



**Akron Metropolitan Area Transportation Study
Policy Committee
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**

Thursday, May 19, 2022
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
 - B. Audience Participation

2. **Minutes**
 - A. March 24, 2022 Meeting – **Motion Required** Attachment 2A

3. **Staff Reports**
 - A. Financial Progress Report – **Motion Required** Attachment 3A
 - B. Technical Progress Report Oral
 - C. AMATS Federal Funds Report Attachment 3C

4. **Old Business**

5. **New Business**
 - A. Draft Resiliency Report – **Discussion Only** Attachment 5A

 - B. 2021 Annual Report on Roadway Traffic Congestion. – **Motion Requested** Attachment 5B

6. **Resolutions**
 - A. **Resolution 2022-07** – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan. – **Motion Required** Attachment 6A

Resolution 2022-08 – Certification of the Urban Transportation Planning Process. – **Motion Required**

 - B. **Resolution 2022-09** – Approving the FY 2023 Transportation Planning Work Program and Budget. – **Motion Required** Attachment 6B

 - C. **Resolution 2022-10** – Approving Amendment #17 to the FY 2021-2024 Transportation Improvement Program to add one new project. – **Motion Required** Attachment 6C

7. **Other Business**

8. **Adjournment**

**Next Regular Meeting:
Thursday, August 11, 2022 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**



**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**

Thursday, May 12, 2022
1:30 p.m.

Agenda

1. **Call to Order**
 - A. Determination of a Quorum Oral
2. **Minutes**
 - A. March 17, 2022 Meeting – **Motion Required** Attachment 2A
3. **Staff Reports**
 - A. Financial Progress Report – **Motion Required** Attachment 3A
 - B. Technical Progress Report Oral
 - C. AMATS Federal Funds Report Attachment 3C
4. **Old Business**
5. **New Business**
 - A. Draft Resiliency Report – **Discussion Only** Attachment 5A
 - B. 2021 Annual Report on Roadway Traffic Congestion. – **Motion Requested** Attachment 5B
6. **Resolutions**
 - A. **Resolution 2022-07** – Reaffirming the Approval of the Regional Transportation Plan and the Transportation Improvement Program, and Affirming the Consistency between the Regional Transportation Plan, the Transportation Improvement Program, and the State Implementation Plan. – **Motion Required** Attachment 6A

Resolution 2022-08 – Certification of the Urban Transportation Planning Process. – **Motion Required**
 - B. **Resolution 2022-09** – Approving the FY 2023 Transportation Planning Work Program and Budget. – **Motion Required** Attachment 6B
 - C. **Resolution 2022-10** – Approving Amendment #17 to the FY 2021-2024 Transportation Improvement Program to add one new project. – **Motion Required** Attachment 6C
7. **Other Business**
8. **Adjournment**

**Next Regular Meeting:
Thursday, August 4, 2022 - 1:30 PM
Ballroom A - Hilton Garden Inn
1307 E. Market St., Akron, Ohio**



**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Meeting Room 1
Akron-Summit County Public Library – Akron Main Public Library
60 South High Street, Akron, Ohio**

Thursday, May 12, 2022
6:30 p.m.

Agenda

1. **Welcome**
2. **Introductions**
3. **Item**
 - A. Discussion regarding Draft *Resiliency Report*.
 - B. *2021 Annual Report on Roadway Traffic Congestion*.
4. **Open Discussion**
5. **Adjournment 7:45 P.M.**

Next Regular Meeting:
Thursday, August 4, 2022 - 6:30 p.m.

All mailout material is available on the AMATS Web Site at www.amatsplanning.org

**Akron Metropolitan Area Transportation Study
Policy Committee
Thursday, March 24, 2022 – 1:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/meetings/.

I. Call to Order

A. Chairman Neugebauer called the meeting to order. The attending members constituted a quorum.

B. Audience Participation

None.

II. Minutes – Motion Required

A. Approval of Minutes

Members were asked to approve the minutes of the January 27, 2022 meeting.

Motion

***Bobbie Beshara** made a motion to approve the minutes and it was seconded by **William B. Judge**. The motion was approved by a voice vote.*

III. Staff Reports

A. Financial Progress Report

David Pulay presented Attachment 3A.

Motion

***Bill Goncy** made a motion to approve the Financial Progress Report and it was seconded by **Thomas Sheridan**. The motion was approved by a voice vote.*

B. Technical Progress Report

Mr. Baker said that applications to the federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program are due April 14. **Mr. Baker** said that applicants may request letters of support from AMATS.

Mr. Baker said that the recently approved federal \$1.5 trillion FY 2022 omnibus spending law includes roughly \$840 million in Congressional earmarks. **Mr. Baker** noted that the Ohio and Erie Canal Coalition received an earmark for the Lock 3 Park. **Mr. Baker** said that earmarks may be a viable funding option for project applicants in the future.

Mr. Baker said that AMATS sent an email to the members regarding a USDOT announcement regarding a Notice of Funding Opportunity (NOFO) for a Multimodal Project Discretionary Grant (MPDG) Opportunity. This MPDG concerns the National Infrastructure Project Assistance (Mega), the Nationally Significant Multimodal Freight and Highways Projects (INFRA), and Rural Surface Transportation grant programs. USDOT is combining these three programs into a single NOFO to provide a more efficient application process for project sponsors. **Mr. Baker** noted that the application deadline for this MPDG Opportunity is May 23.

C. AMATS Federal Funds Report

Mr. Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CMAQ, TASA, and CRRSAA Funding Program and Balances dated March 7, 2022.

IV. Old Business

A. Public Participation Plan – Final Draft 3P.

Kerry Prater presented Attachment 4A.

Motion

***David G. Kline** made a motion to approve the Public Participation Plan – Final Draft 3P and it was seconded by **Bill Gony**. The motion was approved.*

V. New Business

A. *Traffic Crashes and Safety Performance Measures (2018-2020) Report.*

Amy Prater presented the portion of Attachment 5A concerning *AMATS Area Crashes*.

Mr. Pulay presented the portion of Attachment 5A concerning *Bicycle and Pedestrian Crashes*.

Motion

***Joe Paradise** made a motion to approve the Traffic Crashes and Safety Performance Measures (2018-2020) Report and it was seconded by **William B. Judge**. The motion was approved.*

B. 2020 Update of the AMATS Area Federal Functional Classification of Highways.

Ms. Prater presented Attachment 5B.

VI. Resolutions

A. Resolution 2022-05R – Approving Amendment #15 to the FY 2021-2024 Transportation Improvement Program to add a right of way phase to an existing project and to add one new project.

Mr. Pulay presented Attachment 6A.

Motion

Joe Paradise made a motion to approve Resolution 2022-05R and it was seconded by Claudia Amrhein. The motion was approved.

B. Resolution 2022-06 – To Add Ohio EPA-Awarded DERG Funds for METRO and PARTA – (FY 2021-2024 TIP Amendment #16).

Jeff Gardner presented Attachment 6B.

Motion

Paul Adamson made a motion to approve Resolution 2022-06 and it was seconded by Thomas Sheridan. The motion was approved.

VII. Other Business

A. Mr. Paradise asked whether the members of the Policy Committee would want to consider a letter to the Greater Akron area’s state and federal legislative delegations stating the committee’s opposition to proposed reductions in motor fuel fees and the elimination of fees on electric vehicle purchases. **Mr. Baker** said that state Senate Bill 277 is one such proposal being considered by the Ohio Senate. **Mr. Baker** noted that AMATS has been adamant about the need to raise motor fuel fees to fund transportation needs.

Chairman Neugebauer said that the members could also relay their individual concerns regarding such proposals to the area’s legislators. The **chairman** expressed support for Mr. Paradise’ proposal.

The members discussed the merits of Mr. Paradise’ proposal. **Mr. Baker** said that the Staff could prepare a draft statement for review by the committee members prior to the next Policy Committee meeting scheduled for May 19. The members concurred with Mr. Baker’s suggestion.

Chairman Neugebauer called for a motion on the question before the Policy Committee.

Motion

*Joe Paradise made a motion to direct the AMATS Staff to prepare a draft letter to the Greater Akron area's state and federal legislative delegations expressing the AMATS Policy Committee's opposition to proposed suspensions and reductions of motor fuel taxes in the form of "gas tax holidays" and it was seconded by **Bill Gony**. The motion was approved.*

VIII. Adjournment

There being no other business, the meeting was adjourned.

The next regularly scheduled Policy Committee meeting is scheduled for **1:30 p.m. on Thursday, May 19, 2022.**

**AMATS POLICY COMMITTEE
2022 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	Aug	Sept	Dec
A Denotes Alternate Present	27	24	19	11	22	15
AKRON - Mayor Dan Horrigan (DiFiore) (Vollman)	A	A				
AURORA - Mayor Ann Womer Benjamin (Stark) (Januska)						
BARBERTON - Mayor William B. Judge (Hunt) (Tracy)	M	M				
BOSTON HEIGHTS - Mayor Bill Goncy (Polyak)		M				
CLINTON - Mayor Clarissa Allega						
CUYAHOGA FALLS - Mayor Don Walters (Zumbo)	A					
DOYLESTOWN - Mayor Terry Lindeman (Kerr)	A					
FAIRLAWN - Mayor William Roth (Spagnuolo) (Staten)	A					
GARRETTSVILLE - Mayor Rick Patrick (Klamer)						
GREEN - Mayor Gerard Neugebauer (Wax Carr)	M					
HIRAM - Mayor Lou Bertrand (J. McGee)						
HUDSON – Thomas Sheridan (Comeriatto)	A	A				
KENT – City Mgr. David Ruller (Baker) (Bowling)		A				
LAKEMORE – Mayor Richard Cole (Fast)	A	A				
MACEDONIA - Mayor Nick Molnar (Gigliotti) (Sheehy)						
MANTUA - Mayor Linda Clark (Fabian) (Iafelice)						
METRO – Dawn Distler (Shea)	M	M				
MOGADORE - Mayor Michael Rick						
MUNROE FALLS - Mayor Allen Mavrides (Bowery)						
NEW FRANKLIN - Mayor Paul Adamson (Kepler) (Kochheiser)		M				
NORTHFIELD – Mayor Jenn Domzalski (Magistrelli)						
NORTON – Administrative Officer Robert Fowler (Slaga)	M					
ODOT – Gery Noirot (Phillis) (Root)	A					
PARTA – Claudia Amrhein (Baba) (Boyd) (Proseus) (Schrader)	M	M				
PENINSULA - Mayor Daniel R. Schneider, Jr.						
PORTAGE COUNTY COMM. - Anthony J. Badalamenti (Mann)						
PORTAGE COUNTY COMM. – Vicki Kline (Long)						
PORTAGE COUNTY COMM. - Sabrina Christian-Bennett (Hlad)		A				
PORTAGE COUNTY ENGINEER - Michael Marozzi (Jenkins)	A					
RAVENNA - Mayor Frank Seman (Finney) (DiSalvo)	A	A				
REMINDEVILLE - Mayor Sam Alonso (Krock)						
RICHFIELD - Mayor Michael Wheeler (Frantz) (Waldemarson)						
RITTMAN – City Mgr. Bobbie Beshara (Robertson)	M	M				
SILVER LAKE - Mayor Bernie Hovey (Housley)						
STOW - Mayor John Pribonic (McCleary)	A	A				
STREETSBORO - Mayor Glenn M. Broska (Cieszkowski) (Czekaj)	A	A				
SUGAR BUSH KNOLLS - Mayor John Guidubaldi						
SUMMIT COUNTY ENGINEER -Al Brubaker (Fulton) (Hauber) (Paradise)	A	A				
SUMMIT COUNTY EXECUTIVE - Ilene Shapiro (Bryan Herschel)	A	A				
SUMMIT COUNTY COMM. & ECON. DEV. – Diane Miller-Dawson						
SUMMIT COUNTY COMM. & ECON. DEV. – Stephen Knittel						
TALLMADGE - Mayor David G. Kline (Kidder)	M	M				
TWINSBURG - Mayor Ted Yates (Mohr) (Finch)	A	A				
WAYNE COUNTY COMM. BOARD - Dominic Oliverio (Broome)						
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)		M				
WINDHAM - Mayor Deborah Blewitt						

**AMATS POLICY COMMITTEE
2022 ATTENDANCE**

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Curtis Baker	AMATS
Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Mr. Darryl Kleinhenz	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. David Pulay	AMATS
Ms. Kay Clark	LWVAA
Mr. Mike Collins	Portage County Engineer's Office
Mr. Chuck Hauber	Summit County Engineer's Office
Mr. Steve Rebillot	CTL Engineering
Mr. Art Rometo	

**Akron Metropolitan Area Transportation Study
Technical Advisory Committee
Thursday, March 17, 2022 – 1:30 p.m.**

Minutes of Meeting

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/meetings/.

I. Call to Order

- A. **Chairman Kosco** called the meeting to order. The attending members constituted a quorum.

II. Minutes – Motion Required

A. **Approval of Minutes**

Members were asked to approve the minutes of the January 20, 2022 meeting.

Motion

***Jim Bowling** made a motion to approve the minutes and it was seconded by **Bobbie Beshara**. The motion was approved by a voice vote.*

III. Staff Reports

A. **Financial Progress Report**

Curtis Baker presented Attachment 3A.

Motion

***John Kovacich** made a motion to approve the Financial Progress Report and it was seconded by **Tony Demasi**. The motion was approved by a voice vote.*

B. **Technical Progress Report**

Mr. Baker said that applications to the federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program are due April 14. **Mr. Baker** said that applicants may request letters of support from AMATS.

Mr. Baker said that the recently approved federal \$1.5 trillion FY 2022 omnibus spending law includes roughly \$840 million in Congressional earmarks. **Mr. Baker** noted that the Ohio and Erie Canal Coalition received an earmark for the Lock 3 Park. **Mr. Baker** said that earmarks may be a viable funding option for project applicants in the future.

C. **AMATS Federal Funds Report**

David Pulay presented Attachment 3C.

Mr. Pulay presented tables concerning STBG, CMAQ, TASA, and CRRSAA Funding Program and Balances dated March 7, 2022.

IV. **Old Business**

A. **Public Participation Plan – Final Draft 3P.**

Kerry Prater presented Attachment 4A.

Motion

Joseph Hadley, Jr. made a motion to approve the Public Participation Plan – Final Draft 3P and it was seconded by **Jim Bowling**. The motion was approved.

V. **New Business**

A. ***Traffic Crashes and Safety Performance Measures (2018-2020) Report.***

Amy Prater presented the portion of Attachment 5A concerning *AMATS Area Crashes*.

Mr. Pulay presented the portion of Attachment 5A concerning *Bicycle and Pedestrian Crashes*.

Mr. Baker said that remote learning by students during the COVID-19 Pandemic may have impacted the bicycle and pedestrian crash totals compiled during 2020.

Mr. Hadley questioned whether a lack of law enforcement as a deterrent due to a lack of funding or the availability of officers due to staffing shortages during the pandemic may have contributed to the area's increase in crash fatalities during 2020.

Mr. Hadley asked if crash analyses could be categorized by vehicle type, i.e., passenger cars, SUVs, and trucks. **Mr. Pulay** said that vehicle type data is available to AMATS. **Mr. Baker** observed that, from a statistical point of view, it might be more appropriate to consider such data compiled from national trends rather than data compiled from the Greater Akron area due to sample size.

Amy Mohr suggested that AMATS reverify some of the map locations depicted to determine whether they correspond with the locations listed in the crash tables. **Mr. Pulay** said that he would do so.

Mr. Kovacich asked whether distracted driving is a consideration in the compilation of bike and pedestrian crash data. **Mr. Pulay** said that many police report forms do allow for officers to indicate whether they suspect that distracted driving is a factor in a crash.

Munroe Falls Mayor Allen Mavrides asked if there was data available regarding the percentage of trucks and SUVs on the Greater Akron area's roadways compared to sedans. **Mr. Pulay** said that he was certain that such data is available, possibly through the Bureau of Motor Vehicles.

Motion

Jim Bowling made a motion to approve the *Traffic Crashes and Safety Performance Measures (2018-2020) Report* and it was seconded by **Jim McCleary**. The motion was approved.

B. 2020 Update of the AMATS Area Federal Functional Classification of Highways.

Ms. Prater presented Attachment 5B.

VI. Resolutions

A. Resolution 2022-05R—Approving Amendment #15 to the FY 2021-2024 Transportation Improvement Program to add a right of way phase to an existing project and to add one new project.

Mr. Pulay presented Attachment 6A.

Motion

Bobbie Beshara made a motion to approve Resolution 2022-05R and it was seconded by **Jim Bowling**. The motion was approved.

B. Resolution 2022-06 – To Add Ohio EPA-Awarded DERG Funds for METRO and PARTA – (FY 2021-2024 TIP Amendment #16).

Jeff Gardner presented Attachment 6B.

Motion

Jim McCleary made a motion to approve Resolution 2022-06 and it was seconded by **John Kovacich**. The motion was approved.

VII. Other Business

None.

VIII. Adjournment

A. Motion

Bobbie Beshara made a motion to adjourn the meeting and it was seconded by **Jim Bowling**. The motion was approved.

