0.615	19	125	0	0	No	Coventry/Springfield Twp
33	Hudson Dr and Steels Corners Rd/Allen Rd	13	106	0.615	19	125	0	0	No	Stow
33	E Aurora Rd (SR 82) and Chamberlin Rd	13	106	0.615	19	125	0	0	No	Twinsburg

Table 2

HIGH CRASH INTERSECTIONS

Ranked by Score Based on Number of Crashes and Percent of Fatal and Injury Crashes

2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
36	SR 261 and Franklin Ave/Sunnybrook Rd	12	124	0.750	5	129	0	1	Yes	Kent
36	S Arlington St and S Case Av/Johnston St	31	18	0.387	111	129	0	1	No	Akron
36	Kent Rd (SR 59) and Fishcreek Rd	18	63	0.444	66	129	0	0	No	Stow
36	West Ave (SR 261) and Thomas Rd	18	63	0.444	66	129	0	1	No	Tallmadge
40	Myersville Rd and Killian Rd	14	94	0.500	36	130	0	0	No	Springfield Twp
41	US 224 and Martin Rd	12	124	0.667	7	131	0	0	No	Suffield Twp
42	Manchester Rd (SR 93) and Carnegie Ave	35	11	0.371	121	132	1	0	No	Akron
43	Rhodes Ave and W Thornton St	13	106	0.538	31	137	0	0	No	Akron
43	US 224 and E Waterloo Rd	13	106	0.538	31	137	0	0	No	Springfield Twp
45	SR 14/44 and N Freedom St (SR 88)	26	27	0.385	112	139	0	0	No	Ravenna
45	SR 5/44 and Lynn Rd	29	21	0.379	118	139	0	0	No	Rootstown Twp
47	SR 59 and Rhodes Rd/Ashton Ln	11	143	0.818	2	145	1	0	No	Franklin Twp
47	SR 14 and Infirmary Rd	20	48	0.400	97	145	0	0	No	Ravenna Twp
47	US 224 and Portage Line Rd (SR 532)	20	48	0.400	97	145	0	0	No	Springfield/Suffield Twp
50	MLK Jr. Blvd (SR 59) and N High St (SR 261)	39	6	0.359	140	146	0	0	No	Akron
51	Portage Trail and Lillis Dr	16	73	0.438	80	153	0	0	No	Cuyahoga Falls
52	N Howard St and North St	43	3	0.349	153	156	0	0	No	Akron
53	S Arlington St and 2nd St/Martin St/I-76 WB Off-ramp	13	106	0.462	52	158	0	0	No	Akron
53	Kenmore Blvd and Old Manchester Rd	13	106	0.462	52	158	1	0	No	Akron
53	Killian Rd and Pickle Rd	13	106	0.462	52	158	0	0	No	Springfield Twp
56	Randolph Rd and Martin Rd	11	143	0.636	16	159	0	0	No	Suffield Twp
56	S Arlington Rd and Mount Pleasant Rd	11	143	0.636	16	159	0	0	Yes	Green
56	Doylestown Rd and Seville Rd	11	143	0.636	16	159	0	0	No	Milton Twp
59	SR 14 and SR 225	12	124	0.500	36	160	0	0	No	Deerfield Twp
59	SR 14 and Mondial Pkwy/Singletary Dr	47	1	0.340	159	160	0	0	No	Streetsboro
59	S Broadway St (SR 261) and E Exchange St	44	2	0.341	158	160	0	0	No	Akron
59	E Market St (SR 18) and E Exchange St	12	124	0.500	36	160	1	0	No	Akron
59	Darrow Rd (SR 91) and Terex Rd	21	43	0.381	117	160	0	0	Yes	Hudson
64	Brown St and Lamparter St	17	68	0.412	93	161	0	0	No	Akron
64	W Market St (SR 18) and Elmdale Ave/Kenilworth Dr	17	68	0.412	93	161	0	0	No	Akron
66	Glenwood Ave and SR 8 NB Off Ramp/Gorge Blvd	31	18	0.355	148	166	1	1	No	Akron
66	S Main St and E Miller Ave	28	25	0.357	141	166	0	0	Yes	Akron
68	S Arlington St and E Waterloo Rd	36	10	0.333	160	170	0	0	No	Akron
69	N Arlington St and E North St	10	170	0.900	1	171	0	0	Yes	Akron
69	Kent Rd (SR 59) and Darrow Rd (SR 91)	25	32	0.360	139	171	1	0	No	Stow

Table 2

HIGH CRASH INTERSECTIONS

Ranked by Score Based on Number of Crashes and Percent of Fatal and Injury Crashes

2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
71	E Market St (SR 18) and Goodkirk St	11	143	0.545	29	172	0	0	No	Akron
71	Mayfair Rd and Wise Rd	11	143	0.545	29	172	0	0	No	Green
73	E Wilbeth Rd (SR 764) and Coventry St/I-77 SB Ramp	32	17	0.344	157	174	0	0	No	Akron
74	E Market St (SR 18) and Fountain St	14	94	0.429	81	175	0	0	No	Akron
74	E Exchange St and Grant St	14	94	0.429	81	175	0	0	No	Akron
76	SR 21 and Clinton Rd	10	170	0.700	6	176	0	0	Yes	Chippewa Twp
77	E Main St (SR 59) and Freedom St (SR 88)	15	80	0.400	97	177	0	1	No	Ravenna
77	Vernon Odom Blvd (SR 261) and Superior Ave	29	21	0.345	156	177	0	1	Yes	Akron
77	S Hawkins Ave and Delia Ave	15	80	0.400	97	177	0	0	No	Akron
77	Kent Rd (SR 59) and Charring Cross Rd	15	80	0.400	97	177	0	0	No	Stow
81	SR 43 and I-76 EB Ramps	19	57	0.368	122	179	0	0	No	Brimfield Twp
81	W Market St (SR 18) and Maple St	19	57	0.368	122	179	0	2	No	Akron
81	S Main St and Swartz Rd/US 224 EB Ramps	19	57	0.368	122	179	0	0	No	Akron/Coventry Twp
81	S Arlington Rd and Swartz Rd	19	57	0.368	122	179	0	0	No	Coventry/Springfield Twp
85	S Hawkins Ave and Diagonal Rd	26	27	0.346	154	181	0	1	No	Akron
85	MLK Jr. Blvd (SR 59) and N Broadway St (SR 261)	26	27	0.346	154	181	0	0	Yes	Akron
87	Russell Ave and Boulevard St	16	73	0.375	119	192	0	0	No	Akron
87	S Arlington Rd and Nimisila Rd	10	170	0.600	22	192	0	0	Yes	Green
87	W Streetsboro Rd (SR 303) and Terex Rd	16	73	0.375	119	192	0	0	No	Hudson
90	S Prospect St and Sandy Lake Rd	9	194	0.778	4	198	0	0	No	Rootstown Twp
91	SR 43 and Old Forge Rd	11	143	0.455	56	199	0	0	Yes	Brimfield Twp
91	SR 59 and Apple Blossom Dr	11	143	0.455	56	199	0	1	No	Franklin/Ravenna Twp
91	US 224 and Waterloo Rd (E Jct)	11	143	0.455	56	199	0	0	No	Randolph Twp
91	SR 5/44 and Hayes Rd	11	143	0.455	56	199	0	0	No	Ravenna Twp
91	Brown St and Lovers Lane	20	48	0.350	151	199	0	0	No	Akron
91	W Cedar St and Rand Ave	20	48	0.350	151	199	0	0	No	Akron
91	S Arlington St and Lovers Lane	11	143	0.455	56	199	0	0	Yes	Akron
91	Akron Peninsula Rd and W Bath Rd	11	143	0.455	56	199	0	0	No	Akron
91	Bailey Rd and Munroe Falls Ave	11	143	0.455	56	199	0	0	No	Cuyahoga Falls
91	Canton Rd and Tisen Rd	11	143	0.455	56	199	0	0	No	Springfield Twp
101	Tallmadge Rd and Sandy Lake Rd	9	194	0.667	7	201	0	0	No	Brimfield Twp
101	SR 14 and I-76 WB Ramps	9	194	0.667	7	201	0	0	Yes	Edinburg Twp
101	SR 43 and Trares Rd	9	194	0.667	7	201	0	0	Yes	Suffield Twp
101	SR 21 and Edwards Rd	9	194	0.667	7	201	0	0	No	Chippewa Twp