The next regularly scheduled TAC meeting will be at **1:30 p.m. on Thursday, May 12, 2022.**

**AMATS TECHNICAL ADVISORY COMMITTEE
2022 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	Aug	Sept	Dec
A Denotes Alternate Present	20	17	12	4	15	8
AKRON ENGINEERING BUREAU - Christine Jonke (Solomon)	M	A				
AKRON PLANNING DEPT. – Helen Tomic (Garritano)						
AKRON TRAFFIC ENGINEERING - Michael Lupica (Meyer)						
AURORA - Harry Stark (Cooper)	A					
BARBERTON – Mike Teodecki (Shreve)	M	M				
BARBERTON – Trevor Hunt						
CUYAHOGA FALLS – Rob Kurtz (Paul)						
CUYAHOGA FALLS - Tony V. Demasi (Marko)	M	M				
DOYLESTOWN - Eng. Assoc. - Ronny Portz						
FAIRLAWN - Nicholas Spagnuolo (Staten)				A		
GREEN - Wayne Wiethe (Haring)	M	A				
GREEN - Paul Pickett				M		
HUDSON – Nick Sugar (Hannan)	M	M				
HUDSON – Brad Kosco (Wonsick)	M	M				
KENT - Jim Bowling	M	M				
KENT - Jon Giaquinto (Baker)						
LAKEMORE – Mayor Richard Cole, Jr. (Fast)				A		
MACEDONIA - Joseph Gigliotti (Sheehy)	M	M				
METRO – Valerie Shea (Baarson) (Mullen)	M	M				
MOGADORE – Vacant						
MUNROE FALLS – Vacant						
NEFCO – Joseph Hadley, Jr. (Lautzenheiser)	M	M				
NEW FRANKLIN – Bryan Kepler (Ganoe)	M					
NORTHFIELD – Daniel J. Collins						
NORTON – Josh Slaga (Hess)						
ODOT – Chad Root (Bruner) (Phillis)	M	A				
PARTA – Claudia Amrhein (Baba) (Boyd) (Proseus) (Schrader)	A	A				
PORTAGE COUNTY ENGINEER – Larry Jenkins	M	M				
PORTAGE CO. REG. PLANNING COMM. - Todd Peetz (McGee)						
PORTAGE COUNTY SMALL VILLAGES – Tom Hardesty						
PORTAGE COUNTY TOWNSHIP ASSOC – John Kovacich (Greener)					M	
RAVENNA - Robert Finney (DiSalvo)	M	M				
RICHFIELD – Scott Waldemarson (Frantz) (Neumeyer)						
RITTMAN – Bobbie Beshara (Robertson)	M	M				
SILVER LAKE – John Tutak						
STOW – Jim McCleary	M	M				
STOW – Nate Leppo (Jones)						
STREETSBORO – John H. Cieszkowski, Jr. (Broska) (Czekaj)	M	M				
SUMMIT CO. COMM. & ECON. DEV. – Diane Miller-Dawson (Tubbs)						
SUMMIT COUNTY ENGINEER - Alan Brubaker (Fulton) (Hauber) (Paradise)	A	A				
SUMMIT COUNTY SMALL VILLAGES – Brian Gorog	M					
SUMMIT COUNTY TOWNSHIP ASSOC. - Richard Reville (Funk)						
TALLMADGE - Andrea Kidder (Kline)	M					
TWINSBURG - Amy Mohr (Muter)					M	
WAYNE COUNTY ENGINEER – Scott A. Miller (Jones)						
WINDHAM – Deborah Blewitt (Brown)						

**AMATS TECHNICAL ADVISORY COMMITTEE
2022 ATTENDANCE**

M Denotes Member Present	Jan	Mar	May	Aug	Sept	Dec
A Denotes Alternate Present	20	17	12	4	15	8

NON-VOTING MEMBERS

AKRON CANTON AIRPORT - Renato Camacho						
AKRON REG. AIR QUALITY MGT. DIST. – Sam Rubens (Brown) (Vadas)						
AMATS - Curtis Baker		M	M			
CUYAHOGA VALLEY NATIONAL PARK – Vacant						
ENVIRONMENTAL COMMUNITY REP. - Kurt Princic						
GREATER AKRON CHAMBER - Gregg Cramer						
OHIO TURNPIKE COMMISSION – Anthony Yacobucci						
PORTAGE COUNTY PORT AUTHORITY – Vacant						
PORTAGE PARK DISTRICT - Christine Craycroft						
PRIVATE TRANSPORTATION PROVIDER (CYC) – Deb Stolfo (Posten)						
RAILROAD INDUSTRY REP. - William A. Callison (Davis)						
SUMMIT COUNTY PORT AUTHORITY – Vacant						
SUMMIT METRO PARKS – Mark Szeremet (King) (Saunier)						M
TRUCKING INDUSTRY – Vacant						

OBSERVERS AND STAFF MEMBERS PRESENT

<u>NAME</u>	<u>REPRESENTING</u>
Mr. Alan Ashworth	DLZ
Ms. Kay Clark	LWV AA
Mr. Chuck Hauber	Summit County Engineer’s Office
Mayor Allen Mavrides	Village of Munroe Falls
Ms. Rebecca Schrader	PARTA

STAFF MEMBERS PRESENT

Ms. Heather Davis Reidl	AMATS
Mr. Jeff Gardner	AMATS
Mr. Darryl Kleinhenz	AMATS
Ms. Amy Prater	AMATS
Mr. Kerry Prater	AMATS
Mr. David Pulay	AMATS

**Akron Metropolitan Area Transportation Study
Citizens Involvement Committee
Thursday, March 17, 2022 – 6:30 p.m.**

Meeting Summary

Recordings of AMATS committee meetings are available in the Podcast section of the agency web site at www.amatsplanning.org/category/podcasts/.

Attendees:

Austen Rau

Staff:

Curtis Baker, Director
Heather Davis Reidl, Mobility Planner
Darryl Kleinhenz, Planner
David Pulay, Transportation Engineer

I. Welcome

Curtis Baker welcomed the AMATS Citizens Involvement Committee (CIC) meeting attendees.

II. Discussion Items

- A. Austen Rau** and the staff members discussed the history and planning of the Greater Akron area's bike and hike trail network.
- B. Mr. Rau** and **Darryl Kleinhenz** discussed potential Bike-N-Brainstorm events, possibly in the city of Cuyahoga Falls and the Kenmore and Summit Lake areas.
- C. David Pulay** presented Attachment 5A – *Traffic Crashes and Safety Performance Measures (2018-2020) Report*.

Mr. Rau asked when 2021 crash data would be available to AMATS. **Mr. Pulay** said that 2021 data may be available now and that the agency will begin analyzing it soon.

There was discussion as to the availability of studies regarding trends that emerged during 2020 due to the COVID-19 Pandemic.

- D. Mr. Baker** read email correspondence from CIC member, Mr. Danny Durst, regarding potential locations for additional speed tables and the need for protected bike lanes in the city of Akron.

Mr. Durst stated in his correspondence that, during a March 9 meeting hosted by Akron Ward 1 City Councilwoman Nancy Holland, it was reported that traffic and speeding incidents increased dramatically on the Aqueduct during the closing of Memorial Parkway. Mr. Durst suggested that speed tables be installed at this location for the duration of a nearby project's construction.

Mr. Durst expressed concern about the lack of protected bike lanes incorporated into complete street designs by the city of Akron. Mr. Durst said that various bike lane improvements should be considered at the Exchange Street-Maple Street intersection and the Market Street-Memorial Parkway-Merriman Road intersection in Akron. Mr. Durst said that a study may be necessary to identify the potential use of such improvements as curb stones or jersey barriers placed before intersections to improve lane delineation.

III. Adjournment

There being no other business, the meeting was adjourned.

The next meeting of the CIC is scheduled for **6:30 p.m. on Thursday, May 12, 2022.**

FINANCIAL PROGRESS REPORT
AKRON METROPOLITAN AREA TRANSPORTATION STUDY
April 30, 2022

Description	Annual Budget	Year-to-Date Expenses	% Budget Expended	April Expenses
I. Short Range Planning	\$360,000	\$208,151	58%	\$23,642
FY2021 Carryover	85,000	84,898		0
FY2022	275,000	123,253		23,642
II. Transportation Improvement Program	\$228,450	\$210,492	92%	\$17,674
FY2020 Carryover	53,450	53,440		0
FY2021	175,000	157,052		17,674
III. Continuing Planning & Data Collection Transportation System Update	\$224,000	\$207,236	93%	\$44,731
FY2021 Carryover	44,000	42,909		0
FY2022	180,000	164,326		44,731
IV. Long Range Plan Activity	\$464,500	\$291,531	63%	\$27,902
FY2021 Carryover	64,500	64,424		0
FY2022	400,000	227,107		27,902
V. Service	\$528,900	\$250,110	47%	\$34,666
FY2021 Carryover	98,900	98,844		0
FY2022	430,000	151,265		34,666
VI. OhioRideshare and AQ Advocacy	\$246,500	\$183,603	74%	\$5,277
FY2021 OhioRideshare Carryover	45,500	38,949		0
FY2022 OhioRideshare	80,000	25,531		5,277
FY2021 Air Quality Carryover	21,000	19,218		0
FY2022 Air Quality	100,000	99,905		0
VII. Local	\$25,000	\$35,685	143%	\$0
AMATS local Costs**	25,000	35,685		0
VIII. AMATS Transportation Quarterly	\$23,785	\$23,070	97%	\$0
FY2021 Carryover	14,150	14,075		0
FY2022	9,635	8,995		0
IX. GRAND TOTAL AMATS BUDGET	\$2,101,135	\$1,409,877	67%	\$153,893

****Moving expenses for AMATS offices (unexpected)**

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: AMATS Federal Funds Report

DATE: May 5, 2022

We are quickly approaching the end of FY 2022 and there are still a concerning number of projects left to sell. We are aware that there are some projects on the Funding Balances Sheets that have already sold but are not indicated as such because we have not seen official verification from ODOT yet. In reality the end of FY 2022 will be at the end of May since ODOT closes their books in June for year end close outs.

AMATS is aware of the challenges that some you have been facing with bids lately. Some of you have been experiencing high bids and some of you have not even received bids back from contractors. Labor shortages and material costs along with an abundance of work for contractors are driving up costs. We will try to do what we can to help you get your project off the ground. We have a small STBG balance in FY 2022 it can be used if you need a 15 percent increase in the AMATS federal portion of the funding. The 15 percent increase is documented in our Funding Policy Guidelines and was developed to help sponsors through times like this. We can even go above the 15 percent in certain circumstances but that would require the approval of Technical Advisory Committee-Transportation Improvement Program (TAC-TIP) Subcommittee.

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM
CMAQ Funding Program and Balances**

May 4, 2022

ODOT PID	CMAQ PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	FY 2025	FY 2026	FY 2027	Orig. Amt
	Sold											
111426	Air Quality Advocacy Program	AMATS		\$100,000	1							\$100,000
111431	Rideshare Program	AMATS		\$80,000	1							\$80,000
112026	SR 59-2.14 (E Main St)	Kent	P(C)	\$230,367	3							\$300,000
103172	Massillon Rd/Corporate Woods Cir/Boettler	Green	C	\$404,318	3							\$5,643,736
	Pending											
112026	SR 59-2.14 (E Main St)	Kent	P(C)	\$69,633								
103172	Massillon Rd/Corporate Woods Cir/Boettler	Green	C	\$5,029,481	4							\$5,643,736
106445	SR 91-13.53 (SR 91 South Widening Project)	Hudson	C	\$1,981,616	4							\$2,500,000
111777	CNG Bus Buy 2022 (2 buses)	PARTA	C	\$920,000	1							\$920,000
111428	Air Quality Advocacy Program	AMATS				\$100,000	1					\$100,000
111432	Rideshare Program	AMATS				\$80,000	1					\$80,000
112270	CNG Bus Buy (3 buses)	METRO	C			\$1,560,000	1					\$1,560,000
106416	SR 43 Widening	Streetsboro	C			\$3,300,775	2					\$3,300,775
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$267,202	3					\$267,202
112797	Valley View & Olde Eight Improvements	Summit Co Eng	R(C)			\$32,000						\$32,000
111429	Air Quality Advocacy Program	AMATS						\$100,000				\$100,000
111433	Rideshare Program	AMATS						\$80,000				\$80,000
112245	METRO CNG Replacements (3 buses)	METRO	C					\$1,260,000				\$1,260,000
112244	PARTA 2 replacement clean diesel buses	PARTA	C					\$779,253				\$779,253
113165	Ravenna & Shephard Improvements	Macedonia	R(C)					\$80,000				\$80,000
113161	Highland & Valley View Improvements	Macedonia	R(C)					\$104,000				\$104,000
112797	Valley View & Olde Eight Improvements	Summit Co Eng	(R)C					\$228,000				\$228,000
112716	N Main St Complete Streets	Akron	C						\$900,000			\$900,000
112026	SR 59-2.14 (E Main St)	Kent	C					\$5,700,000				\$5,700,000
113161	Highland & Valley View Improvements	Macedonia	(R)C					\$1,704,811				\$1,704,800
113165	Ravenna & Shephard Improvements	Macedonia	(R)C					\$1,289,288				\$1,289,288
102745	Darrow Rd Signal Improvements	Stow	C					\$1,197,690				\$1,197,690
116990	Kent Rd Signal Improvements	Stow	C					\$1,520,145				\$1,520,145
116917	Arlington Rd Roundabouts	Green	R(C)					\$762,124				\$762,124
116917	Arlington Rd Roundabouts	Green	(R)C							\$3,305,666		\$3,305,666
	SR 303/SR 14/Ranch Improvements	Streetsboro	C							\$459,517		\$459,517
	METRO 2 electric buses	METRO	C							\$1,454,750		\$1,454,750
116416	PARTA 3 clean diesel buses	PARTA	C							\$1,600,000		\$1,600,000
116924	Downtown Hudson Signal Improvements	Hudson	C							\$2,316,939		\$2,316,939

P = Engineering
R = Right-of-Way
C = Construction

	2022	2023	2024	2025	2026	2027
Annual CMAQ Expenditures	\$8,835,976	\$5,339,977	\$2,631,253	\$13,074,058	\$9,136,872	\$0
Annual CMAQ Allocations	\$9,418,442	\$5,591,127	\$5,591,127	\$5,591,127	\$5,591,127	\$5,591,127
Balance	\$582,466	\$251,150	\$2,959,874	-\$7,482,931	-\$3,545,745	\$5,591,127

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM
TASA Funding Program and Balances**

May 4, 2022

ODOT PID	TASA PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	FY 2025	FY 2026	FY 2027	Orig. Amt
	Sold											
106539	Wooster Rd/Robinson (Towpath Trail connector)	Barberton	C	\$377,872	3							\$435,640
	Pending											
106539	Wooster Rd/Robinson (Towpath Trail connector)	Barberton	R	\$13,000								
107797	CVNP Ped Bridge & Trail	Summit Co	C	\$805,000	4							\$805,000
112788	Cleveland Massillon Rd sidewalk	Summit Co	P(R)(C)	\$102,000	4							\$120,000
112788	Cleveland Massillon Rd sidewalk	Summit Co	P(R)(C)			\$18,000	1					\$120,000
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)			\$32,000	3					\$32,000
99729	Raber Rd sidewalks	Green	C			\$500,000	3					\$500,000
105556	The Portage Trail - Ravenna Rd Bridge	Portage Parks	(P)C					\$313,600				\$313,600
112788	Cleveland Massillon Rd sidewalk	Summit Co	(P)R(C)					\$368,000				\$368,000
107930	Freedom Trail Phase 4	MetroParks	C					\$700,000				\$700,000
102796	Freedom Trail/Middlebury Connector	MetroParks/Tallma	C					\$700,000				\$700,000
113160	Rubber City Heritage Trail East Side Seg B	Akron	C					\$700,000				\$700,000
102745	Darrow Rd Sidewalks	Stow	R(C)					\$140,000				\$140,000
113016	Stow Silver Lake Cuyahoga Falls Bike Connector	Stow	C						\$700,000			\$700,000
116464	Rubber City Heritage Trail PH 2	Akron	C					\$700,000				\$700,000
116868	Veteran's Trail Rails to Trails	Hudson	C					\$700,000				\$700,000
112026	E Main St (SR 59) Improvements	Kent	C					\$700,000				\$700,000
102745	Darrow Rd Sidewalks	Stow	(R)C					\$560,000				\$560,000
116841	Heartland Trail, Phase 4A	Wayne Co	P(C)					\$68,144				\$68,144
116457	Springside Dr Sidewalks	Summit Co	P(R)(C)							\$100,000		\$100,000
116457	Springside Dr Sidewalks	Summit Co	(P)R(C)							\$10,000		\$10,000
116841	Heartland Trail, Phase 4A	Wayne Co	(P)C							\$590,584		\$590,583
116457	Springside Dr Sidewalks	Summit Co	(P)R(C)								\$590,000	\$590,000

P = Engineering
R = Right-of-Way
C = Construction

	2022	2023	2024	2025	2026	2027
Annual TASA Expenditures	\$1,403,637	\$550,000	\$2,921,600	\$3,428,144	\$700,584	\$590,000
Annual TASA Allocations	\$1,450,822	\$1,063,342	\$1,063,342	\$1,063,342	\$1,063,342	\$1,063,342
Balance	\$47,185	\$513,342	-\$1,858,258	-\$2,364,802	\$362,758	\$473,342

**AMATS TRANSPORTATION IMPROVEMENT PROGRAM
CRRSAA Special Funding (\$4 M)**

May 4, 2022

ODOT PID	CRRSAA PROJECT NAME	SPONSOR	PHASE	FY 2022	Quarter	FY 2023	Quarter	FY 2024	Orig. Amt
113168	W Steels Corners Rd Ph 2 Resurfacing	Cuy Falls	C	\$700,000	4				\$700,000
108084	Portage Trail Extension Turn Lane	Cuy Falls	C			\$3,389,704	3		\$3,649,197

	2022	2023	2024
Annual STBG Expenditures	\$700,000	\$3,389,704	\$0
Balance			\$4,349,197

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: AMATS Climate Resiliency Report (Draft)

DATE: May 4, 2022

The purpose of the Climate Resiliency Report is to assess the vulnerability of the area's transportation infrastructure to extreme weather and climate impacts. The outline of this report follows the direction of the Federal Highway Administration's (FHWA) Vulnerability Assessment and Adaptation Framework, third edition.

This report integrates climate adaptation considerations into the transportation planning and decision making process. The report examines historical weather patterns in the region, focusing on precipitation and average daily temperature. It includes a vulnerability assessment focusing on road and bicycle infrastructure in floodplains and identifies infrastructure of regional importance most at risk during extreme weather events. Finally, the report identifies steps AMATS should consider to integrate resiliency planning into the transportation planning process.

Recommendations of the Climate Resiliency Report include developing a goal statement regarding resiliency planning as part of AMATS Long Range Transportation Plan goals and objectives, incorporating resiliency planning into the Funding Policy Guidelines for project selection, and promoting new road and transit design approaches and standards to minimize potential disruption due to extreme weather events.

This report is presented in draft form for discussion only and the staff will request approval of the report at the August 11, 2022 Policy Committee meeting. Any comments on the draft should be directed to David Swirsky of the AMATS staff. The staff will incorporate feedback into the draft before final approval is requested.

AMATS CLIMATE RESILIENCY ASSESSMENT

May 2022

Akron Metropolitan Area Transportation Study
1 Cascade Plaza / Suite 1300 / Akron, Ohio 44308-1136
Phone: 330-375-2436

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 Chippewa and Milton Township in 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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Identify resiliency/extreme weather prioritization criteria that can be incorporated in the AMATS Funding Policy Guidelines.....	18
Consider new road and transit design approaches and standards to minimize potential disruption due to extreme weather events.....	18
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Executive Summary

The Akron Metropolitan Area Transportation Study (AMATS) is responsible for regional transportation planning in the greater Akron area. The agency collaborates closely with local governments and monitors changes in the area over time. As the metropolitan planning organization (MPO) for the greater Akron area, AMATS must consider the impacts of climate on transportation infrastructure. Increases in precipitation and extreme weather events can have devastating effects on the region's roads and bridges. Critical infrastructure damage can lead to economic disruptions, delayed emergency response times and costly emergency repairs.

In terms of climate data, days over 1 + 2 inch precipitation were chosen to illustrate the rising risk of flooding. These indicators will provide vital context for the vulnerability assessment of infrastructure in the area. For example, any infrastructures in floodplains, as well as 100-year floodplains, will be ranked as the highest risk. This risk characterization will prioritize which infrastructures are most vulnerable to increases in flooding. Also, a critical assessment will identify the infrastructure that is the most critical to moving people and goods in the region. A matrix of vulnerability and criticality will produce a master list of infrastructures that will guide any decisions regarding resiliency planning.

This report will integrate climate adaptation considerations into transportation decision making process. Research and best practices from around the country illustrate that storm water management upgrades such as green infrastructure and other improvements can lower the risk of costly damages from flooding. Examples from other areas and suggestions for the AMATS area are discussed in this report.

AMATS recommends multiple strategies to incorporate resiliency planning into the transportation planning process. Recommendations include incorporating a resiliency goal into the AMATS 2050 Long Range Transportation Plan, prioritizing projects that are at high risk from extreme weather events, and supporting roadway design changes to ensure transportation infrastructure is capable of withstanding extreme weather events.

The outline of this report follows the direction of the Federal Highway Administration's (FHWA) Vulnerability Assessment and Adaptation Framework (the Framework), third edition. It is a manual to help transportation agencies and their partners assess the vulnerability of transportation infrastructure and systems to extreme weather and climate effects.

Introduction

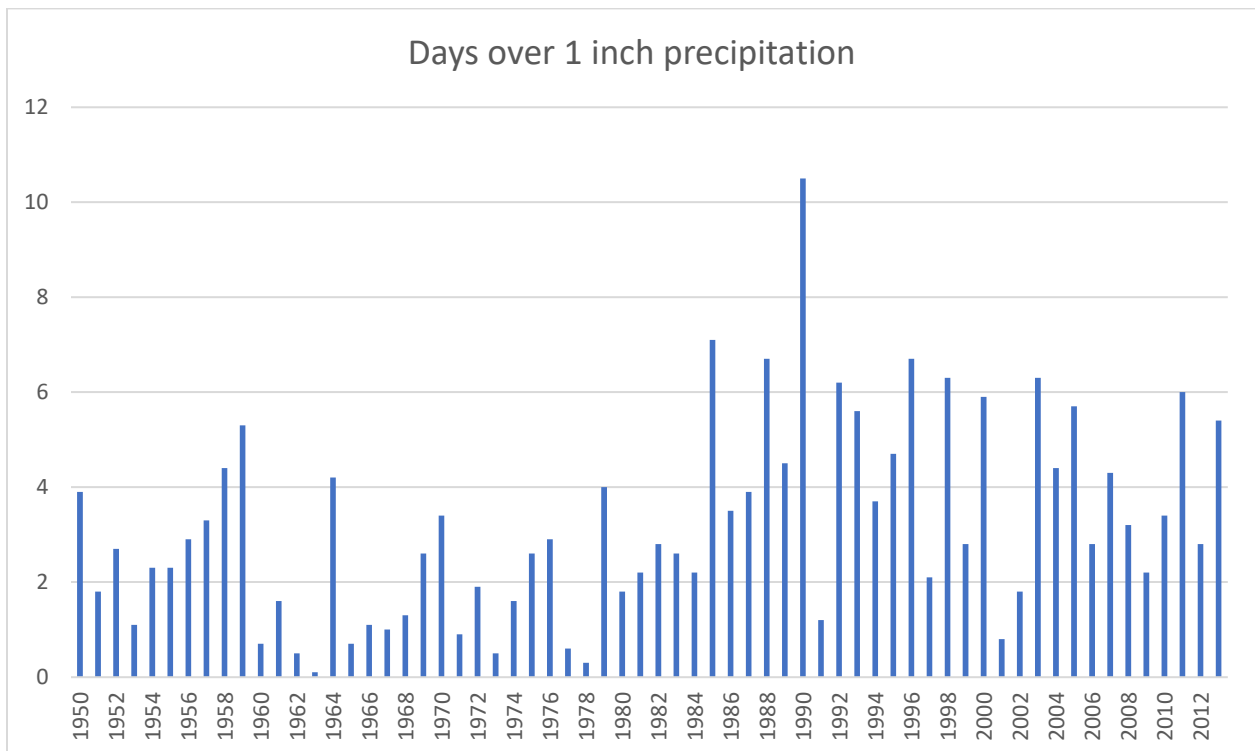
The purpose of a Climate Vulnerability Assessment is to determine what impacts can be expected on the region’s transportation infrastructure due to extreme weather.

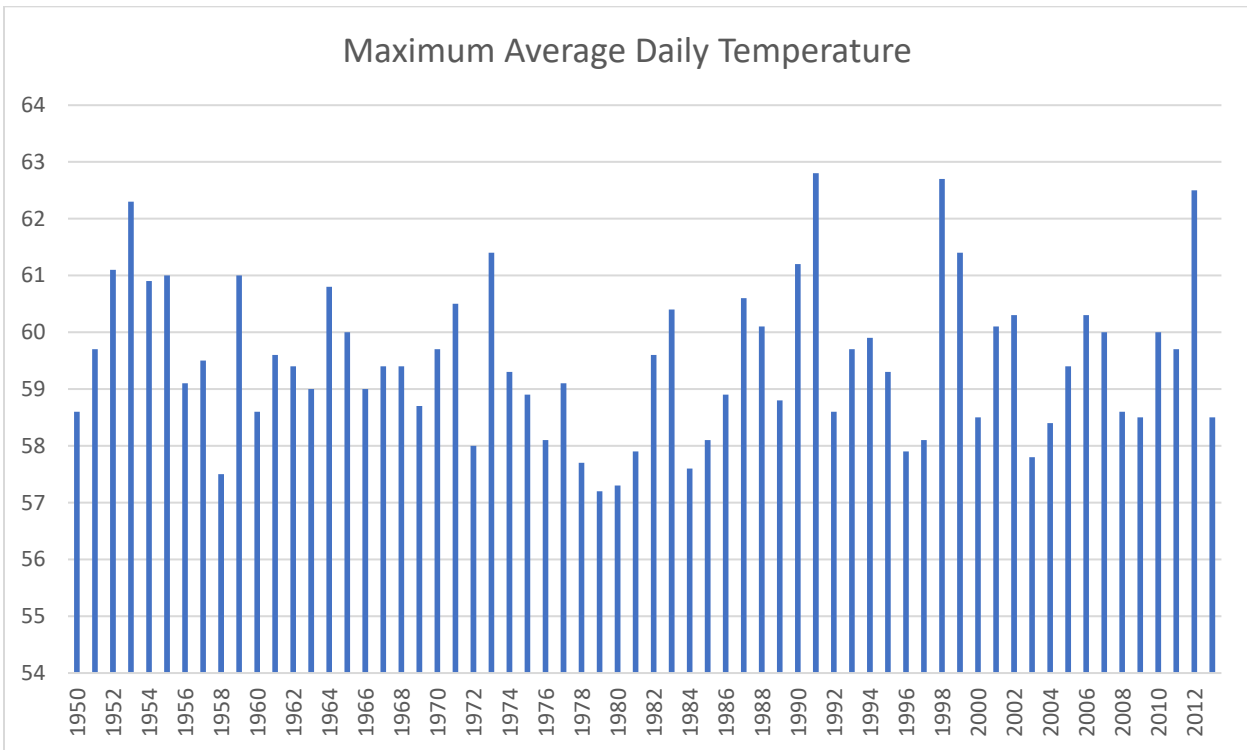
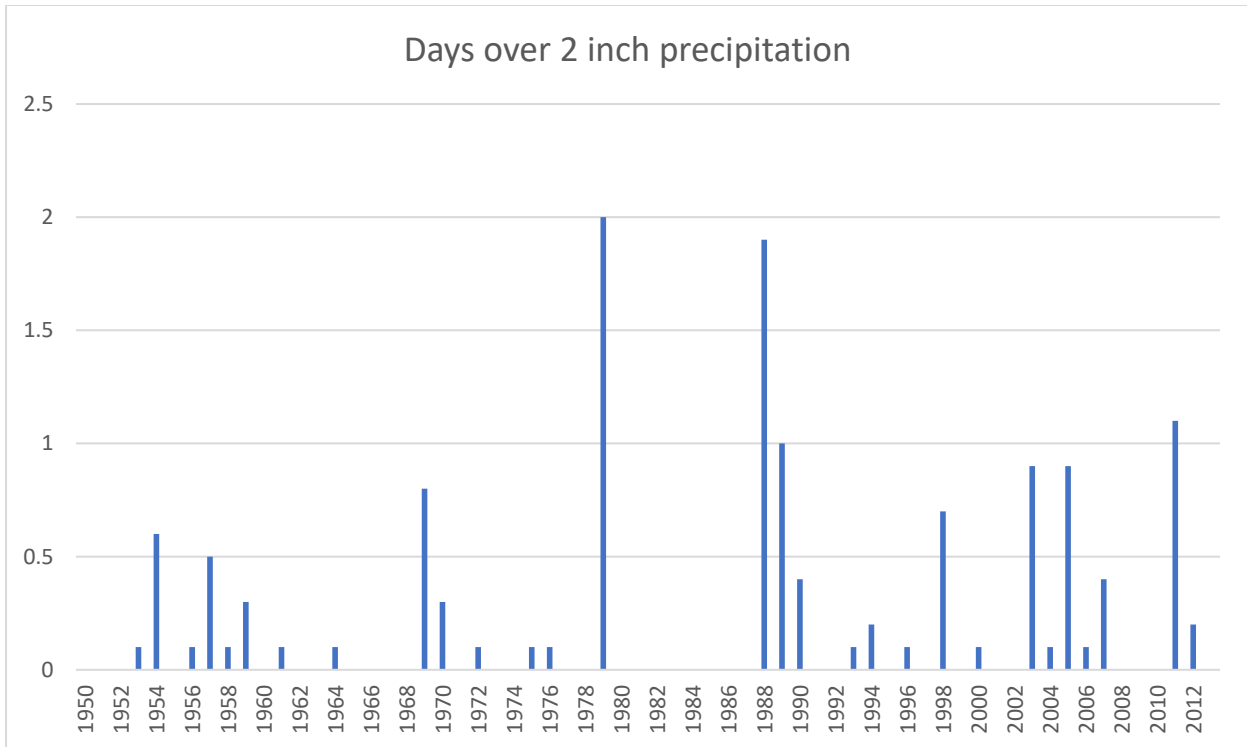
In order to determine what impacts might be expected it is important first to understand what types of extreme weather need to be accounted for. AMATS began by analyzing historic weather data related to precipitation and temperature. Because the primary extreme weather threat in the region is precipitation that results in flooding, the majority of the AMATS Climate Vulnerability Report focuses on transportation infrastructure in areas adjacent to the region’s floodplains.

The Climate Vulnerability Assessment will identify critical roadway infrastructure that is threatened by extreme weather and conclude with recommendations for integrating climate resiliency into the transportation planning process.

Section 1: Climate Data in the Greater Akron Region

Recent data from the “The Climate Explorer”, a federal-level interdepartmental toolkit, is displayed below for greater Akron. While the data is only available through 2013, it provides a historical viewpoint of how the climate has changed over time.





Based on climate data collected since 1950, the greater Akron area maximum daily temperature has not drastically changed. However, the area has seen a recent increase in days with 1 and 2 inches of precipitation. It is important for the region to be prepared for heavy rain events.

Non-Climate Stressors: Impervious Surfaces

Adding to these data, increased suburban sprawl would also be a cause for concern regarding increases in flooding damage. New developments that fail to implement effective storm water management practices will increase the likelihood of flash floods and costly damages to area infrastructure.

Development increases flooding when pervious, vegetated land is replaced with impervious surfaces (e.g., pavement, buildings). This reduces evapotranspiration and prevents precipitation from slowly infiltrating into the soil and recharging groundwater, rivers, and streams. Impervious surfaces increase stormwater runoff volumes, velocities, and peak discharges.

Stormwater runoff, which increases as a function of impervious surface, not only causes flooding (both peak flow and total volume of stormwater runoff) but can also affect water quality by increasing the temperature of receiving water, as well as sediment, pathogens, and nutrient loads. Urban flooding can occur due to overbank flooding or when stormwater overwhelms drainage systems and ends up in basements, backyards, and streets.

Section 2: Vulnerability Assessment

Identification of Assets

The scope of the analysis for this report is constrained to transportation infrastructure, which is defined as roads, bridges, and multi-purpose (walking & cycling) trails. In order to identify infrastructure that is vulnerable to extreme weather and flooding, the following maps were made to illustrate which infrastructure is located in floodplains (regulatory, 1%, and 0.2%). As defined by the Federal Emergency Management Agency (FEMA), A "Regulatory Floodway" means **the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing** the water surface elevation more than a designated height.

Additionally, the "1% floodway" is the extension of the regulatory floodway, when accounting for a flood that has a one percent change of happening, aka 100-year flood event, in any given year. Following, the ".2% floodway" is the next extension for a 500-year flood event.