Table 2

HIGH CRASH INTERSECTIONS

Ranked by Score Based on Number of Crashes and Percent of Fatal and Injury Crashes

2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
105	US 224 and SR 43	21	43	0.333	160	203	0	0	No	Suffield Twp
105	Portage Trail and 4th St	21	43	0.333	160	203	1	0	No	Cuyahoga Falls
107	Cleveland Rd and Infirmary Rd/Wall St	10	170	0.500	36	206	0	0	No	Ravenna Twp
107	S Main St and Wilbeth Rd (SR 764)	41	4	0.317	202	206	0	0	No	Akron
107	Graham Rd and Wyoga Lake Rd/Oakwood Dr	41	4	0.317	202	206	0	0	No	Cuyahoga Falls
107	Howe Ave and Ritchie St	10	170	0.500	36	206	0	0	No	Cuyahoga Falls
111	SR 14 and SR 303 (W Jct)	12	124	0.417	85	209	0	0	No	Streetsboro
111	Bellows St and Steiner Ave	12	124	0.417	85	209	0	0	No	Akron
111	Cuyahoga Falls Ave and N Howard St	12	124	0.417	85	209	0	0	No	Akron
111	W Exchange St and Dart Av	12	124	0.417	85	209	0	0	No	Akron
111	E Waterloo Rd and Coventry St/I-77 SB Off-ramp	12	124	0.417	85	209	0	0	No	Akron
111	Center Rd and Renninger Rd	12	124	0.417	85	209	0	0	No	New Franklin
111	Massillon Rd (SR 241) and Krumroy Rd	12	124	0.417	85	209	0	0	No	Springfield Twp
111	Ravenna Rd and Bellmeadow Dr/Chamberlin Rd	12	124	0.417	85	209	0	0	No	Twinsburg
119	Copley Rd (SR 162) and S Hawkins Ave	34	14	0.324	197	211	0	1	No	Akron
120	S Arlington St and Archwood Ave	35	11	0.314	205	216	0	3	Yes	Akron
121	E Waterloo Rd and Brown St	17	68	0.353	149	217	0	1	Yes	Akron
121	Archwood Ave and Inman St	17	68	0.353	149	217	0	0	No	Akron
123	SR 88 and SR 305	13	106	0.385	112	218	0	0	No	Hiram Twp/Nelson Twp
123	W Thorton St and Channelwood Cir	13	106	0.385	112	218	0	0	No	Akron
123	Barber Rd and I-76 EB Ramps	13	106	0.385	112	218	0	0	No	Norton
126	Copley Rd (SR 162) and Noble Ave	9	194	0.556	27	221	0	1	No	Akron
126	S Broadway St (SR 261) and University Ave	9	194	0.556	27	221	0	3	No	Akron
128	Brittain Rd and Newton St	18	63	0.333	160	223	0	0	No	Akron
129	SR 14/44 and SR 59	29	21	0.310	209	230	0	0	No	Ravenna Twp
129	E Market St (SR 18) and Arlington St	29	21	0.310	209	230	0	0	No	Akron
129	E Aurora Rd (SR 82) and I-480/SR 14 EB Ramps	25	32	0.320	198	230	0	0	No	Twinsburg
132	S Main St and Waterloo Rd	33	15	0.303	219	234	0	0	No	Akron
132	E Tallmadge Ave (SR 261) and Gorge Blvd/SR 8 NB Off-ramp	33	15	0.303	219	234	0	1	No	Akron
134	Mantua St (SR 43) and W Main St	14	94	0.357	141	235	0	0	No	Kent
134	N Chestnut St and Highland Ave	14	94	0.357	141	235	1	0	No	Ravenna
134	Diagonal Rd and East Ave	14	94	0.357	141	235	0	0	Yes	Akron
134	Eastwood Ave and Morningview Ave	14	94	0.357	141	235	0	0	No	Akron
134	Cuyahoga St and N Howard St/E Lods St	14	94	0.357	141	235	0	0	No	Akron
134	Broad Blvd and 4th St	14	94	0.357	141	235	0	0	No	Cuyahoga Falls

Table 2

HIGH CRASH INTERSECTIONS

Ranked by Score Based on Number of Crashes and Percent of Fatal and Injury Crashes

2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
140	S Maple St (SR 162) and W Exchange St	22	39	0.318	199	238	1	0	No	Akron
140	E Cuyahoga Falls Ave and Front St/Gorge Blvd	22	39	0.318	199	238	0	0	No	Akron
140	Medina Rd (SR 18) and Flight Memorial Dr	22	39	0.318	199	238	0	0	No	Copley/Bath Twp
140	North Ave (SR 91) and Howe Rd	26	27	0.308	211	238	0	0	No	Tallmadge
144	Haymaker Pkwy and Pearl St	15	80	0.333	160	240	0	0	No	Kent
144	S Broadway St and E Thornton St	15	80	0.333	160	240	0	0	No	Akron
144	Brittain Rd and Evans Ave	15	80	0.333	160	240	0	0	No	Akron
144	Copley Rd (SR 162) and Frederick Blvd	15	80	0.333	160	240	0	0	Yes	Akron
144	Carroll St and Goodkirk St	15	80	0.333	160	240	0	0	No	Akron
149	S Miller Rd and Ridgewood Rd /I-77 Ramps	30	20	0.300	221	241	0	0	No	Akron/Fairlawn/Copley Twp
150	S Water St (SR 43) and Bowman Dr/Cherry St	9	194	0.444	66	260	0	0	No	Kent
150	SR 82 and Chamberlain Rd	9	194	0.444	66	260	0	0	No	Mantua Twp
150	S Prospect St and E Lake Ave	9	194	0.444	66	260	0	0	No	Ravenna
150	SR 14 and Diagonal Rd	9	194	0.444	66	260	0	0	No	Streetsboro
150	E Market St (SR 18) and Summit St	9	194	0.444	66	260	1	1	No	Akron
150	Vernon Odom Blvd (SR 261) and Rand St/Rhodes Ave	9	194	0.444	66	260	0	0	No	Akron
150	Copley Rd (SR 162) and Wildwood Ave	9	194	0.444	66	260	0	0	No	Akron
150	E Market St (SR 18) and Adams St (E Jct)	9	194	0.444	66	260	0	2	No	Akron
150	Kelly Ave and 4th Ave/I-76 EB Off-ramp	9	194	0.444	66	260	0	0	No	Akron
150	Wadsworth Rd (SR 261) and S Hametown Rd	9	194	0.444	66	260	0	0	No	Norton
150	Stow Rd and Call Rd	9	194	0.444	66	260	0	0	No	Stow
150	North Ave (SR 91) and Overdale Dr	9	194	0.444	66	260	0	0	No	Tallmadge
162	Medina Rd (SR 18) and Heritage Woods Dr	19	57	0.316	204	261	0	0	Yes	Copley/Bath Twp
163	Diagonal Rd and Frost Rd	10	170	0.400	97	267	0	0	No	Shalersville Twp
163	E Wilbeth Rd (SR 764) and Brown St	10	170	0.400	97	267	0	0	No	Akron
163	E Tallmadge Ave (SR 261) and Dayton St	10	170	0.400	97	267	0	0	No	Akron
163	Portage Trail and 3rd St	10	170	0.400	97	267	0	0	No	Cuyahoga Falls
163	W Market St (SR 18) and Morewood Rd/Summit Mall Entrance	10	170	0.400	97	267	0	1	No	Fairlawn
163	Massillon Rd (SR 241) and Corporate Woods Cir/Thorn Dr	10	170	0.400	97	267	0	0	No	Green
163	Ravenna Rd and Stow Rd	10	170	0.400	97	267	0	0	No	Hudson
163	E Waterloo Rd (US 224) and Kubler Trail	10	170	0.400	97	267	1	0	No	Springfield Twp

Table 2

HIGH CRASH INTERSECTIONS

Ranked by Score Based on Number of Crashes and Percent of Fatal and Injury Crashes