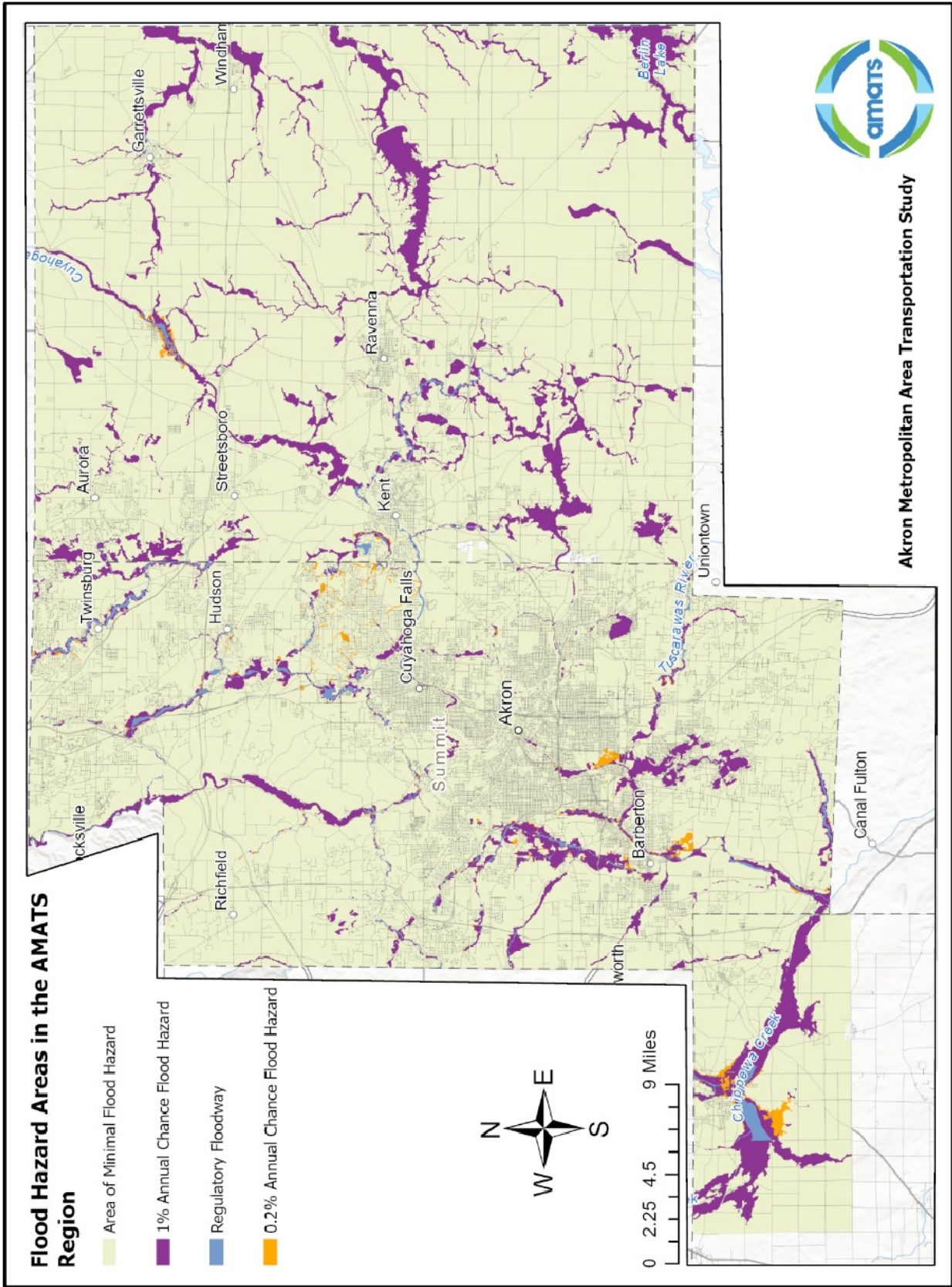
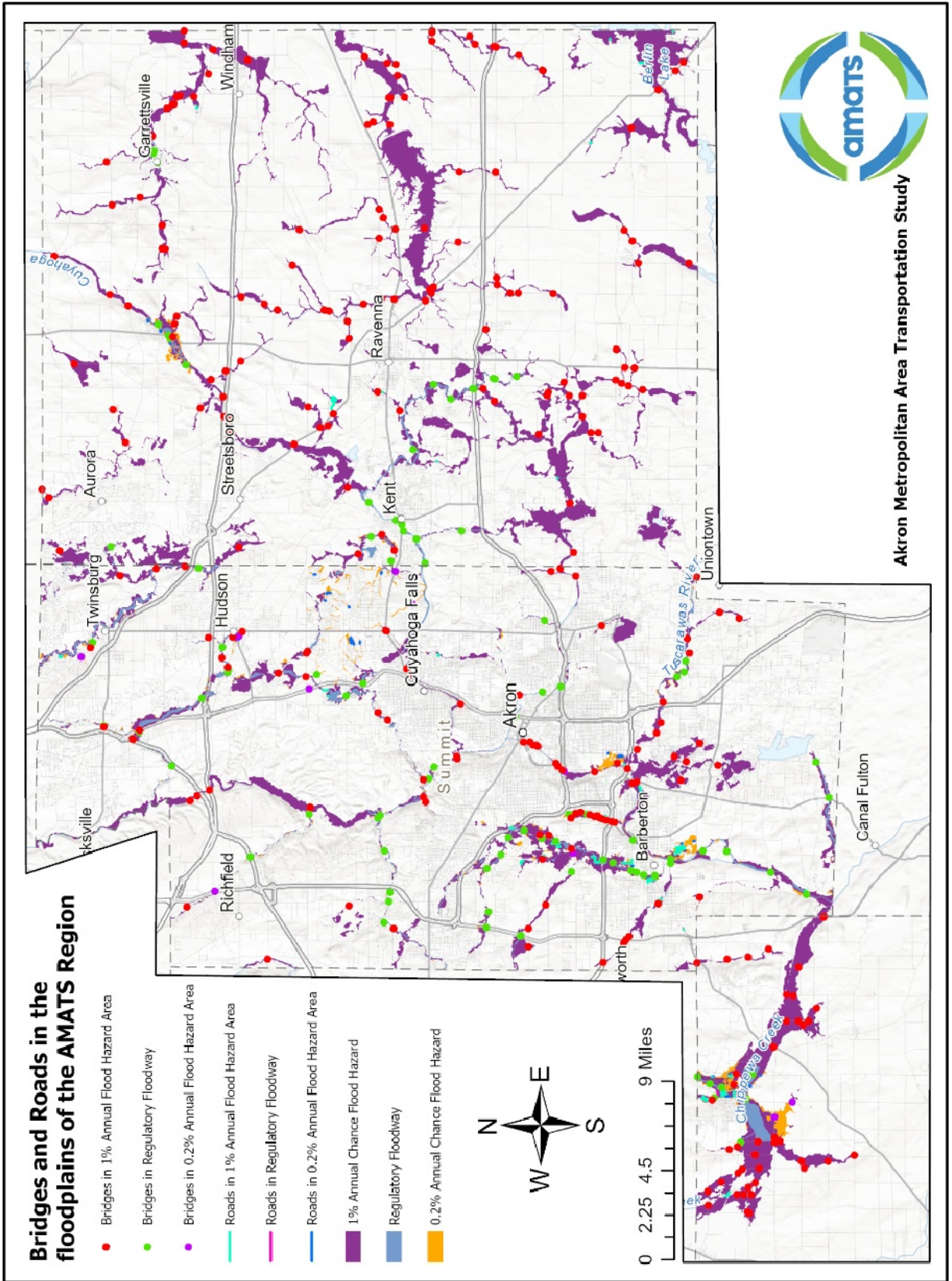


FIGURE 1: FLOOD HAZARD AREAS IN THE AMATS REGION



Akron Metropolitan Area Transportation Study

FIGURE 2: BRIDGES AND ROADS IN THE FLOODPLAINS OF THE AMATS REGION

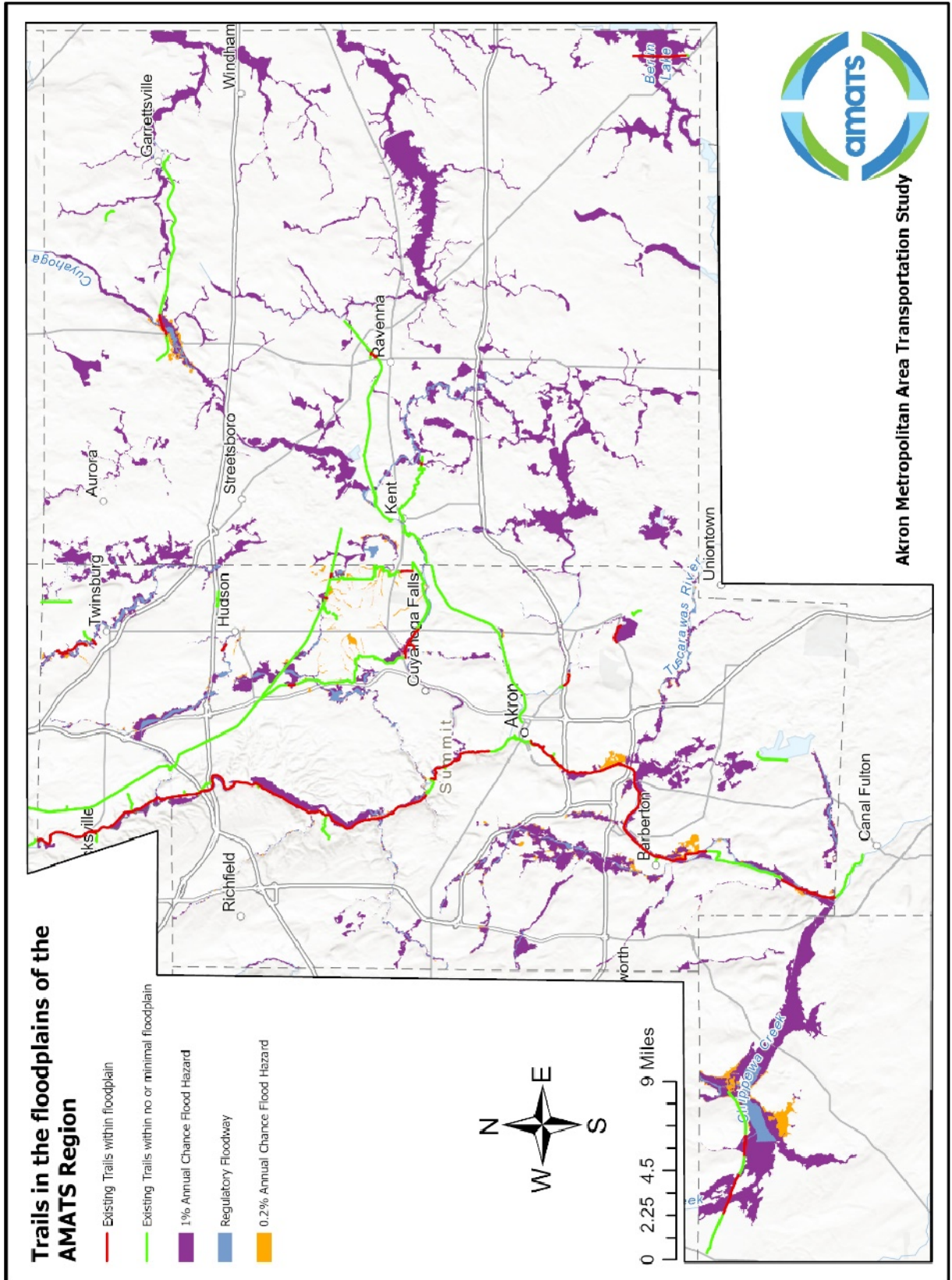


FIGURE 3: TRAILS IN THE FLOODPLAINS OF THE AMATS REGION

Vulnerability of Assets

The next step in the analysis of the areas infrastructure identified the roads and bridges in floodplains that are rated as “poor” or worse, using AMATS’s PCI rating. The PCI rating is a numerical rating of the pavement condition based on the type and severity of distresses observed on the pavement surface. The PCI value of the pavement condition is represented by a numerical index between 0 and 100, where 0 is the worst possible condition and 100 is the best possible condition. A poor rating is designated as less than 55.

These poor, or worse, assets are especially vulnerable given that they are in worse condition than other infrastructure in the area. They would be the first roads and bridges to be especially damaged by increases in flooding and other extreme weather events.

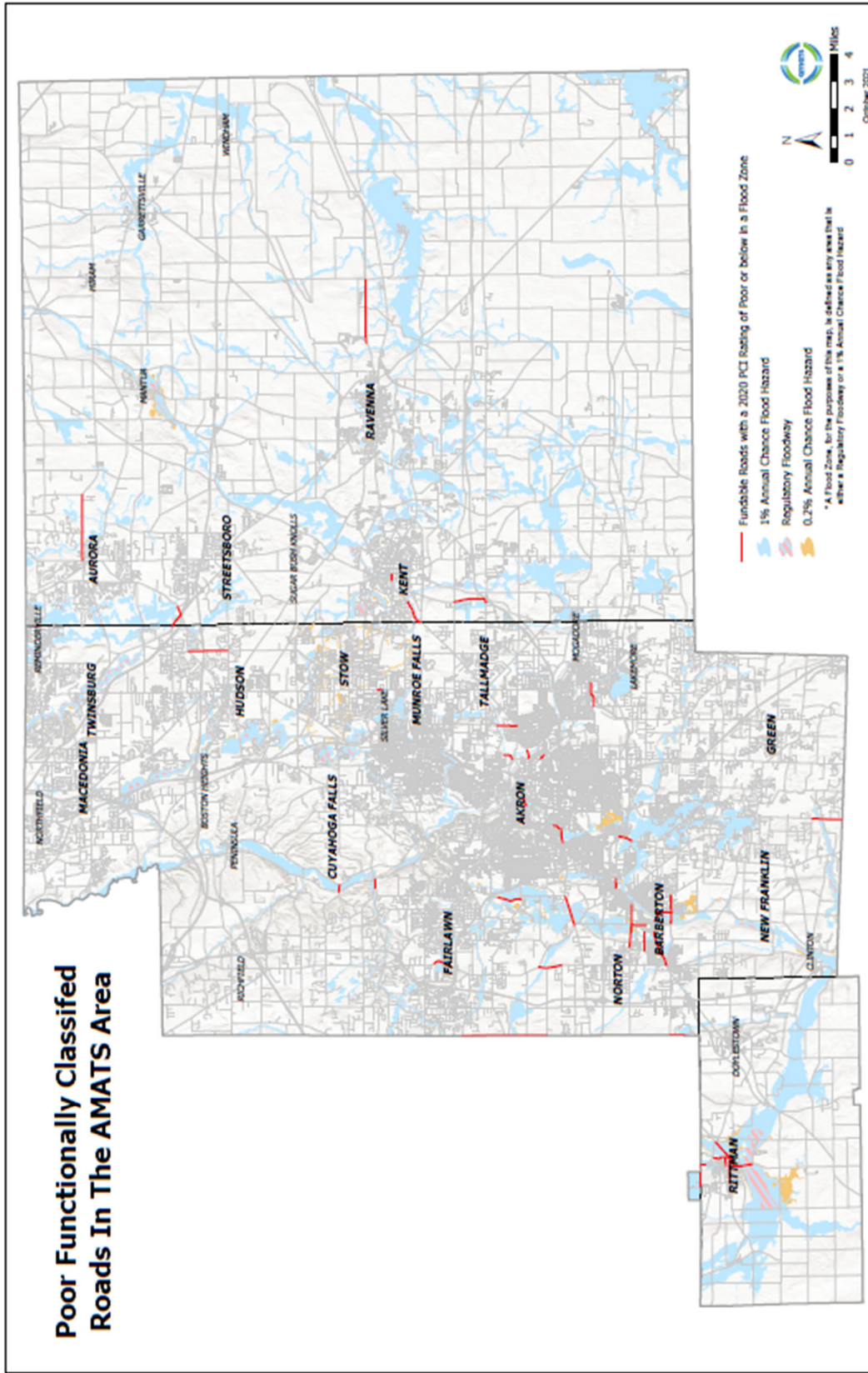


FIGURE 4: POOR FUNCTIONALLY CLASSIFIED ROADS IN THE AMATS AREA

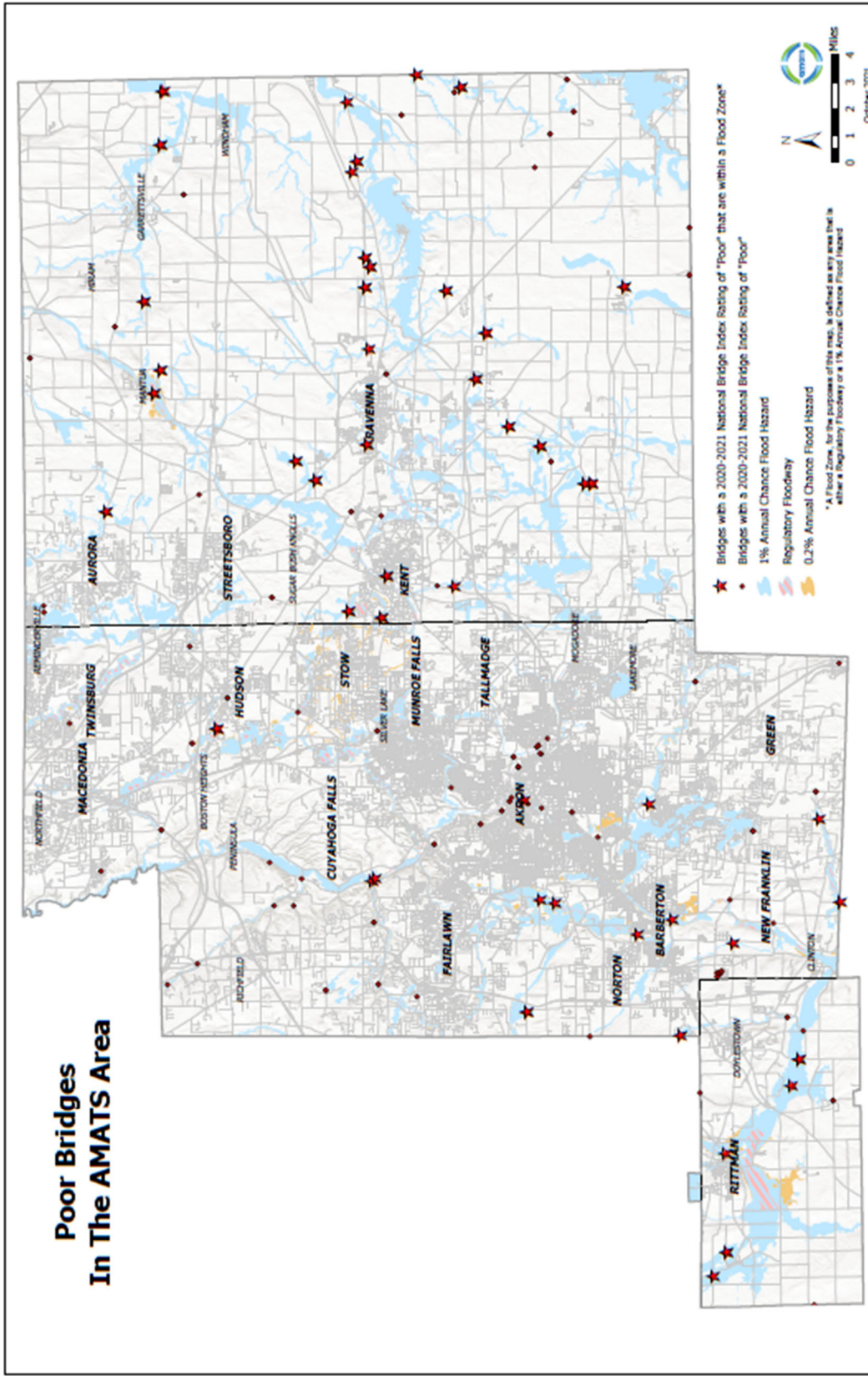


FIGURE 5: POOR BRIDGES IN THE AMATS AREA

Although there are many poor roads in floodplains in the Greater Akron area, however, the total miles of poor roads in floodplains is relatively low, at 5.19 centerline miles. This is because the sections of poor roads that are in the floodplains are very short in most cases. Additionally, there are 46 poor bridges/culverts in floodplains. The number of poor bridges is calculated using the National Bridge Inventory’s rating system.