2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
171	Summit St and Loop Rd	11	143	0.364	126	269	1	1	No	Kent
171	S Water St (SR 43) and Beryl Dr	11	143	0.364	126	269	1	0	Yes	Kent
171	Haymaker Pkwy (SR 59) and S Depeyster St	11	143	0.364	126	269	0	0	No	Kent
171	Main St (SR 59) and Chestnut St	20	48	0.300	221	269	3	2	No	Ravenna
171	SR 14 and SR 303 (E Jct)/Ranch Rd	11	143	0.364	126	269	0	0	No	Streetsboro
171	N Main St and Medford Ave	11	143	0.364	126	269	0	0	No	Akron
171	W Market St (SR 18) and Sand Run Rd	11	143	0.364	126	269	1	0	No	Akron
171	S Arlington St and 5th Ave	11	143	0.364	126	269	0	0	No	Akron
171	W Market St (SR 18) and Frank Blvd	11	143	0.364	126	269	0	0	No	Akron
171	Grant St and Archwood Ave	11	143	0.364	126	269	0	0	No	Akron
171	State Rd and Sackett Ave	11	143	0.364	126	269	0	0	No	Cuyahoga Falls
171	E Streetsboro Rd (SR 303) and Stow Rd	11	143	0.364	126	269	0	0	No	Hudson
171	Middleton Rd and Stow Rd	11	143	0.364	126	269	0	0	No	Hudson
171	Graham Rd and Baumberger Rd	11	143	0.364	126	269	0	0	No	Stow/Silver Lake
185	S Arlington St and 6th Ave	16	73	0.313	206	279	0	0	No	Akron
185	Manchester Rd (SR 93) and W Thornton St	16	73	0.313	206	279	1	0	No	Akron
185	Broad Blvd and Front St	16	73	0.313	206	279	3	0	No	Cuyahoga Falls
188	East Ave and Clearview Ave	12	124	0.333	160	284	0	0	No	Akron
188	E Exchange St and Goodkirk Rd	12	124	0.333	160	284	0	0	No	Akron
188	Garman Rd and Castle Blvd	12	124	0.333	160	284	0	0	No	Akron
188	S Main St and I-76 WB ramps	12	124	0.333	160	284	0	0	No	Akron
188	Wooster Rd N (SR 619) and W Waterloo Rd	12	124	0.333	160	284	0	0	No	Barberton
188	Copley Rd (SR 162) and SR 21 NB Ramps	12	124	0.333	160	284	0	0	No	Copley Twp
188	Portage Trail and North Haven Blvd	12	124	0.333	160	284	1	0	No	Cuyahoga Falls
195	SR 14 and Cleveland Rd	13	106	0.308	211	317	0	0	No	Ravenna Twp
195	Portage Trail and Treetop Trail (W Jct)	13	106	0.308	211	317	0	0	No	Akron
195	E Waterloo Rd/US 224 and Hilbish Ave	13	106	0.308	211	317	0	0	No	Akron
195	S Arlington St and Palmetto St	13	106	0.308	211	317	0	0	No	Akron
195	S Main St and Portage Lakes Dr	13	106	0.308	211	317	0	0	No	Coventry Twp
195	State Rd and Chestnut Blvd	13	106	0.308	211	317	0	0	No	Cuyahoga Falls
195	S Arlington Rd and Interstate Pkwy	13	106	0.308	211	317	0	0	No	Green

Table 2

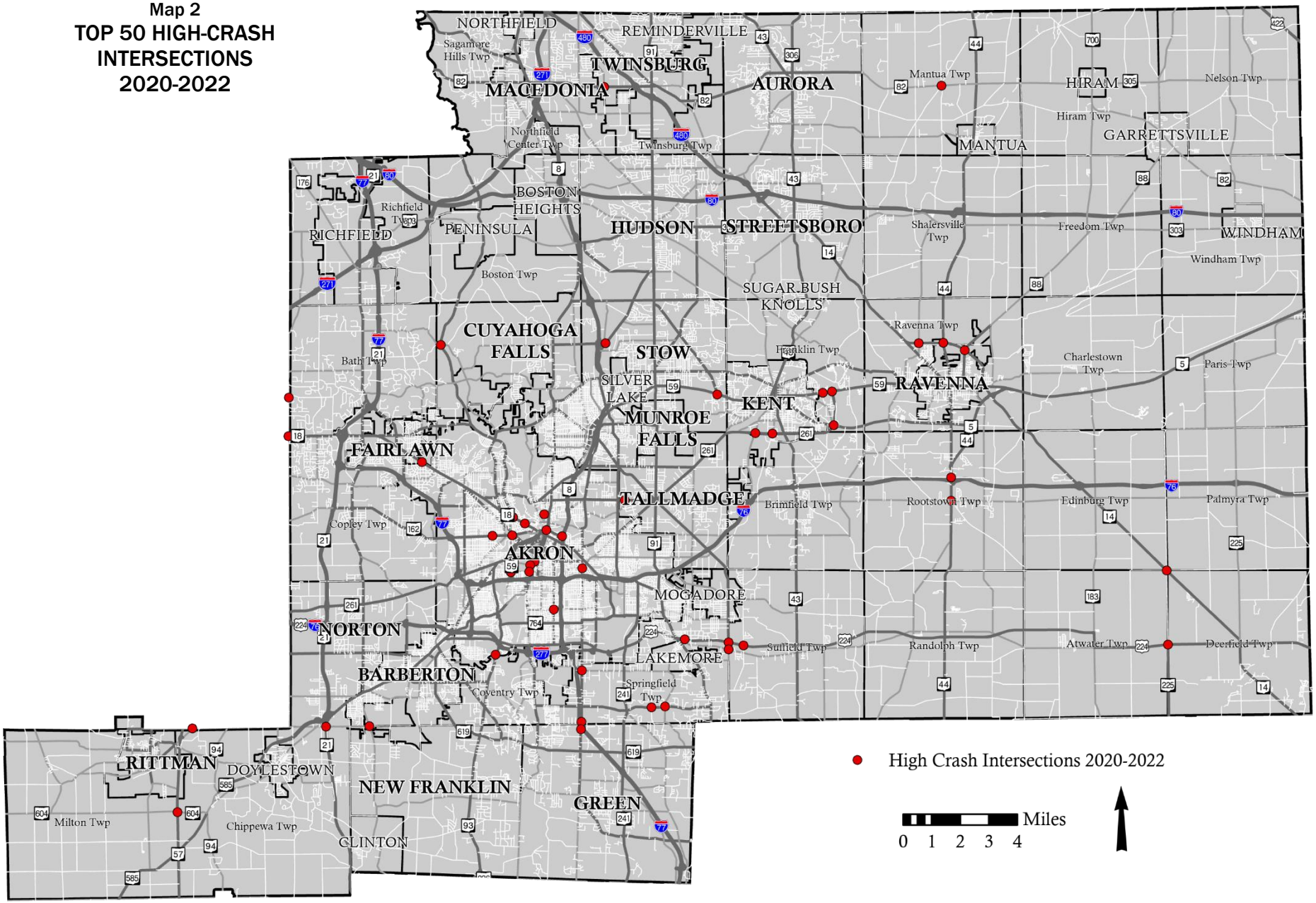
HIGH CRASH INTERSECTIONS

Ranked by Score Based on Number of Crashes and Percent of Fatal and Injury Crashes

2020-2022

Overall Rank	Street and Intersecting Street	Total Crashes	Total Crashes Rank	Fatal & Injury Percent	Fatal & Injury Rank	Total Rank Score	Bike Related	Ped Related	SS4A HIN	Location
202	Ravenna Rd and Shepard Rd	9	194	0.333	160	354	0	0	No	Macedonia/Twinsburg
202	SR 43 and E Howe Rd	9	194	0.333	160	354	0	0	Yes	Brimfield Twp
202	E Main St (SR 59) and Luther Ave/Terrace Dr	9	194	0.333	160	354	0	1	No	Kent
202	W Main St (SR 59) and Oakwood St	9	194	0.333	160	354	0	1	No	Ravenna
202	S Chillicothe Rd (SR 43) and Crane Center Dr/Ethan Dr	9	194	0.333	160	354	0	0	No	Streetsboro
202	State St and Grand Blvd	9	194	0.333	160	354	0	0	No	Barberton
202	Copley Rd (SR 162) and Nome Ave	9	194	0.333	160	354	0	1	No	Akron
202	N Main St and Iuka Ave	9	194	0.333	160	354	0	0	No	Akron
202	Vernon Odom Blvd (SR 261) and Raymond St	9	194	0.333	160	354	0	0	No	Akron
202	E Exchange St and Sumner St	9	194	0.333	160	354	0	2	No	Akron
202	Grant St and E Thornton St	9	194	0.333	160	354	0	0	No	Akron
202	S High St (SR 261) and E Mill St	9	194	0.333	160	354	1	1	No	Akron
202	Archwood Ave and Sylvan Ave	9	194	0.333	160	354	0	0	No	Akron
202	Bellows St and Emerling Ave	9	194	0.333	160	354	0	0	No	Akron
202	Manchester Rd (SR 93) and Russell Ave	9	194	0.333	160	354	0	0	No	Akron
202	Smith Rd and Bath Hills Blvd/Corunna Ave	9	194	0.333	160	354	0	0	No	Fairlawn/Bath Twp
202	Massillon Rd (SR 241) and Town Park Blvd	9	194	0.333	160	354	0	0	No	Green
202	Cleveland Massillon Rd and Vanderhoof Rd	9	194	0.333	160	354	0	0	No	New Franklin
202	Canton Rd and Sanitarium Rd	9	194	0.333	160	354	0	0	No	Lakemore/Springfield Twp
202	Steels Corners Rd and Wyndham Ridge Dr	9	194	0.333	160	354	0	0	No	Stow
202	Steels Corners Rd and SR 8 SB Ramps	9	194	0.333	160	354	0	0	No	Stow
223	Mayfair Rd and Mount Pleasant Rd	10	170	0.300	221	391	0	0	No	Green
223	E Market St (SR 18) and I-76 WB Ramps	10	170	0.300	221	391	0	0	No	Akron
223	Kenmore Blvd and W Wilbeth Rd	10	170	0.300	221	391	0	0	No	Akron
223	W Market St (SR 18) and Wallhaven Cir	10	170	0.300	221	391	0	0	No	Akron
223	E Market St (SR 18) and Main St	10	170	0.300	221	391	1	0	Yes	Akron
223	East Ave and Morse Rd	10	170	0.300	221	391	0	0	No	Akron
223	Johnston St and Inman St	10	170	0.300	221	391	0	0	No	Akron
223	S Hawkins Ave and Stoner St	10	170	0.300	221	391	0	0	No	Akron
223	State St and Robinson Ave	10	170	0.300	221	391	0	0	No	Barberton
223	Bailey Rd and Erie St/Lincoln Ave	10	170	0.300	221	391	0	0	No	Cuyahoga Falls
223	Graham Rd and Bailey Rd	10	170	0.300	221	391	0	0	No	Cuyahoga Falls/Stow

Map 2
TOP 50 HIGH-CRASH INTERSECTIONS 2020-2022



Section 3: Bicycle and Pedestrian Crashes

Overview

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

Education is an important tool to help curb bicycle and pedestrian-related crashes. Many bicycle riders, pedestrians, and drivers are not fully aware of the rules that they must observe as they travel. ODOT has developed a Bicycle, Pedestrian & Micromobility Law Guide to identify pertinent traffic laws for non-vehicular travel modes. The guide also summarizes information regarding traveling and interacting with others using the transportation system.

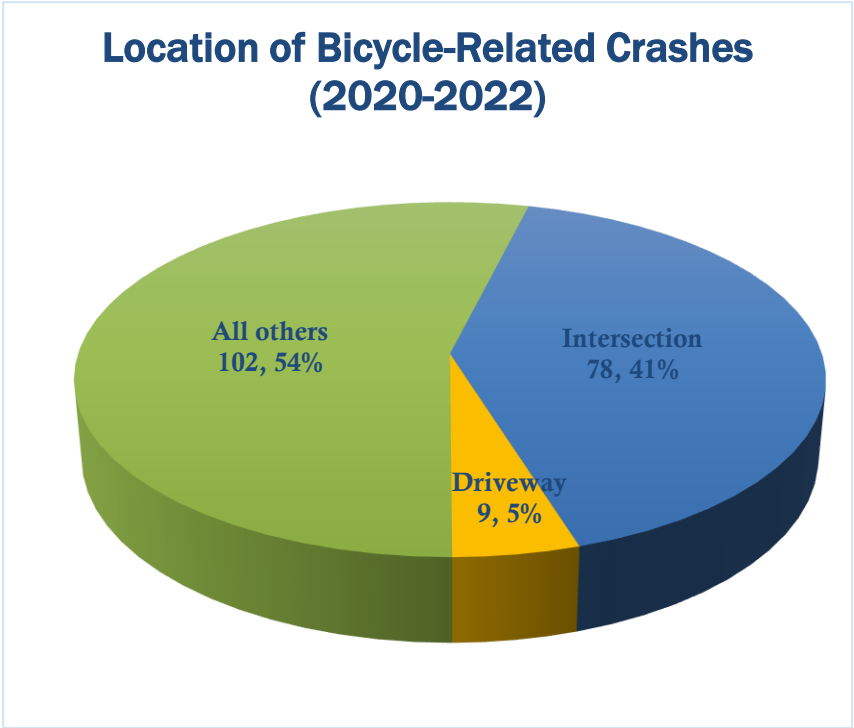
Bicycle and pedestrian-related crashes have a high percentage of injuries.

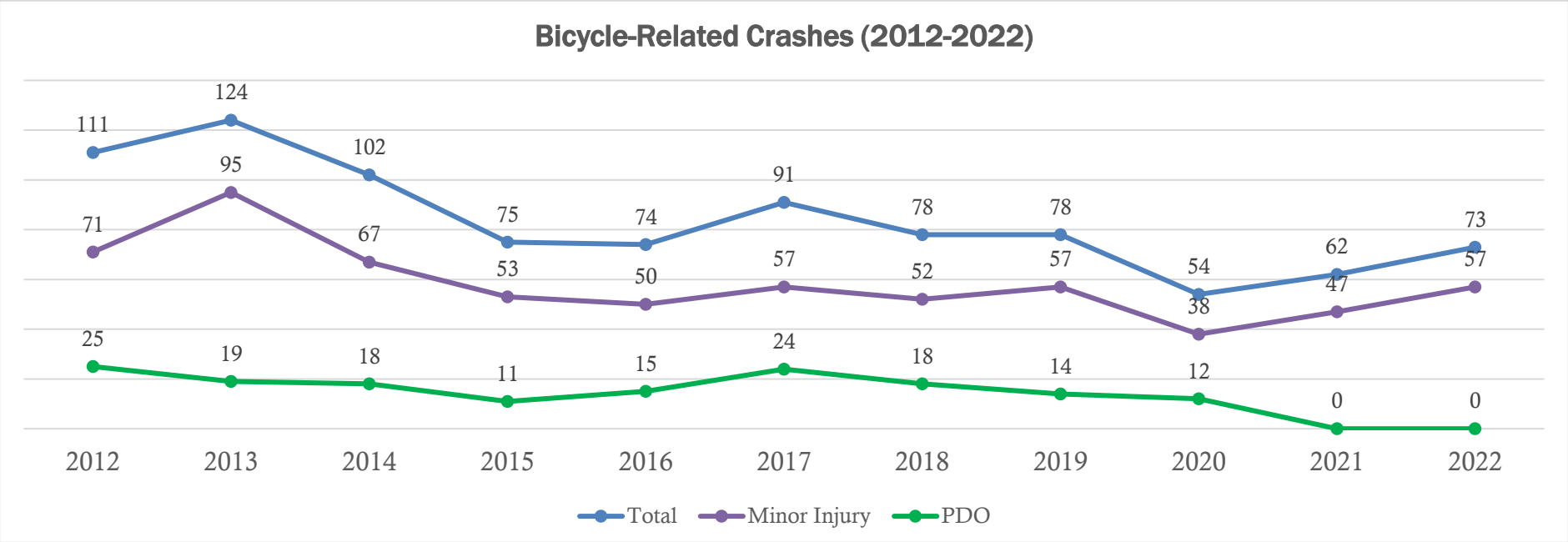
- Out of the 189 bicycle-related crashes that occurred in 2020, 2021 and 2022, 174 of them or 92% resulted in an injury and three of them in a fatality.
- There were 352 pedestrian-related crashes in this same time-period with 312 or 88.6% of them resulting in an injury and 24 of them in a fatality. Pedestrians accounted for over 13% of all fatalities that occurred between 2020 and 2022.