Regional Importance Assessment

Average daily traffic (ADT) was used to identify the assets that are the most important to the transportation network in the area. Below is a list of “poor”, or worse, roads and bridges, in floodplains, that are vital to the network because of relatively high ADT numbers (over 5,000).

These road segments are the final product of the analysis. They comprise the matrix of vulnerability and regional importance and should be monitored closely by local agencies for damages due to climate change and/or extreme weather events.

Roadway	From	To	Year(s) of Latest ADT	Latest ADT(s)
CLEVELAND MASSILLON RD	ROTHROCK RD	COMMERCIAL DR	2017; 2018	20,590; 21,780
VAN BUREN AVE	SNYDER AVE	ROBINSON AVE	2016; 2017	5,179; 5,610
STOW RD	STREETSBORO ST	HUDSON AURORA RD	2017; 2018	6,070; 8,620
NORTON AVE	BARBER RD	WOOSTER RD	2017	6,100
TRIPLETT BLVD	HILBISH AVE	CANTON RD	2017; 2019	8,060; 9,400
MOGADORE RD	TALLMADGE RD	HOWE RD	2018	7,770
E GARFIELD RD	CHILLICOTHE RD	AURORA CITY LIMITS	2016; 2017; 2019	8,239; 10,090; 6,150
BATH RD	YELLOW CREEK RD	RIVERVIEW RD	2017	8,320
MAIN ST	MT PLEASANT ST NW	YAGER RD	2016; 2017	4,357; 5,820
HAYMAKER PKWY	RIVER ST	WATER ST	2016	18,378
HOME AVE	ARLINGTON ST	LANE CHANGE	2017	8,310
ROBINSON AVE	WOOSTER RD	VAN BUREN AVE	2019	11,830
WADSWORTH RD	BARBER RD	COLLIER RD	2016	6,346
WOOSTER RD W	31ST ST	8TH ST	2016; 2017; 2018; 2019; 2019	12,154; 12,630; 14,190; 11,150; 10,830
BRITAIN RD	EASTWOOD AVE	EVANS AVE	2017; 2018	11,560; 13,990

<i>Roadway</i>	<i>From</i>	<i>To</i>	<i>Year(s) of Latest ADT</i>	<i>Latest ADT(s)</i>
NORTON AVE	BARBERTON CORP LIMIT	BARBER RD	2018	7,890
SNYDER AVE	VAN BUREN AVE	5TH ST	2017	5,880
MANCHESTER RD	CARNEGIE AVE (CORP LIMIT)	WATERLOO RD	2016; 2016	21,817; 17,635

Local examples of vulnerable areas- Yellow Creek Watershed

In Summit County, the Yellow Creek Watershed has been a source of increasingly challenging extreme weather and runoff-related issues in the past two decades. The Yellow Creek Watershed Analysis document includes a comprehensive level of detail about the challenges in the watershed.

The document highlights that “stormwater management efforts in the watershed include the formation of a Surface Water Management District (SWMD) in 2017, grant-funded stream restoration projects over several years, and most recently wetland restoration projects. However, natural erosion processes combined with extreme weather and/or inadequately managed stormwater in the watershed have contributed to evidence of channel erosion observed throughout stream network by both residents and stream experts. One particularly extreme event in 2014 caused widespread damage and stream instability that has continued to worsen.”

This degradation is at least partially attributable to both extreme weather in recent years and inadequately managed stormwater runoff from impervious surfaces such as roofs, roads, and parking lots. “In Summit County and across Ohio, flooding has increased in frequency and intensity since 2003 (Delaney, 2016; Liberatore, 2013; USEPA, 2016). This increase in flood frequency, coupled with consistently increasing urbanization in the Yellow Creek Watershed, has resulted in significant hydromodification over the years (Delaney, 2016). A notable example of the increased flooding in Yellow Creek is the occurrence of a storm on May 12, 2014, which dropped approximately five inches of rain in about two hours (estimated to be around a 500-year event for those in the hardest hit areas) (National Weather Service, 2014). Per resident claims, this storm washed out culverts, eroded roadways, and caused major debris jams in addition to flooding.”

The analysis of causes then goes to describe stormwater runoff problems in detail. “The Impervious area hotspot critical area addresses portions of the watershed that have dense urbanization and large amounts of impervious surface cover. Parking lots, commercial buildings, and roadways dominate the landscape. This critical area covers approximately 3600 acres, or 18%, of the watershed. The watershed’s impervious cover is concentrated along the commercial corridor of Medina Road (Route 18), with much of the impervious cover within the City of Fairlawn and the Village of Richfield. These areas were developed at a time where stormwater management requirements were minimal or nonexistent. Such a large area of dense urbanization threatens the watershed by increasing the velocity, quality, temperature, and pollutant load of stormwater runoff that is being discharged.”

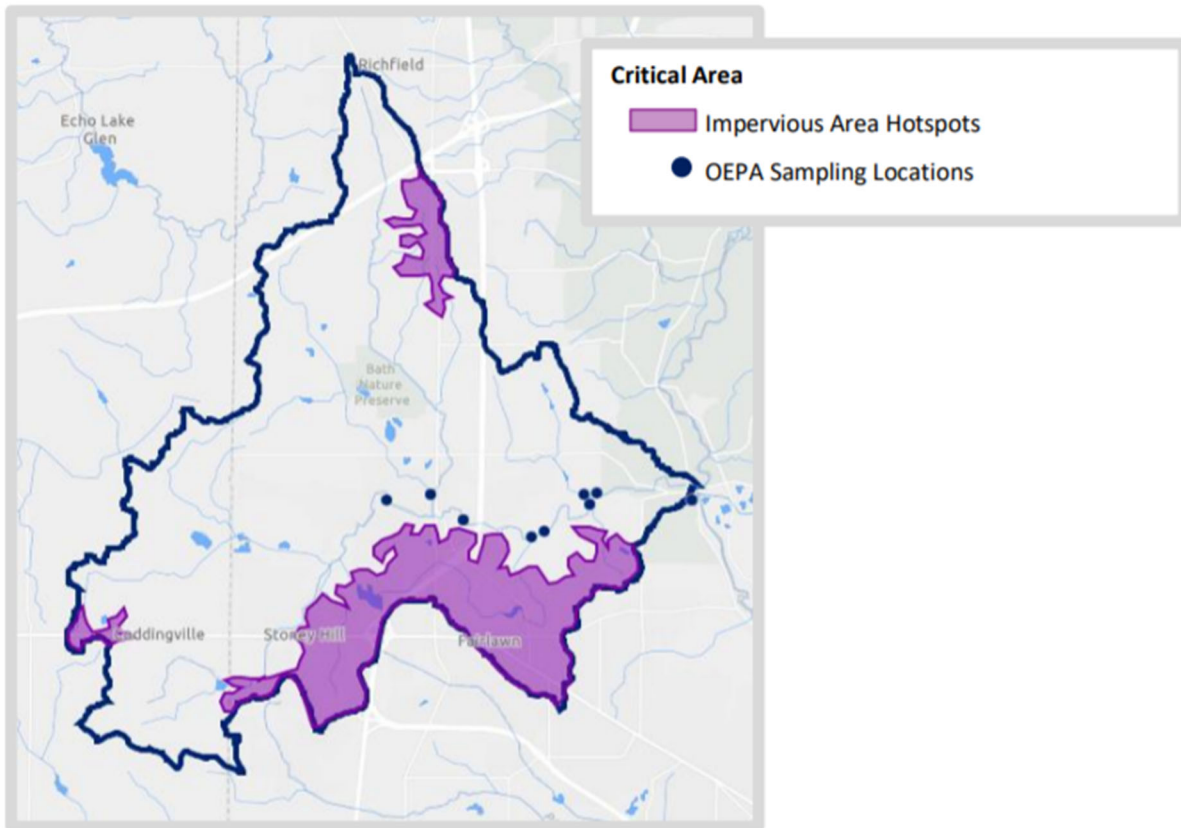


Figure 7: Critical Area 1, Yellow Creek HUC-12

Of course, the stormwater runoff not only threatens the watershed, but the infrastructure located in the watershed. This should be a cause for concern for local governments and more resources should be devoted to follow up on the recommendations set forth in the document.

Section 3: Overview of Potential Solutions

While these events can have significant impacts, it is important to review potential solutions to severe weather events. Where the worst flooding happens, replacing the current infrastructure would be the first idea to consider. However, to address design flaws before any infrastructure is replaced, local governments should consider *updating design guidelines* to better manage stormwater flows. Some areas may even need stabilization projects to prevent further damage to the hardest hit areas. Further, installing green infrastructure is one of the best ways to combat problems with runoff, erosion, and flooding. Expanding funding options for green infrastructure is critical to supporting networks of regional green infrastructure. Below are several examples of effective green infrastructure.

Green Infrastructure

Green infrastructure is a set of stormwater management techniques and practices that mimic natural hydrologic functions. Commonly, green infrastructure incorporates landscape features to store or treat excess runoff. Green infrastructure can include site-specific management practices such as rain gardens, as well as watershed-scale strategies such as land preservation. The restoration of wetlands and floodplains enhances the land's ability to store water and reduce runoff. In places where urban infrastructure already exists, cities can incorporate or "retrofit" green infrastructure during infrastructure replacement and capital improvement projects. Green infrastructure is gaining widespread support as a credible approach that communities can use to manage stormwater sustainably. The following are examples of different types of green infrastructure.

Bioretention

Bioretention is an adapted landscape feature that provides onsite storage and infiltration of collected stormwater runoff. Stormwater runoff is directed from surfaces to a shallow depression that allows runoff to pond prior to infiltration in an area that is planted with water-tolerant vegetation. As runoff accumulates, it will pond and slowly travel through a filter bed where it either infiltrates into the ground or is discharged via an underdrain. Small-scale bioretention areas are often referred to as rain gardens. A bioswale along a roadway is also a bioretention practice. In locations with low infiltration rates, underdrains can be used to collect runoff at the bottom of the filter bed and discharge the treated runoff to another green infrastructure practice or storm sewer system. Allowing runoff to filter through soil removes pollutants and reduces peak discharges, which mitigates flooding.

Blue Roof

A blue roof is designed to hold up to eight inches of precipitation on its surface or in engineered trays. It is comparable to a vegetated roof without soil or vegetation. After a storm event, precipitation is stored on the roof and discharged at a controlled rate. Blue roofs greatly decrease the peak discharge of runoff and allow water to evaporate into the air prior to being discharged. Precipitation discharge is controlled on a blue roof through a flow restriction device around a roof drain. The water can either be slowly released to a storm sewer system or to another green infrastructure practice such as a cistern or bioretention area.

Permeable Pavement

Permeable pavement includes both pavements and pavers with void space that allow runoff to flow through the pavement. Once runoff flows through the pavement, it is temporarily stored in an underground stone base prior to infiltrating into the ground or discharging from an under drain. Permeable pavers are highly effective at removing heavy metals, oils, and grease in runoff. Permeable pavement also removes nutrients such as phosphorous and nitrogen. Soil and engineered media filter pollutants as the runoff infiltrates through the porous surface. The void spaces in permeable pavement surfaces and reservoir layers provide storage capacity for runoff. All permeable pavement systems reduce runoff peak volume.

Underground Storage

Underground storage systems vary greatly in design. Underground storage systems detain runoff in underground receptacles that slowly release runoff. Often the underground receptacles are culverts, engineered stormwater detention vaults, or perforated pipes. One of the benefits of underground storage is that it does not take up additional surface area and can be implemented beneath roadways, parking lots, or athletic fields. Underground storage systems are typically designed to store large volumes of runoff and therefore can have a significant impact in reducing flooding and peak discharges.

Stormwater Tree Trench

A stormwater tree trench is a row of trees that is connected by an underground infiltration structure. At the ground level, trees planted in a tree trench do not look different than any other planted tree. Underneath the sidewalk, the trees sit in a trench that is engineered with layers of gravel and soil that store and filter stormwater runoff. Stormwater tree trenches provide both water quality and runoff reduction benefits.

Retention Pond

A retention pond is one of the earliest prototypes of green infrastructure and is now considered a more traditional type of stormwater infrastructure because it has been integrated into gray infrastructure design. It is an engineered stormwater basin designed to store runoff and release it at a controlled rate while maintaining a level of ponded water. Pollutants and sediment loads are reduced as the runoff is retained in the basin. Retention ponds are a very common stormwater management practice and may be designed with sustainable elements to increase water quality and decrease peak discharges. Vegetated forebays may be added to increase sediment removal as well as provide habitat. Another enhancement to traditional stormwater retention ponds is the addition of an iron-enhanced sand filter bench that removes dissolved substances such as phosphorus from runoff.

Extended Detention Wetland

Extended detention wetlands, such as the one shown in the figure on the right, may be designed as a flood mitigation strategy that also provides water quality and ecological benefits. Extended detention wetlands can require large land areas but come with significant flood storage benefits. Extended detention wetlands can be created, restored (from previously filled wetlands), or enhanced existing wetlands. Wetlands typically store flood water during a storm and release it slowly, thereby reducing peak flows. An extended detention wetland allows water to remain in the wetland area for an extended period, which provides increased flood storage as well as water quality benefits. Extended detention wetlands are distinct from preservation of existing wetlands, but the two practices often are considered together as part of a watershed-based strategy.

Summit County Cost Examples

The following information was shared by the Summit County Engineer's Office to illustrate the substantial costs related to current runoff-related issues like scouring, erosion, and flooding.

As seen below, significant costs already exist for vulnerable infrastructure in the AMATS area. These issues currently pose challenges and are expensive to address. Local government agencies also expect these issues to grow, citing projected annual increases for certain project types.

PREVIOUS AND FUTURE PROJECTS					
Damage due to increase runoff	Scour due to increase velocity	Blockage of culverts & other large structures by debris	Blockage of storm sewers & smaller structures by debris	Increased landslide risk caused by increase runoff & saturated soils	Total Bridge Failure/wash out
Example Project	2020 Yellow Creek stream bank stabilization \$185,000	2020 Riverview Rd over Slipper Run, Peninsula \$260,000	Storm sewer inspection, cleaning, repairs & replacement. Akron-Cleveland Rd, 1300-ft, \$250,000 (Future Project)	West Bath Rd Landslide Repairs (retaining wall and resurfacing) Design & Construction \$1,675,000	Shaw Rd bridge destroyed by flooding & replaced in 2012 (\$220,000) add 3%/yr inflation
Number of Similar Projects Per Year	2	1	2	1	1 every 20 years or more as flooding becomes more frequent
Annual Cost	\$370,000	\$260,000	\$250,000	\$1,675,000	\$300,000
Projected Annual Increase	50%	3% inflation per year	3% inflation per year	50%	3% inflation per year

Routine Drainage Repairs attributed to Current Erosion					
Annual Amount in the 2021 SCE Budget	Landslide Mitigation	Storm Sewer Cleaning	Annual Maintenance	Culvert Replacement	Rock Channel Protection
1 years worth of efforts					
\$1,225,000	\$100,000	\$125,000	\$450,000	\$450,000	\$100,000
3% inflation per year					

Portage County Cost Examples

The information below was shared by the Portage County Engineer's Office to illustrate the current costs related to runoff/flooding issues.

PREVIOUS AND FUTURE PROJECTS					
Damage due to increase runoff	Scour due to increase velocity	Blockage of culverts & other large structures by debris	Blockage of storm sewers & smaller structures by debris	hydraulic issues undersized culverts (Flooding)	Total Bridge Failure/wash out
Example Project	Hankee rd stabilization project \$300,000	ravenna rd underpass, \$100,000	Dawley Bridge #119 \$50,000	Ravenna rd section B, Parkman rd sec. C, Silica sand sec. A, Porter rd C, Stroup rd C, Coit rd A	Newton Falls bridge, \$700,000
Number of Similar Projects Per Year	2	2	2	1	1 every 20 years or more as flooding becomes more frequent
Annual Cost	\$600,000	\$200,000	\$100,000	\$200,000	\$700,000
Projected Annual Increase	50%	3% inflation per year	3% inflation per year	3% inflation per year	3% inflation per year

Routine Drainage Repairs attributed to Current Erosion					
Annual Amount in the 2021 PCE Budget	Landslide Mitigation	Storm Sewer Cleaning	Annual Maintenance	Culvert Replacement	Rock Channel Protection
1 years worth of efforts					
\$750,000	\$50,000	\$75,000	\$300,000	\$75,000	\$75,000
3% inflation per year					

Section 5: Incorporate into Decision Making

As the metropolitan planning organization for the Greater Akron area, AMATS proposes the following strategies and recommendations to ensure the transportation planning process is considering resiliency planning and extreme weather potential.

Develop a goal statement relating to system resiliency to be included in AMATS 2050 Long Range Transportation Plan

Community planning as well as transportation planning begins with an understanding of what is important to the community and how the planning process and project evaluation criteria should reflect such key concerns. AMATS should incorporate system resiliency into its long range transportation plan goals and objectives.

Identify resiliency/extreme weather prioritization criteria that can be incorporated in the AMATS Funding Policy Guidelines

Like the concept of a goals statement, the criteria used to prioritize projects as part of the programming process should reflect the needs associated with climate change-related disruptions. Thus, to the extent that points or weights are used to assign relative importance to different goals, a desire for adaptive design concepts or of investing in projects that are in high-risk areas should be part of the prioritization criteria.

In 2021 AMATS incorporated scoring criteria for roadways endangered by land slides as part of its safety planning component of the guidelines. AMATS could consider making additional changes to prioritize roadways threatened by extreme weather.

Consider new road and transit design approaches and standards to minimize potential disruption due to extreme weather events

In areas that are considered highly vulnerable to current or future weather-related stresses, any project that is to be reconstructed or rehabilitated should consider new design approaches and standards that allow for greater protection against future stresses. In most cases, this would be done on a project-by-project basis given the project-specific context that determines design characteristics (e.g., drainage requirements). In some cases, government agencies have provided such a flexible design approach in context sensitive design projects; or in other cases, agencies have used design exceptions for standard approaches when circumstances have suggested an approach that is more appropriate compared to the norm. From a planning perspective, the long-range plan can be part of this overall design approach by identifying those areas that are considered highly vulnerable and AMATS can interact with implementing agencies to assure that a flexible design approach will be applied.

Conclusion

AMATS will continue to track climate stressors in the region and plan accordingly. Potential shifts in federal and state policies will also be monitored closely, and AMATS will align its goals and work programs appropriately. Collaboration with local government agencies will be vital as it will may be

necessary to adapt to more extreme weather in the future. AMATS will continue to revise its vulnerability assessment on a 4 year cycle along with other planning document which feed into its Long Range Transportation Plan.

Sources

Interdepartmental: U.S. Climate Resilience Toolkit- <https://toolkit.climate.gov/>

FHWA: Climate Change & Extreme Weather Vulnerability Assessment Framework - https://www.fhwa.dot.gov/environment/sustainability/resilience/publications/vulnerability_assessment_framework/index.cfm

EPA: Climate Resilience Evaluation and Awareness Toolkit- <https://epa.maps.arcgis.com/apps/MapSeries/index.html?appid=3805293158d54846a29f750d63c6890e>

Summit County Engineer's Office: Yellow Creek Watershed Technical Memorandum- https://www.summitengineer.net/files/11932/file/yellow-creek-watershed-analysis_final.pdf

Summit Soil and Water Conservation District: Nine-Element Nonpoint Source Implementation Strategic Plan- <https://www.summitengineer.net/files/15937/file/yellow-creek-nps-is.pdf>

NOAA Coastal Services Center: Economic Assessment of Green Infrastructure Strategies for Climate Change Adaptation: Pilot Studies in The Great Lakes Region - <https://coast.noaa.gov/data/digitalcoast/pdf/climate-change-adaptation-pilot.pdf>

City of Toledo: Green Infrastructure Toledo Case Study- <https://toolkit.climate.gov/case-studies/all-hands-deck-creating-green-infrastructure-combat-flooding-toledo>

Broward Metropolitan Planning Organization: South Florida Climate Change Vulnerability Assessment and Adaptation Pilot Project- <http://www.browardmpo.org/images/WhatWeDo/SouthFloridaClimatePilotFinalRpt.pdf>

Appendix

Entire list of "poor", or worse, rated roads located in floodplains in the greater Akron area.

Roadway	From	To	Year(s) of Latest ADT	Latest ADT(s)
CLEVELAND MASSILLON RD	ROTHROCK RD	COMMERCIAL DR	2017; 2018	20,590; 21,780
VAN BUREN AVE	SNYDER AVE	ROBINSON AVE	2016; 2017	5,179; 5,610
STOW RD	STREETSBORO ST	HUDSON AURORA RD	2017; 2018	6,070; 8,620
4TH ST NW	LAKE AVE	NORTON AVE	2018	3,750
NORTON AVE	BARBER RD	WOOSTER RD	2017	6,100
TRIPLETT BLVD	HILBISH AVE	CANTON RD	2017; 2019	8,060; 9,400
MAIN ST S	PAVEMENT CHANGE	EASTERN RD	2018	3,239
MEDINA LINE RD	STIMSON RD	RIDGEWOOD RD	2016; 2018; 2018	3,540; 3,980; 3,130
MARKET ST	ARLINGTON ST	CASE AVE	No Current Data	No Current Data
WHITE POND DR	COPLEY RD	PAVEMENT CHANGE	2017	3,250
COLLEGE ST	MAIN ST	INDUSTRIAL ST	2018; 2018	394; 317
MOGADORE RD	TALLMADGE RD	HOWE RD	2018	7,770
HOPOCAN AVE	HILLSDALE AVE	8TH ST	2017; 2019	3,800; 3,417
MIDDLEBURY RD	CORP LIMIT/PAVEMENT CHANGE	MUNROE FALLS KENT RD	No Current Data	No Current Data
HAZEL ST	ARLINGTON ST	PAVEMENT CHANGE	2017	3,280
OHIO AVE	METGER AVE	INDUSTRIAL ST	2018	2,939
EASTERN RD	RUFENER ST	MAIN ST	2018	1,131
IRA RD	RIVERVIEW RD	AKRON PENINSULA RD	2017; 2019	2,180; 2,340
NEWTON FALLS RD	RAVENNA TWP LIMIT	ROCKSPRING RD	2019; 2019	560; 1,120
E GARFIELD RD	CHILLICOTHE RD	AURORA CITY LIMITS	2016; 2017; 2019	8,239; 10,090; 6,150
BATH RD	YELLOW CREEK RD	RIVERVIEW RD	2017	8,320
OHIO AVE	INDUSTRIAL ST	SUNSET DR	2018	3,962
SNYDER AVE	2ND ST	VAN BUREN AVE	2016	4,957
CLEVELAND MASSILLON RD	HEMPHIL RD	SUMMIT RD	2018	4,080
WATERLOO RD	WOOSTER RD	CORDEILA AVE (CORP LIMIT)	2019	4,383
MAIN ST	MT PLEASANT ST NW	YAGER RD	2016; 2017	4,357; 5,820
HAYMAKER PKWY	RIVER ST	WATER ST	2016	18,378
HOME AVE	ARLINGTON ST	LANE CHANGE	2017	8,310

Roadway	From	To	Year(s) of Latest ADT	Latest ADT(s)
ROBINSON AVE	WOOSTER RD	VAN BUREN AVE	2019	11,830
WADSWORTH RD	BARBER RD	COLLIER RD	2016	6,346
WOOSTER RD W	31ST ST	8TH ST	2016; 2017; 2018; 2019; 2019	12,154; 12,630; 14,190; 11,150; 10,830
MAIN ST N	MILTON RD	OHIO AVE W	2018; 2018; 2018; 2018	3,672; 4,005; 3,742; 4,520
WELLMAN RD	MIDDLETON RD (CORP LIMIT)	AURORA HUDSON RD	2017	2,930
RHODES AVE	RUSSELL AVE	THORNTON ST	2019	2,040
MEDINA LINE RD	WEAVERVILLE RD	JOHNSON RD	2020	1,380
BRITAIN RD	EASTWOOD AVE	EVANS AVE	2017; 2018	11,560; 13,990
NORTON AVE	BARBERTON CORP LIMIT	BARBER RD	2018	7,890
INDUSTRIAL ST	OHIO AVE	SUNSET DR	2018; 2018	1,431; 207
SOUTH ST	PAVEMENT CHANGE	LAKE SHORE BLVD	2017	4,200
SNYDER AVE	VAN BUREN AVE	5TH ST	2017	5,880
BOWERY ST	STATE ST	MAIN ST	2017	3,280
MANCHESTER RD	CARNEGIE AVE (CORP LIMIT)	WATERLOO RD	2016; 2016	21,817; 17,635
SOUTH ST	MANCHESTER RD	PAVEMENT CHANGE	2016	2,263
GRANT ST	S MAIN ST	INDUSTRIAL ST	2018; 2018; 2018	833; 245; 917
DARROW RD	LANE CHANGE	KENT RD	No Current Data	No Current Data

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: 2021 Annual Report on Roadway Traffic Congestion in the AMATS Region

DATE: May 12, 2022

This report will serve as a valuable tool for AMATS to assess congestion and the public needs related to congestion. AMATS seeks to maximize the service life of the existing transportation system through congestion management. The annual report objectives strive for a functional, accessible, coordinated, reliable, and convenient regional transportation system. The objectives must be incorporated into the long-range Regional Transportation Plan and Transportation Improvement Program.

AMATS staff used StreetLight InSight® to analyze traffic and congestion characteristics on 7,100 road segments in the region. Including, interstates, freeways, interchanges, ramps, arterials, and intersections on arterial roads. AMATS staff set up their roadways and obtain the metrics from the system and required no field work, surveys or sensor deployment. Using these metrics, AMATS staff calculated estimates of Free Flow Speed, Free Flow Factor, Average Speed, Congestion Percent, and Vehicle Hours of Delay for all 7,100 road segments over a five-month analysis period. AMATS used these metrics to identify congested road segments and evaluate the performance of the region's road network.

AMATS anticipates updating this report on an annual basis to identify long term congestion trends in the region. The AMATS staff is requesting a motion for approval of the 2021 Annual Report on Roadway Traffic Congestion.



2021 Annual Report on Roadway Traffic Congestion in the AMATS Region

May 2022

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

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AKRON, OH 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 Chippewa and Milton Township in 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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1 Introduction

The Akron Metropolitan Area Transportation Study (AMATS) is the Metropolitan Planning Organization (MPO) with a population of more than 700,000 people. The Code of Federal Regulations (CFR) Title 23 450.104 indicates that an urbanized area with a population over 200,000 is designated as Transportation Management Area (TMA). The TMA, under CFR Title 23 450.322, is required to address congestion management to facilitate a safe and effective multimodal transportation system.

AMATS is one of the TMAs by definition in Northeast Ohio. Therefore, AMATS has decided to develop an annual report on roadway traffic congestion for its road transportation network as a part of the MPO's ongoing planning process. The road network congestion management enables identifying congested corridors for all types of major roads in the network, congested intersections, interchanges, and ramps in the region. This report also helps by providing appropriate mitigation strategies through various AMATS funded programs to eliminate or reduce considerable congestion.

The Congestion Management Process (CMP) shall include 1) methods to monitor and evaluate the performance of the transportation system, 2) definition of congestion management objectives, 3) Monitoring of data collection and system performance, 4) Establishment and evaluation of congestion management strategies, 5) implementation plan and funding sources, and 6) methods to periodically assess the effectiveness of the implemented strategies.

Keeping other planning goals in mind, AMATS can use CMP and annual reports as additional tools to address congestion and appropriately fund congestion-related projects. More than just a daily inconvenience, congestion affects the overall economy, reducing our ability to travel reliably to work, school and to complete the timely delivery of goods and services. Idling vehicles emit unnecessary pollutants into the atmosphere and waste costly and limited fuel.

This AMATS 2021 annual report encompasses interstates, freeways, interchanges, ramps, arterials, and intersections on arterial roads. The report consists of eight sections (meeting CFR requirements and matching the Regional Transportation Planning context) listed below.

- Section 1 provides brief information about congestion
- Section 2 defines the regional objectives of the report
- Section 3 defines a network associated with particularly this report
- Section 4 briefly describes performance measures
- Section 5 describes the methodology used for the data collection and monitoring system performances
- Section 6 presents the results and analyses of the performance measures in the AMATS region
- Section 7 describes congestion management strategies and recommendations
- Section 8 concludes the report

2 Regional Objectives

This report will serve as a valuable tool for AMATS to assess congestion and the public needs related to congestion. AMATS seeks to maximize the service life of the existing transportation system through congestion management. The annual report objectives strive for a functional, accessible, coordinated, reliable, and convenient regional transportation system. The objectives must be incorporated into the long-range Regional Transportation Plan and Transportation Improvement Program. This report focuses on the following goals and objectives:

Maintaining the existing level of service

While eliminating all traffic congestion at once may not be feasible, maintaining the existing level of service and reducing severe congestion is one of the main goals of this report.

Demand Management and Supply leverage

Congestion comes into existence when demand exceeds supply. Since the capacity is fixed on most occasions, the role of the report heavily relies on controlling the demand and leveraging its existing road transport network.

Road Traffic Congestion Monitoring

This report also aims to monitor and track the road network on regional and granular levels and inform cyclical investment decisions in a timely manner.

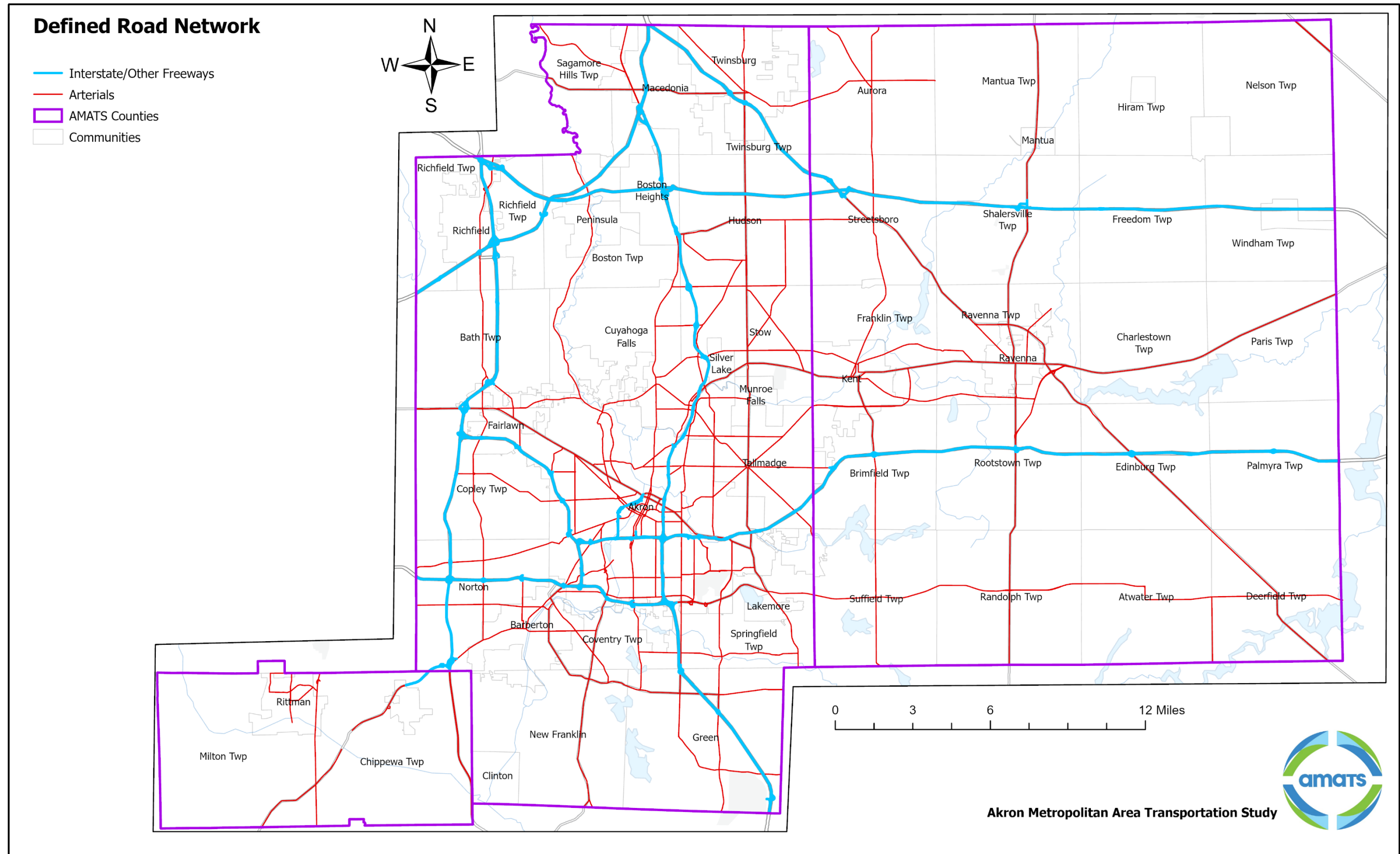
3 Road Network

The geographic boundary and the components of surface transportation defining the network for this report are shown on map in **Fig. 1**. This 2021 annual report is limited to the roads within the AMATS region. AMATS serves as the federally designated Metropolitan Planning Organization (MPO) for Summit and Portage counties and the Chippewa and Milton Township areas of Wayne County. Therefore, it limits the network to roadway facilities that are inside the MPO boundary.

This report does not include collectors and local roads due to their low traffic volumes and congestion levels. According to the Federal functional classification system, AMATS has included the following roadway facilities as a network for the 2021 annual report:

- Interstates
- Other Freeways and Expressways
- Arterials (Principal and Minor)
- Interchanges
- Ramps

Fig. 1. Congestion Management Network



4 Performance Measures

According to CFR and AMATS regional transportation planning goals, appropriate performance measures for roadways aim to set benchmarks, assess the extent of congestion, and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Performance measures also enable tracking and characterizing current and future traffic congestion at regional and local levels.