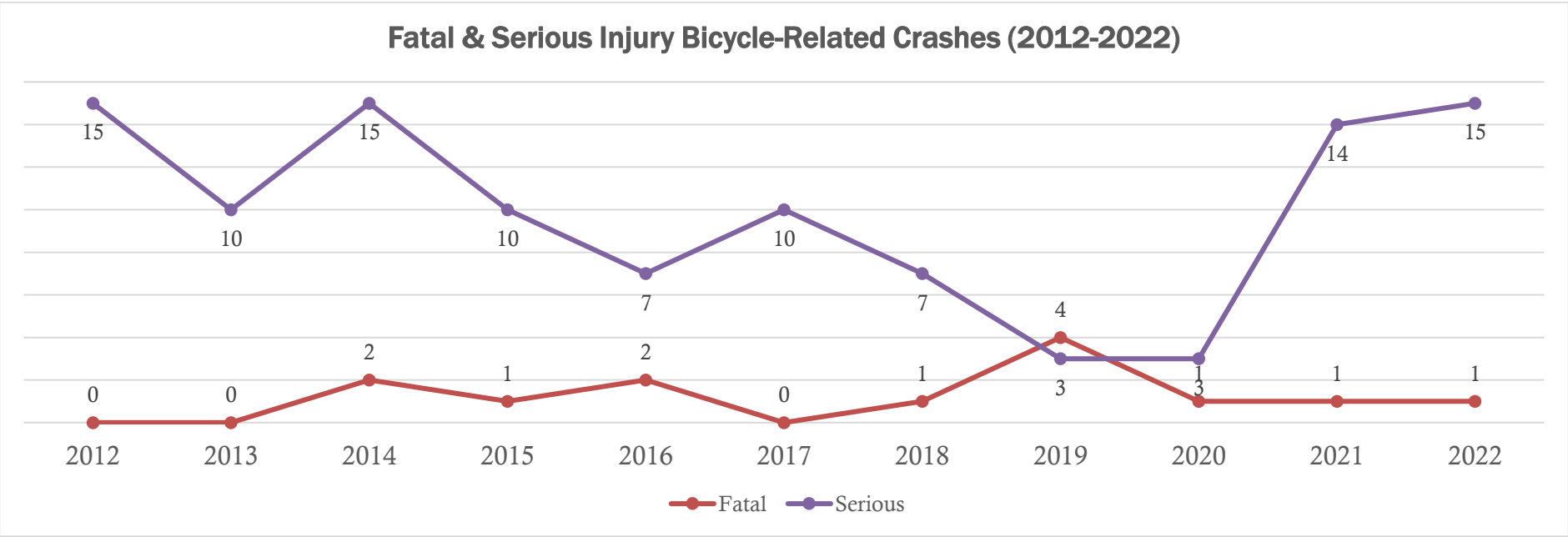
Bicycle-Related Crashes

In 2022, total bicycle-related crashes increased by 11 and injuries increased by 11. There was one fatal bicycle-related crash in 2022. Bicycle-related crashes over the past decade are shown in the charts on the following page.

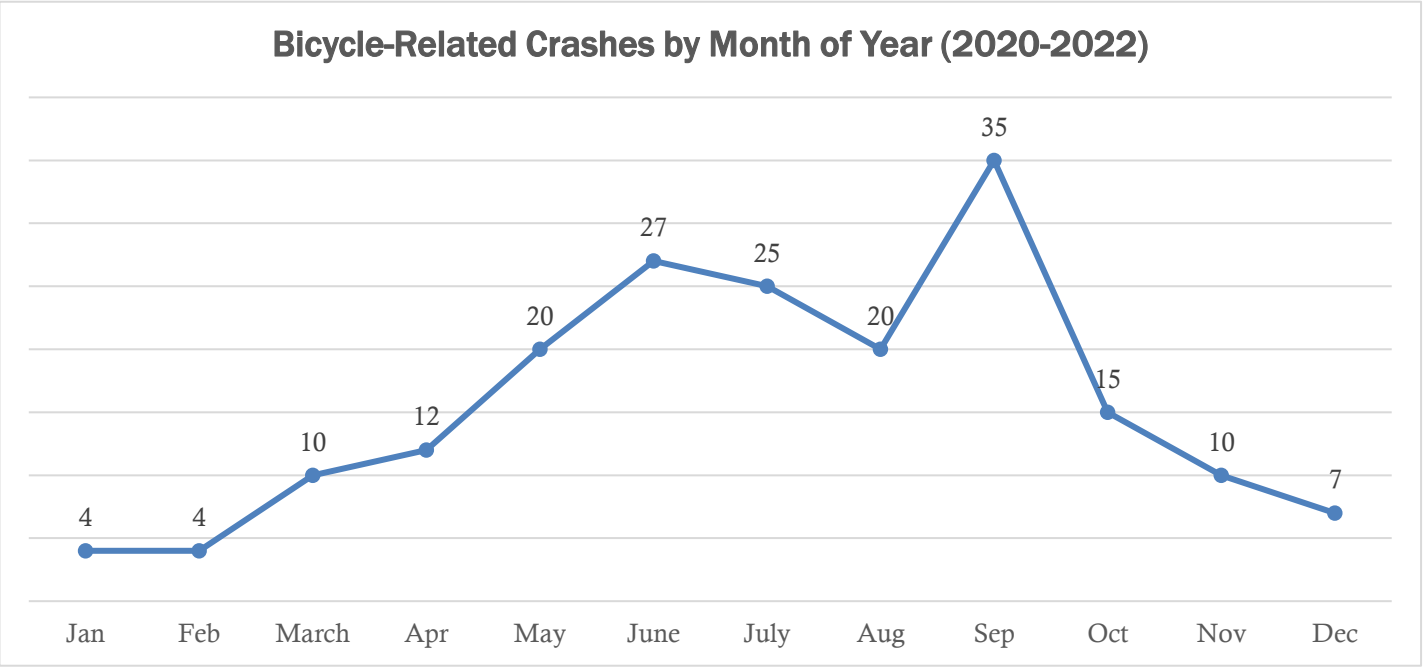
The chart to the right shows where most bicycle-related crashes occur. A sizable proportion of crashes occur at intersections. Many bicycle riders, especially younger ones, may not obey stop signs and traffic signals which leads to intersection-related crashes. Often a vehicle does not see a bicycle because of their narrow profile and turns into it or pulls in front of it. Sometimes a driver is not expecting a bicycle in the crosswalk or misjudges its approach speed. If a rider is bicycling against traffic a driver may not look that direction when turning into or pulling out of another street or driveway. **Map 3** shows where the bicycle-related crashes occurred in the AMATS area.

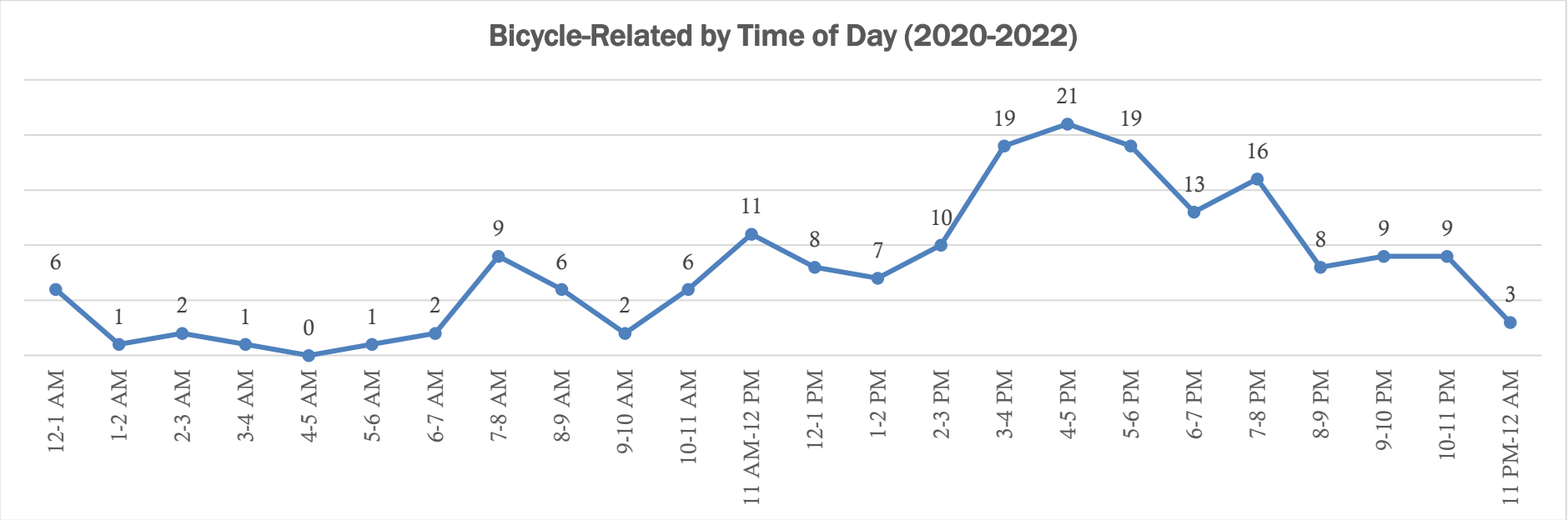



Bicycle-Related Crashes (2012-2022)
111
124
102
75
74
91
78
78
54
62
73
71
95
67
53
50
57
52
57
38
47
57
25
19
18
11
15
24
18
14
12
0
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
Total
Minor Injury
PDO