The performance measures related to this report are explained below:

- **Free Flow Speed** is equal to the Maximum Average Trip Speed that is observed in any one of the 24 hours of the day, averaged over all the days.
- **Average Travel Speed** for a segment, corridor, or network is the average of all speeds that are observed within the data period.
- **The Free Flow Factor** is calculated as the Average Trip Speed divided by the Free Flow Trip Speed. As the Average Travel Speed increases, Free Flow Factor increases and finally equals one, where Average Travel Trip Speed equals Free Flow Speed.
- **Congested Network** represents all segments that has more than or equal to 25% congestion.
- **Congestion** is calculated as 1 minus the Free Flow Factor. If the Free Flow Factor is big, the congestion factor (1 - Free Flow Factor) will be small, indicating less congestion. If the Free Flow Factor is low, the congestion factor (1 - Free Flow Factor) will be high, indicating more congestion. There is no congestion when Free Flow Factor equals one.
- **Centerline Miles of Excessive Congestion** is the total centerline length of the road segments that experienced congestion more than or equal to 25%.
- **Vehicle Hours of Delay (VHD)** is one of the most important performance measures related to this report. VHD represents the additional travel time vehicles spend by traveling at speeds other than Free Flow Speed. Mathematically the VHD for a segment is calculated as below:

$$\text{VHD for Day Part} = (\text{VMT}/\text{Average segment speed}) - (\text{VMT}/\text{Segment free flow speed})$$

In this report the following forms of delays as useful performance measures will be determined:

- ✓ **Network Total VHD** is the sum of delays experienced by all vehicles on the network
- ✓ **Congested Total VHD** is the sum of delays experienced by all vehicles on the congested road segments
- ✓ **Average VHD per mile** is the total delay experienced on a mile of a road network
- ✓ **Congested Average VHD per mile** is the total delay that occurs on a mile of congested road segments

- **Average Mileage of hourly delay** is the total number of miles traveled by all vehicles on the entire network while experiencing one hour delay.
- **Congested Mileage of hourly delay** is the total number of miles traveled by all vehicles on the congested network while experiencing one hour delay.

5 Methodology for Data Collection and Monitoring System Performance

After establishing performance measures for the AMATS region, as a part of this report, various techniques for data collection and monitoring the performance measures listed above are established. According to CFR Title 23 450.322 (d) (3), the CMP must include:

“Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area.”

Historically AMATS measured traffic congestion by using a volume to capacity (V/C) ratio. This ratio is based on the volume of traffic during peak hours versus the capacity of the roadway. This method requires collecting traffic volume data and knowing the physical characteristics of the highway itself. However, in recent years new advancements in technologies enable various effective and productive ways to address traffic congestion and help generating significant solutions.

This congestion management was done using the StreetLight data platform. StreetLight derives its metrics from two types of locational big data sources: Navigation-GPS data and Location-Based Services (LBS) data. LBS are services offered through a mobile phone and take into account the device's geographical location. Whereas Navigation-GPS (Global Positioning System) data comes from a GPS receiver installed in vehicles that uses multiple satellite signals to identify its position on earth.

The predefined road network explained in the Road Network section was scanned for segment analysis in the StreetLight Platform. It's important to note that the entire road network scanning for congestion was performed with approximately 7,100 segments, including— Interstates, other Freeways and Expressways, Arterials (Principal and Minor), Interchanges, Ramps, and intersections on arterial roads within the AMATS region as shown on map in **Fig. 1**.

In the StreetLight Platform, the Free Flow Factor is calculated as the "Average Trip Speed" divided by the "Free Flow Trip Speed". The Free Flow Trip Speed is equal to the Maximum Average Trip Speed that is observed in any one of the 24 hours of the day, averaged over all the days (analysis period: in this case, it's from 03/01/2021 to 08/15/2021).

As a result of the analysis for complete scanning, AMATS determined Free Flow Factor averaged between 03/01/2021 and 08/15/2021 for the following day types and time periods in the first place:

Day types

- Average day (Mon-Sun)
- Average weekday (Mon-Thurs)
- Average weekend (Sat-Sun)

Time periods

- 24 hours (12 AM-12 AM)
- Early AM (12 AM-6 AM)
- Peak AM (6 AM-10 AM)
- Mid-Day (10 AM-3 PM)
- Peak PM (3 PM-7 PM)
- Late PM (7 PM-12 AM)

In the next step, congestion was calculated as 1 minus Free Flow Factor, and the result was multiplied by 100 to get a percent of congestion. AMATS set benchmarks for the performance measures, anytime the travel speed equals or falls below 75% of the free flow speed significant congestion occurs. Thus, AMATS divides congestion into the below categories:

- $25.00 \leq \text{Low \%} \leq 35.00$
- $35.01 \leq \text{Moderate \%} \leq 45.00$
- $\text{Severe \%} > 45.00$

Based on the methodology described above, all roads that are congested in the AMATS region were identified. Other performance measures corresponding to these congested segments have been determined through StreetLight Segment Analysis. The results of the analyses are described in the next section of this report.

6 Analysis and Results

6.1 Congestion

Regional Congestion

AMATS has thoroughly scanned the defined road network having around 7,100 segments. It was found that 729 road segments equivalent to 72.6 centerline miles have congestion equal to or greater than 25% during peak hours. Among these, 577 road segments (58.36 centerline miles) have low congestion, 129 road segments (12.26 centerline miles) have moderate congestion, and only 23 road segments (1.98 centerline miles) have severe congestion in the AMATS region as shown in **Fig. 3**. The congested road network and its intensity are illustrated on map in **Fig. 2**.

Congestion by Functional Classification Level

Most of the existing road network within the AMATS regions satisfactorily handles congestion even during peak periods. There are only 1.07 centerline miles of interstates or freeways that have experienced some form of congestion with zero miles severe congestion. There are approximately 63.88 congested miles of arterials including intersections on arterial roads, and 7.66 congested miles of freeway ramps or links as shown in **Fig. 4**.

Fig. 2. Traffic Congestion on Roads in the AMATS Region

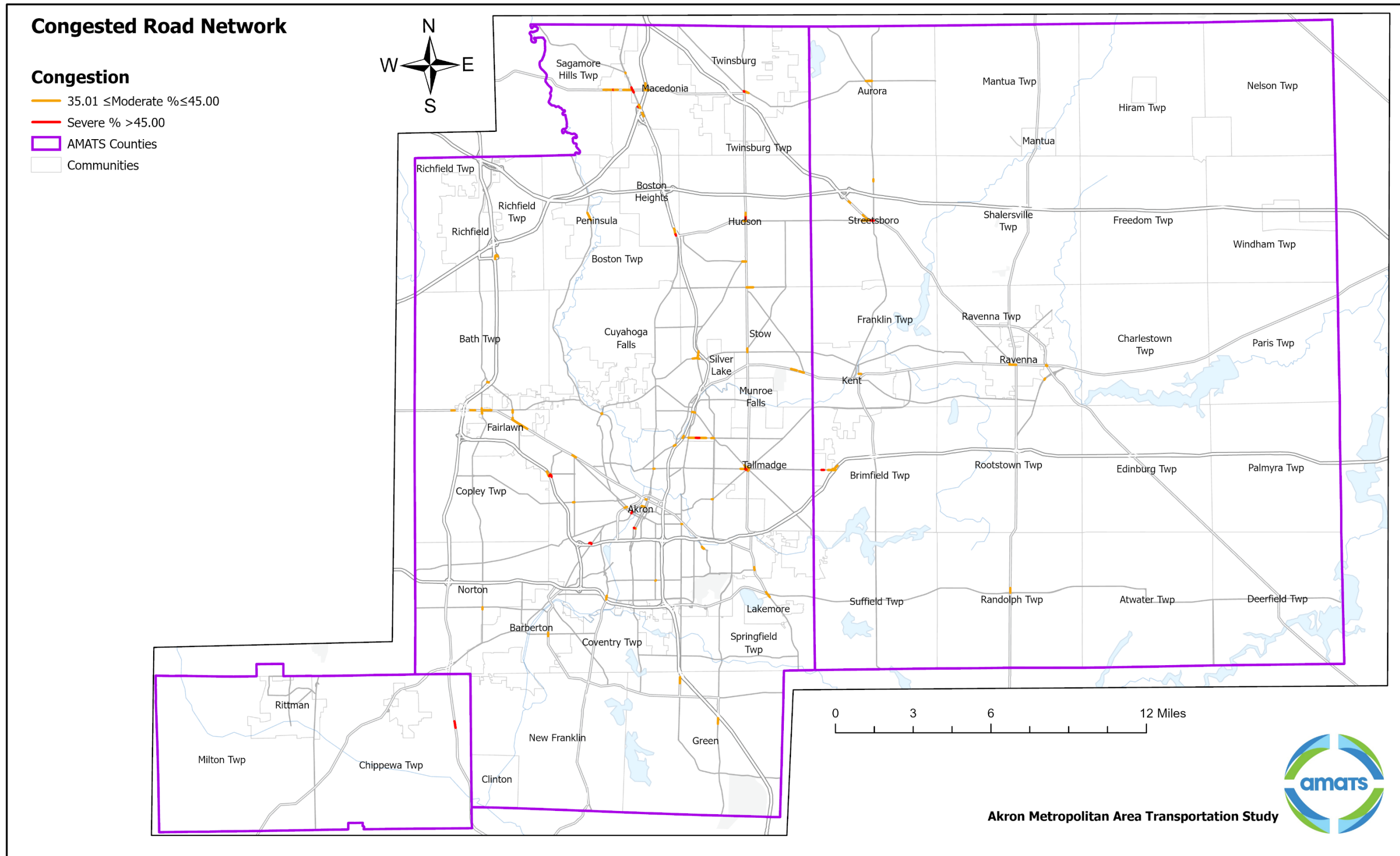


Fig. 3. Comparison of Congested Miles by Congestion Intensity

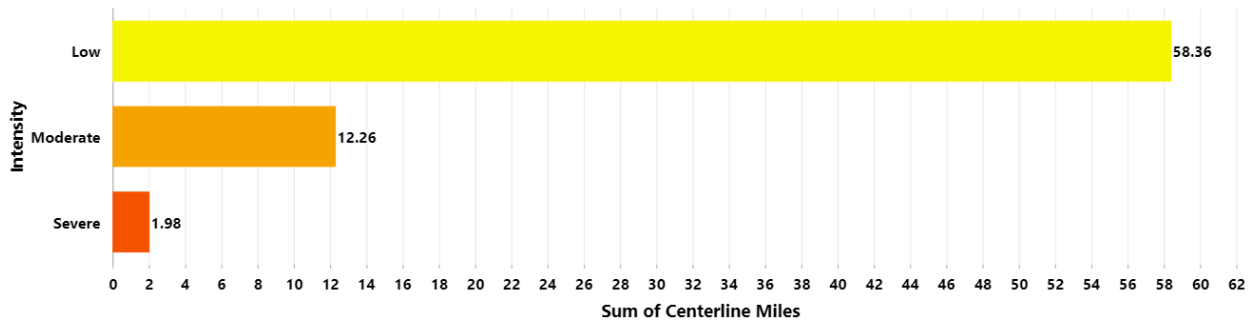
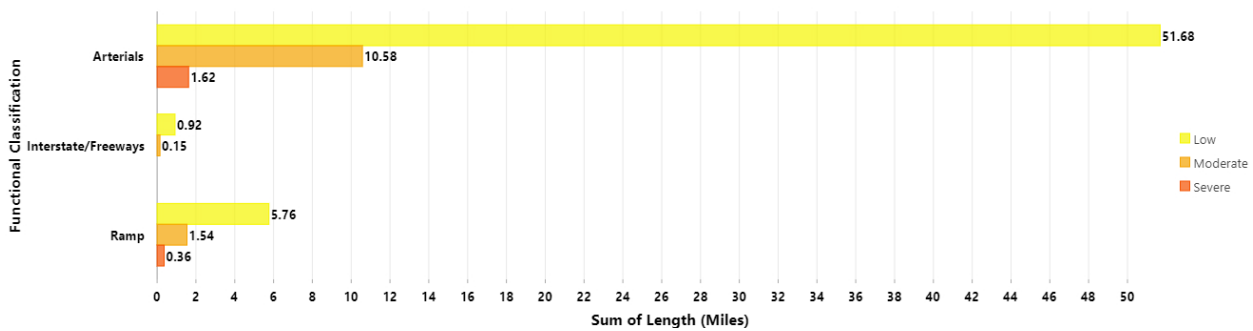


Fig. 4. Comparison of Congested Miles and their intensities by Functional Classification



Congestion by County Level

While overall congestion in 2021 is tolerable, most congestion (82.9 %) occurs in Summit County, 16.5 % in Portage County, and only 0.6% congestion in Chippewa and Milton Township in Wayne County. Furthermore, from the political unit standpoint Akron has the highest congested miles within the AMATS region as it is shown in **Fig. 5**.

6.2 Vehicle Hours of Delay (VHD)

Considering existing congested miles on the AMATS road network, AMATS found that overall, the road network functions well in the region. Therefore, at this point, it’s important to set benchmarks of VHDs for congested and entire road networks from a system perspective.

The regional performance measures determined from the results of the descriptive analysis are shown in the **Table 1**.

Table 1: VHD for Congested Road Network and Complete Defined Road Network

Congested Road Network			Defined Road Network		
Total VHD	Average VHD Per Mile	Average Mileage of hourly delay	Total VHD	Average VHD Per Mile	Average Mileage of hourly delay
1,434.53	19.76	658.13	8,592.70	8.51	2,176.53

Fig. 5. Comparison of Congested Miles by Political Unit

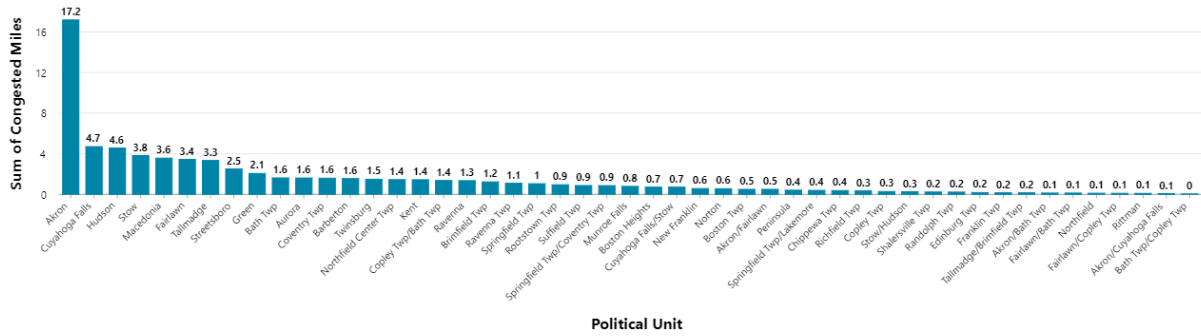


Fig. 6. Total congested miles by county

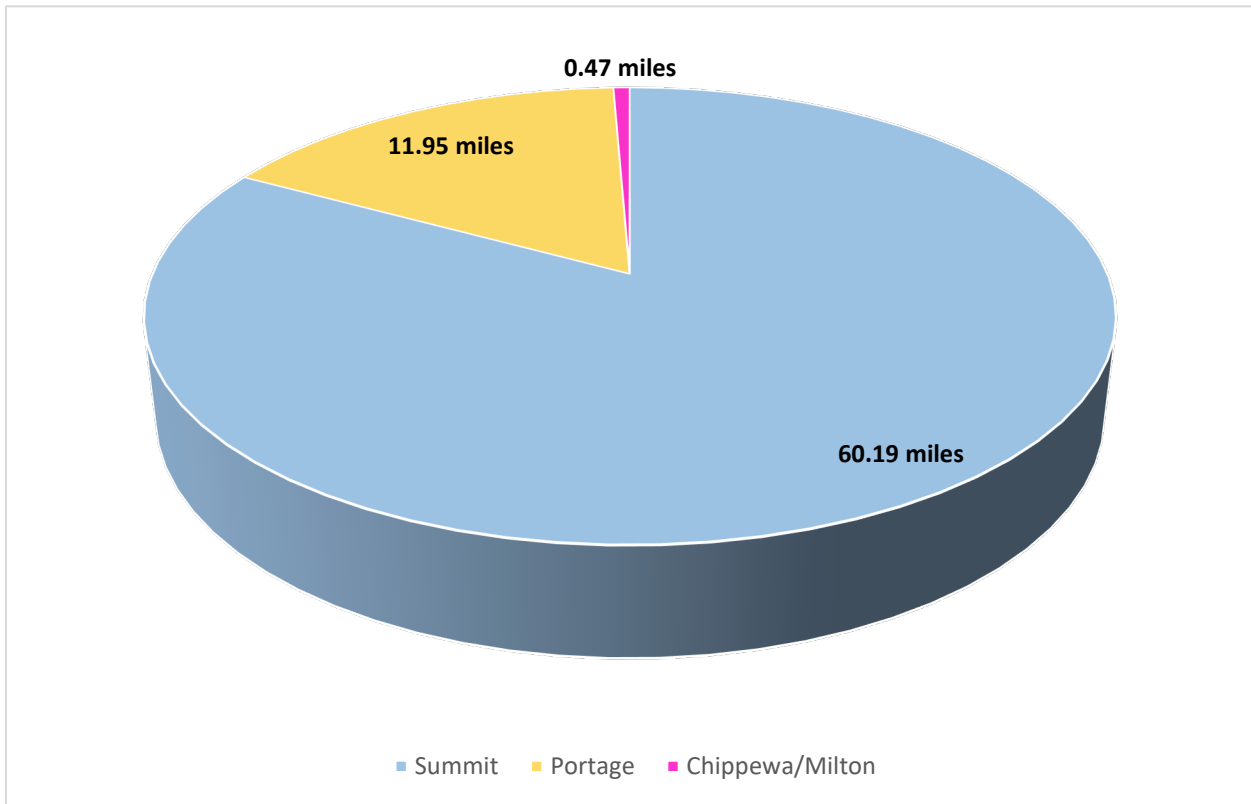
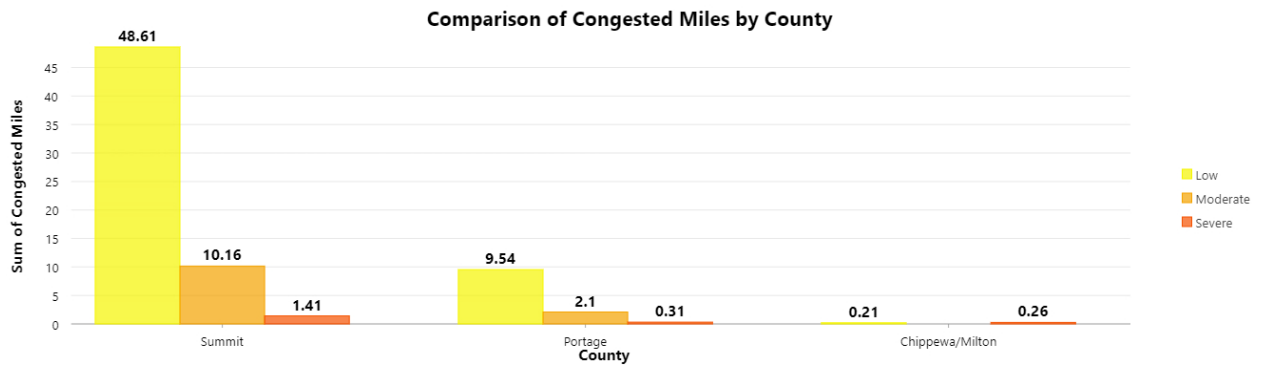


Fig. 7. Comparison of Congested Miles and their intensities by County



According to **Table 1**, the defined road network performs much better than the congested road network. The average VHD per mile for the defined road network is 8.51; whereas it's 19.76 for the congested road network. This demonstrates that delays are more than double on the congested road network. Also, on an average basis to experience an hour delay, it takes 2,176 and 658 VMT (Vehicle Miles Traveled) on the defined and congested road networks, respectively.