Fatal & Serious Injury Bicycle-Related Crashes (2012-2022)
15
10
15
10
7
10
7
3
14
15
0
0
2
1
2
0
1
4
1
1
1
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatal
Serious

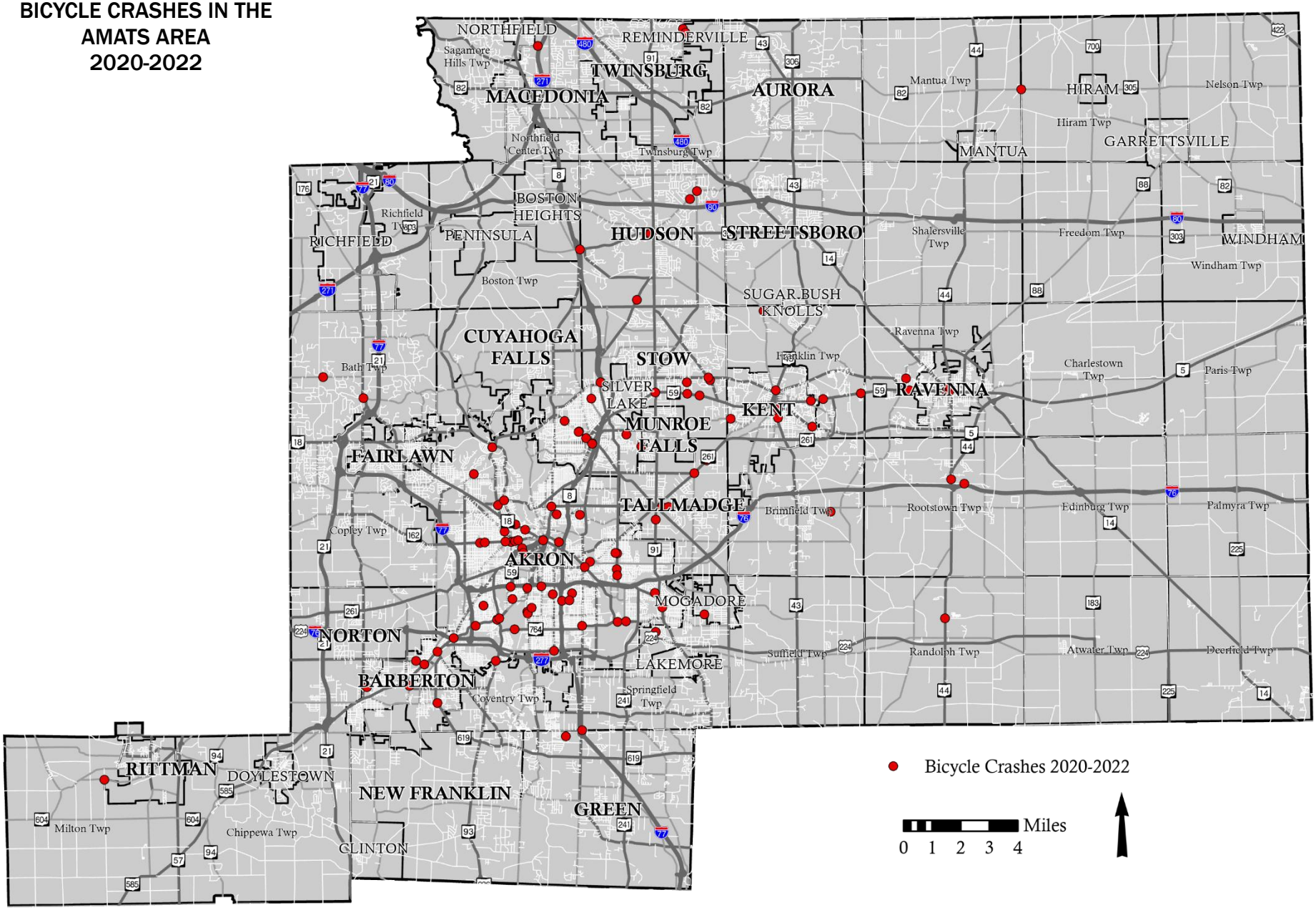
The charts on this page show bicycle-related crashes by month and by time of day. Unlike other crashes, those involving bicycles tend to be concentrated in the warmer months. Most crashes occur in summer and early fall when bicycle riding conditions are most favorable. Crashes are also more common later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





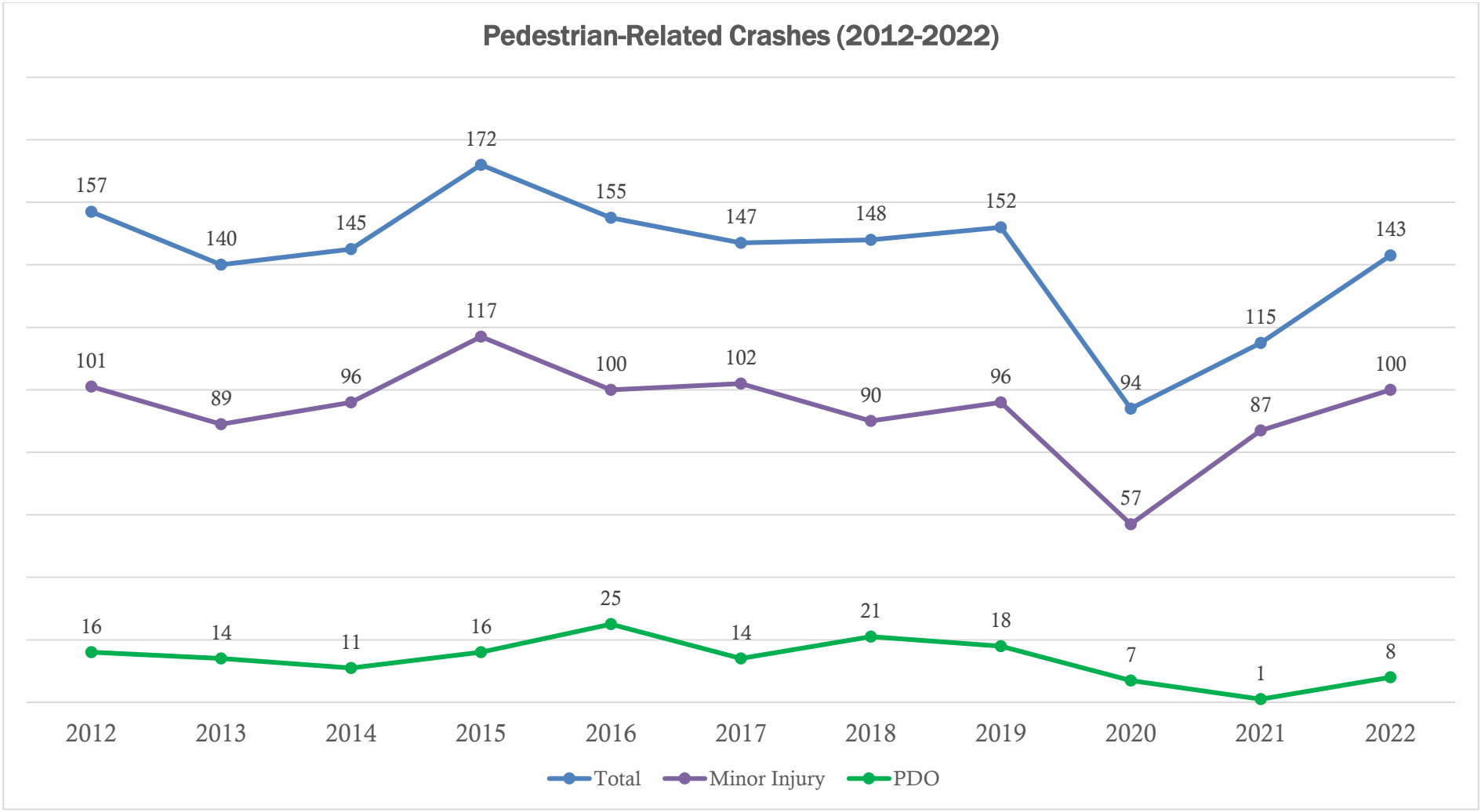
Map 3

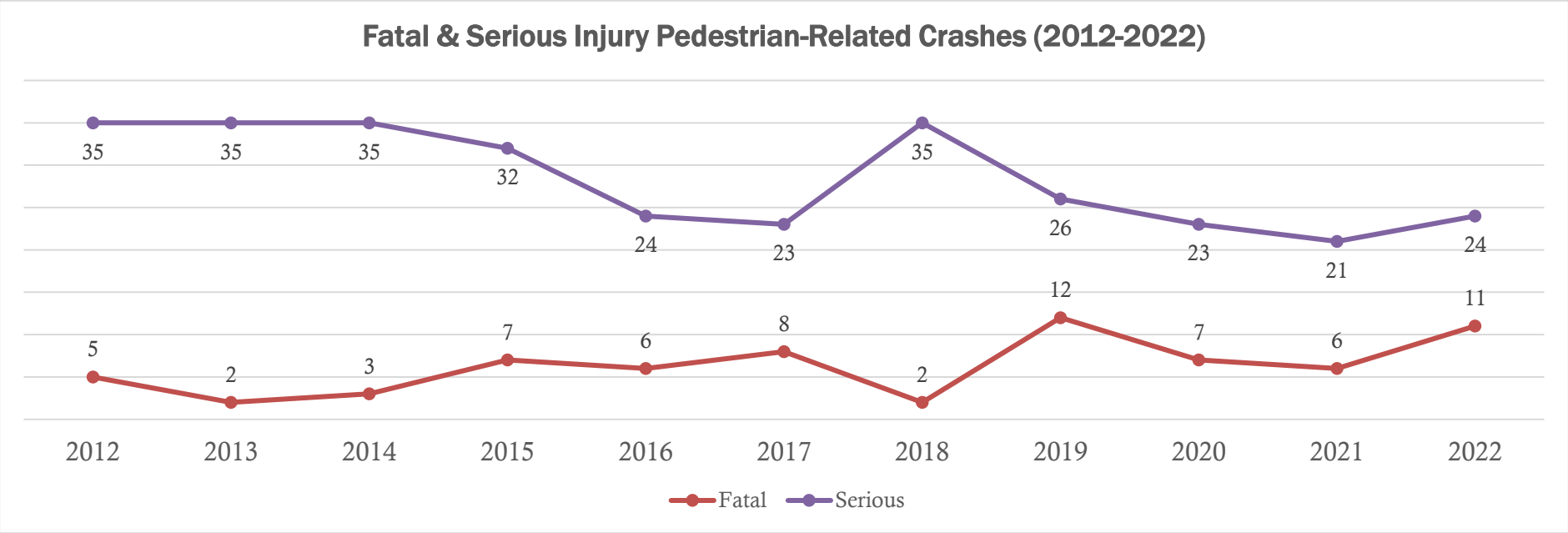
BICYCLE CRASHES IN THE AMATS AREA 2020-2022



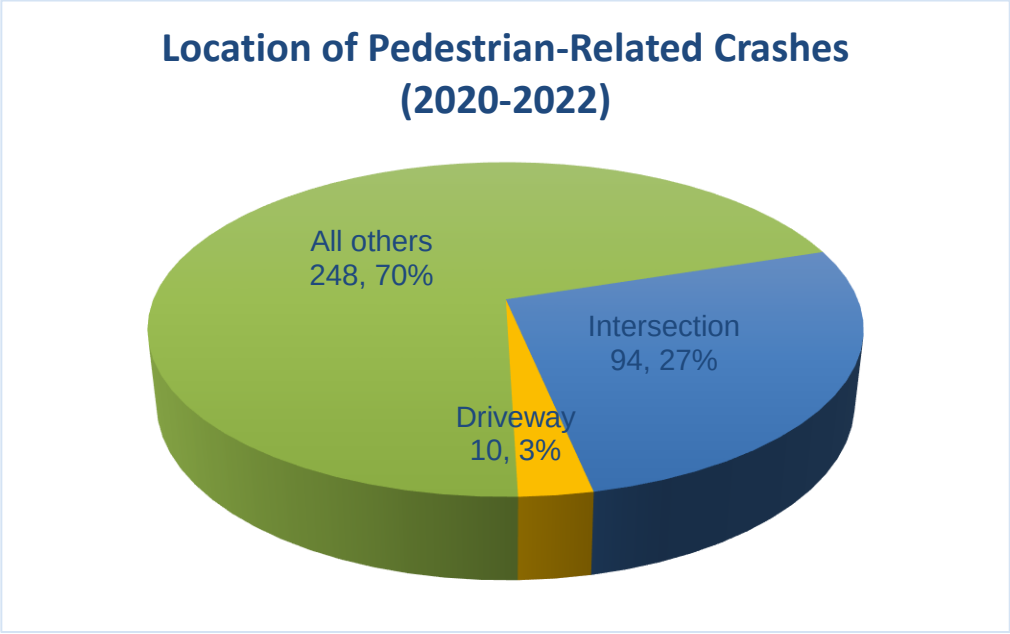
Pedestrian-Related Crashes

The number of pedestrian-related crashes and injuries have increased significantly since the atypically low number of such crashes in 2020, but remain below 2019 levels. Between 2020 and 2022 there were 352 pedestrian-related crashes with 312 (serious and minor) injuries and 24 fatalities. This means that over 95% of pedestrian-related crashes resulted in injury or fatality. The following graph shows pedestrian-related crashes in the AMATS area since 2012. Overall, pedestrian fatalities accounted for 24 out of 204, or nearly 12%, of all fatalities over the three-year period. The two charts below and on the following page show pedestrian related crashes by year going back to 2012. Pedestrian crashes are broken down into two charts to show the different severity levels of crashes.

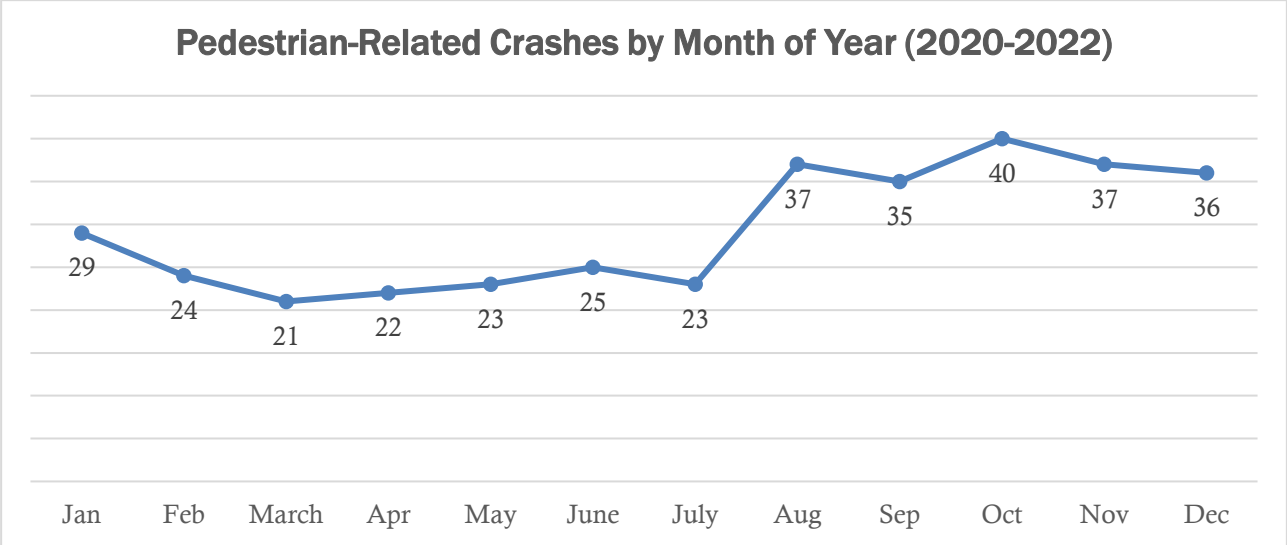




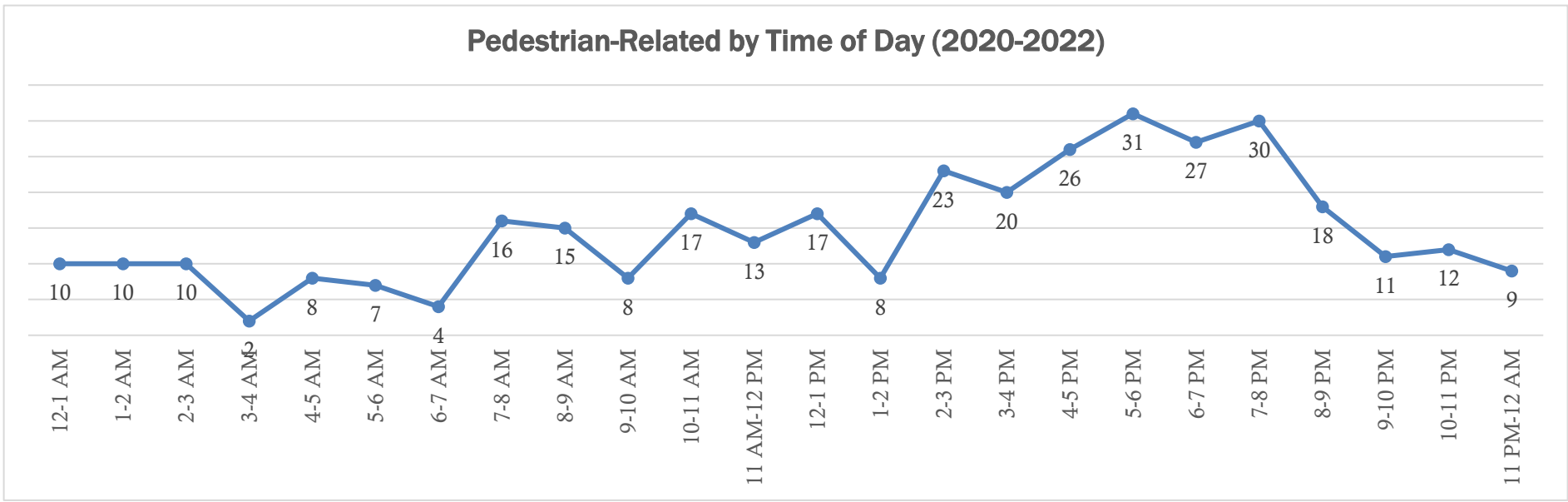
Pedestrian crashes occur more often away from intersections. Roughly one in four pedestrian crashes occurred at an intersection within the 2020-2022 timeframe. Many pedestrian crashes that are intersection-related occur as a vehicle is turning and does not see the pedestrian. Others involve pedestrians crossing the street against traffic signals. **Map 4** shows where pedestrian-related crashes occurred in the AMATS area.



The graphs on this page show the month and time of day that pedestrian-related crashes occurred. October is traditionally the month with the most incidents. One might think that most of these incidents occur around Halloween; however, after examining the data closer AMATS found that they are spread out throughout the month. A possible reason that October has the most incidents is the decreasing amount of daylight along with weather that is still reasonably nice. Pedestrians are still active, but are harder to see in darkness even if streetlights are present.

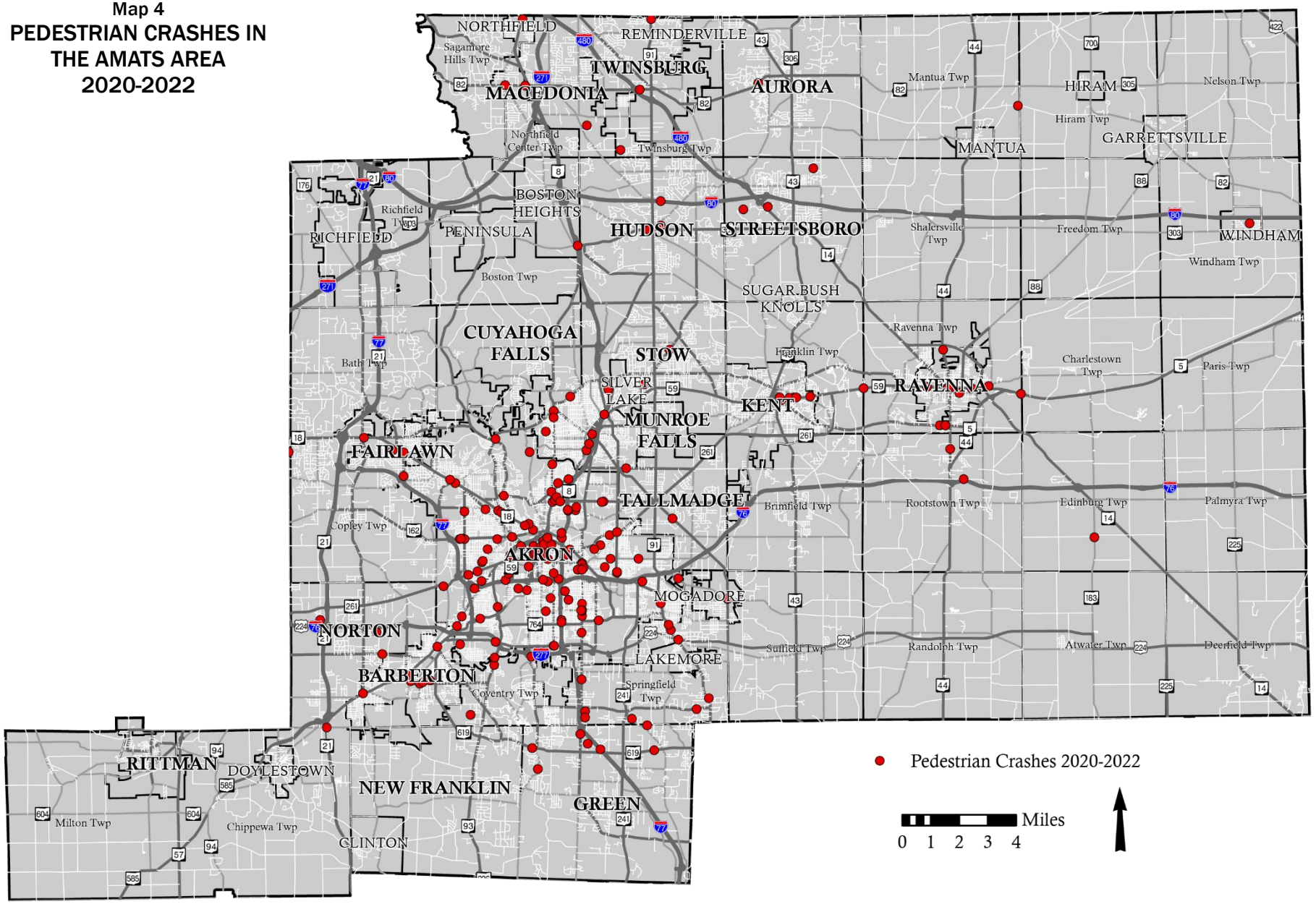


Similar to bicycle-related crashes, pedestrian crashes are most common in the later afternoon and especially the early evening hours. Pedestrian crashes commonly occur during dusk and into the earlier hours of darkness, during times when larger numbers of pedestrians are still active but when light conditions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



Map 4

PEDESTRIAN CRASHES IN THE AMATS AREA 2020-2022



Section 4: Safety Performance Measures and Targets

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

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

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

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

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

In accordance with federal regulations, AMATS used a five-year average (2017-2021) to calculate the initial safety targets for 2022. These averages will become the benchmark to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short term year-to-year fluctuations in data.

The table to the right shows the calculation of the AMATS rolling averages for the five safety performance measures. The 2021 averages are the benchmark values that the 2022 values are compared to. In two out of the five safety performance measures, AMATS has meet or exceeded the ODOT goal of reducing each category by 2% when compared to 2021 averages.

	Crashes							
Year	**2017**	**2018**	**2019**	**2020**	**2021**	**2021 5-Year Ave**	**2022 Crashes**	**Percent Change**
Number of Fatalities	56	35	44	69	70	**54.8**	**64**	**14%**
Fatalities Per 100 Million VMT	0.73	0.48	0.60	1.08	1.00	**0.78**	**0.92**	**15%**
Number of Serious Injuries	440	329	360	340	364	**366.6**	**349**	**-5%**
Serious Injuries Per 100 MVMT	5.77	4.49	4.92	5.33	5.19	**5.14**	**5.02**	**-2%**
Number of Non-motorized Fatalities and Serious Injuries	43	48	47	35	42	**43.0**	**54**	**20%**