7 Congestion Management Strategies

23 CFR 450.322 (d) (4) states that CMP shall include congestion management strategies to contribute to the more effective use of existing and future transportation systems based on the MPO's established performance measures.

After thoroughly scanning and assessing the defined road network, AMATS has established generalized strategies that best match the Code of Federal Regulations (CFR), FHWA guidance, and regional transportation planning context. A strategy or combination of strategies that are appropriate for deficient corridors and segments are selected based on the type of congestion. Effectively managing congestion over time requires a multi-faceted approach. Thus, the strategies are categorized into five tiers, ranked generally by the efficacy of mitigating congestion. The strategies in the top tiers should be given priority over the lower ones. The tiers are:

- Tier 1: Demand management
- Tier 2: Traffic and roadway operational improvements
- Tier 3: Public Transportation improvements
- Tier 4: ITS Strategies
- Tier 5: Capacity expansion

7.1 Tier 1: Demand Management

Demand-side strategies represent a more modern approach to managing traffic congestion. Demand-side strategies include those that focus on reducing vehicles on the roadway either permanently or during the busiest times of the day. City rush-hours are an example of when demand exceeds supply. A highway that easily accommodates traffic throughout most of the day is congested with vehicles during morning and afternoon peak hours. Demand-side management is any strategy that reduces the number of vehicles on the road at one time. Generally, demand-side congestion strategies cost significantly less than supply-side ones do. Below are examples of potential demand management strategies:

- Telecommuting –Telecommuting can directly reduce work-related trips during the peak hours of the day when most congestion occurs. Another related benefit is an improvement in air quality. While in previous reports, telecommuting was not seen as being feasibly on a large scale, the COVID-19 pandemic has shown the impacts of large-scale telecommuting by drastically reducing traffic.
- Flexible/Alternative Work Hours – Working outside the typical workweek and workday timeframe. It may not eliminate vehicles on the road but could eliminate vehicles on the road during peak hours when congestion is the worst.

- Carpooling – More than one person using a vehicle for a trip with similar origin or destination. Carpooling reduces SOV due to commuters sharing a ride with one or more people for trips. This reduces the number of vehicles on the road. Software makes it easier to create carpools and vanpools by matching similar trip origins, destinations, and times.
- Employer Incentive Program – Incentives may be offered by employers to encourage carpooling or public transportation. This may be financial or some other sort of perk.
- Encouraging a Shift to Alternative Modes of Transportation – using transit, bicycling, walking, or other non-motorized travel. Bicycle and pedestrian modes may also include e-bikes, scooters, skateboards, mobility-assistance devices, etc. Though buses do count as a vehicle on the road, they retain the capability to significantly reduce the total number of vehicle miles traveled. Bicycling, walking, and other modes of alternative transportation can eliminate vehicle miles traveled. However, these modes may not be feasible if trip lengths are too long. Typical trip length for a bicycle commute is up to four miles and up to one mile for a pedestrian.

7.2 Tier 2: Traffic and Roadway Operational Improvements

Tier 2 strategies play an important role in congestion management. These strategies emphasize on getting more out of the existing transportation system. The strategies include but not limited to the following:

- Intersection and street improvements by adding and extending exclusive turning lanes – exclusive and safe space for vehicles waiting to turn left.
- Reversible commuter lanes on the freeways – more lanes for peak demand traffic flow without more pavement width.
- Variable speed limits – allows traffic to efficiently utilize capacity at a safe speed.
- Variable message signs – enables drivers to take alternative routes to avoid congestion.
- Exclusive shoulder lanes for buses – frequent stopping can occur outside of the flow of traffic.
- Geometric improvements to road and intersections – improves traffic flow and reduces incident related congestion by correcting geometric deficiencies.
- Channelization – facilitates the safe and orderly movement of traffic and defines the paths of traffic by physical separation.
- Median barriers (moveable) to facilitate more capacity during peak periods – more lanes for peak demand flow without adding more pavement.
- Traveler information – information given to travelers to help reduce uncertainty and stress. It also can help avoid congestion, improve safety, and save time.
- Complete Streets – Designing streets to enable safe access for users of all ages and abilities, including pedestrians, bicyclists, motorists, and transit riders.
- Overpasses or underpasses at congested intersections or railroads – provides uninterrupted traffic flow by removing intersection conflict points.

7.3 Tier 3: Public Transportation (Transit) Improvements

The public transportation improvement strategies focus on making public transportation more convenient and accessible in the AMATS region. It is worth mentioning that these strategies may

be linked with tier 1 and tier 2 strategies. METRO and PARTA control the transit service strategies within the AMATS region with AMATS offering suggestions. The following strategies are included in this category:

- Expanding transit services – adds new vehicles to expand transit services.
- Optimal control of headways by realigning transit service schedules and stop locations – provides better accessibility to transit to a greater share of the population.
- Providing real-time information on transit schedules and arrivals using various ITS strategies – provides real-time information so potential transit riders can estimate wait time.
- Universal transit fare cards and incentives – may be offered to students, employees, or residents to help reduce the cost of transit to the user.
- Bus Rapid Transit – high-quality bus-service that utilizes dedicated lanes, busways, traffic signal priority, off-board fare collection and enhanced or elevated stations to make transit more efficient and reliable. These lines work best in dense urban areas.
- Prioritizing transit vehicles at traffic signals – gives transit vehicles priority at signals to help them run on schedule.

7.4 Tier 4: ITS Strategies

These strategies are strongly linked with most of the congestion management strategies. The recommended ITS strategies in the AMATS region are listed below:

- Traffic Signal Improvements – Optimizing and coordinating the timing of traffic signals to improve traffic flow through a corridor or specific intersections.
- Simulation models – Although, AMATS has established travel demand models for predicting and evaluating the traffic in the region, simulation models may be used to analyze and evaluate the impact of operational strategies.
- Cars Connected to Cars / Cars Connected to Infrastructure – When one vehicle can communicate to another vehicle nearby—in front, behind, etc. it's the core of autonomous driving technology. Sensors detect what's going on around the vehicle and additional technology can share that data with other vehicles on the road. The vehicle is also able to send and receive information about the infrastructure that can include physical things such as traffic signals and weather alert systems. The vehicle can send that data out while simultaneously the infrastructure can send important data back to it.
- Real-time traffic feedback – The real-time traffic feedback provides information about the traffic around the city. A popular real-time feedback app used in Ohio was developed by ODOT and is called OHGO. It provides real-time information about traffic conditions, incidents, construction projects, and weather. It can be viewed on cell phones and computers.

7.5 Tier 5: Capacity Expansion

As our national road network has grown dramatically over the last several decades, only a limited amount of funding remains for new road and lane construction. Construction and right-of-way costs for new roads are very expensive. New roads and adding additional through lanes are considered a last resort as system preservation is the main objective in the AMATS region.

Financial restrictions, adverse environmental impacts, and project duration also make capacity improvements less attractive and feasible.

Capacity expansion may be necessary on major arterials and freeways as most other are not congested enough to warrant such an improvement. These roadways may benefit from capacity expansion projects as it will improve flow of all vehicles including transit and freight vehicles, not just passenger vehicles. This could reduce emissions and fuel consumption, and increased productivity and economic development. However, typically constructing new lanes is followed with additional demand for the roadway as travel times improve. More vehicles begin to use the roadway which then begins to reduce travel times. This is referred to as induced demand.

The capacity improvements include the following strategies:

- Removing bottlenecks by constructing new lanes – removes or corrects short, isolated, and temporary lane reductions and substandard design elements.
- Closing gaps in the existing network - provides more connections and means of traveling between places.
- Add travel lanes on major freeways and streets (including truck climbing lanes on grades) - allows for additional vehicles to move through an area uninhibited by congestion.

8 Conclusion

The 2021 Annual Report on Roadway Traffic Congestion demonstrates a comprehensive approach for monitoring vehicular traffic and enabling stakeholders to base their congestion-related decisions on up-to-date data. This report will aid in developing the Congestion Management Process which AMATS completes every four years.

The result has shown that the network functions in a tolerable intensity of congestion at the regional level even during peak periods, where 72.6 out of 1,010.27 centerline miles have congestion equal to or greater than 25%. There are very few segments (23 road segments) that experienced severe congestion in the AMATS region. At the county level, most congestion occurs in Summit county (82.9 %), whereas from the political unit perspective Akron has the highest congested miles within the AMATS region.

The VHD analyses and results conclude that the daily average VHD per mile (8.51 hours) on the defined road network is much less than excessive delays (19.76 hours) on the congested road network. Similarly, the average mileage of hourly delay (2,176.53 miles) on the defined road network is much more than the congested mileage of hourly delay (658.13 miles) on the congested road network as shown in **Table 1**.

The 2021 Annual Report on Roadway and Traffic Congestion is the first report of its kind, documenting current congestion throughout the roadway network. This report will be updated annually and the results of these annual reports will be incorporated in the AMATS Long Range Transportation Plan document, Transportation Outlook 2050.

9 Appendix

Table 2: 2021 Congested Segments in the AMATS Region

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
I-271 SB Off-Ramp Connector to SR 8	Freeway Link/Ramp	Macedonia	313	4: Peak PM (3pm-7pm)	74%	Severe	0.99	114.26
E Bartges St EB through the S Main St interchange	Arterials	Akron	175	4: Peak PM (3pm-7pm)	65%	Severe	2.48	117.03
West Ave EB link to Tallmadge Cir	Arterials	Tallmadge	226	4: Peak PM (3pm-7pm)	61%	Severe	11	335.16
SR 21 SB left turn link to Edwards Rd EB	Arterial Link	Chippewa Twp	711	2: Peak AM (6am-10am)	57%	Severe	4.63	1497.29
Northwest Ave link to Tallmadge Cir	Arterials	Tallmadge	136	4: Peak PM (3pm-7pm)	57%	Severe	3.22	141.72
Southwest Ave link to Tallmadge Cir	Arterials	Tallmadge	133	4: Peak PM (3pm-7pm)	55%	Severe	2.68	109.67
Off-Ramp from SR 8 SB to W Streetsboro Rd (Link2)	Freeway Link/Ramp	Boston Heights	287	4: Peak PM (3pm-7pm)	53%	Severe	6.22	357.07
SR 21 NB left turn link to Edwards Rd WB	Arterial Link	Chippewa Twp	668	4: Peak PM (3pm-7pm)	51%	Severe	0.41	26.51
Locust St btw W Cedar St and W Exchange St	Arterials	Akron	427	2: Peak AM (6am-10am)	51%	Severe	6.88	233.98
I-76 Off-Ramp Connector to East Ave	Freeway Link/Ramp	Akron	678	4: Peak PM (3pm-7pm)	50%	Severe	2.63	434.25
South Ave link to Tallmadge Cir	Arterials	Tallmadge	114	4: Peak PM (3pm-7pm)	49%	Severe	3.29	167.32
White Pond Dr through the I-77 interchange	Arterials	Akron	354	4: Peak PM (3pm-7pm)	48%	Severe	19.29	888.81
N Main St btw Church St and Aurora St	Arterials	Hudson	420	4: Peak PM (3pm-7pm)	48%	Severe	39.06	1564.08
Ravenna Rd Right-Turn link to Darrow Rd	Arterial Link	Twinsburg	197	4: Peak PM (3pm-7pm)	48%	Severe	2.11	61.2
SR 8 SB north leg of E Aurora Rd intersection	Arterials	Macedonia	568	4: Peak PM (3pm-7pm)	47%	Severe	16.14	753.46
SR 8 NB left-turn link to SR 82	Arterial Link	Macedonia	589	3: Mid-Day (10am-3pm)	47%	Severe	12.44	254.84
Tallmadge Rd btw Cascades Blvd and 2140 ft west of I-76 interchange	Arterials	Brimfield Twp	538	3: Mid-Day (10am-3pm)	47%	Severe	20	1005.01

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 14 west leg of SR 43 intersection	Arterials	Streetsboro	1,105	4: Peak PM (3pm-7pm)	46%	Severe	103.66	6690.52
N Main St btw Clinton St and Owen Brown St	Arterials	Hudson	371	4: Peak PM (3pm-7pm)	46%	Severe	18.78	1016.51
SR 82 E Aurora Rd btw Akron Cleveland Rd and Pomona Ave	Arterials	Northfield Center Twp	674	4: Peak PM (3pm-7pm)	46%	Severe	27.65	1327.31
Howe Ave btw 1500 ft east of Main St and Huddleston Ave	Arterials	Cuyahoga Falls	735	4: Peak PM (3pm-7pm)	45%	Severe	26.4	1202.96
I-77 NB Off-Ramp Connector to White Pond Dr	Freeway Link/Ramp	Akron	635	2: Peak AM (6am-10am)	45%	Severe	7.36	505.98
West Ave btw Wright Rd and Tallmadge Cir	Arterials	Tallmadge	422	4: Peak PM (3pm-7pm)	45%	Severe	18.91	1219.47
N Main St btw Aurora St and Clinton St	Arterials	Hudson	71	4: Peak PM (3pm-7pm)	45%	Moderate	3.74	197.04
SR 8 NB Connector to I-271 SB	Freeway Link/Ramp	Macedonia	312	2: Peak AM (6am-10am)	45%	Moderate	5.37	935.52
N Main St btw Park Ln and Church St	Arterials	Hudson	38	4: Peak PM (3pm-7pm)	43%	Moderate	3.11	145.4
Tallmadge Rd from Highway View Dr to I-76 SWB On-Ramp	Arterials	Tallmadge/Brimfield Twp	814	4: Peak PM (3pm-7pm)	43%	Moderate	35.57	2577.7
North Ave SB link to Tallmadge Cir	Arterials	Tallmadge	95	4: Peak PM (3pm-7pm)	43%	Moderate	2.36	122.36
Riverview Rd btw W Streetsboro Rd and 1000 ft south of Stine Rd	Arterials	Peninsula	1,738	3: Mid-Day (10am-3pm)	43%	Moderate	13.4	895.7
Innovation Way SEB btw Goodyear Headquarters and 610 ft north-west of the roundabout	Arterials	Akron	621	2: Peak AM (6am-10am)	42%	Moderate	1.96	425.76
SR 14 Connector to Ravenna Warren Rd	Arterial Link	Ravenna Twp	121	2: Peak AM (6am-10am)	42%	Moderate	0.67	34.75
W Market St btw Miller Rd and Baker Blvd	Arterials	Fairlawn	562	3: Mid-Day (10am-3pm)	42%	Moderate	59.94	3139.09
E Garfield Rd btw N Chillicothe Rd and Barrington Town Sq	Arterials	Aurora	603	3: Mid-Day (10am-3pm)	42%	Moderate	23.78	1091.81
N Main St btw Streetsboro Rd and Park Ln	Arterials	Hudson	323	4: Peak PM (3pm-7pm)	42%	Moderate	25.69	1223.14
E Garfield Rd btw Aurora Rd and Barrington Town Sq	Arterials	Aurora	653	4: Peak PM (3pm-7pm)	42%	Moderate	21.4	1209.72
S Cleveland Massillon Rd south leg of W Market St intersection	Arterials	Fairlawn	696	3: Mid-Day (10am-3pm)	42%	Moderate	58.94	2128.94
Hudson Dr btw Graham Rd and Heron Springs Pkwy	Arterials	Stow	1,479	4: Peak PM (3pm-7pm)	42%	Moderate	41.19	2219.18

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 82 E Aurora Rd from Macedonia Commons Blvd to S Bedford Rd	Arterials	Macedonia	771	3: Mid-Day (10am-3pm)	41%	Moderate	54.25	2586.59
Massillon Rd north leg of Boettler Rd intersection	Arterials	Green	455	4: Peak PM (3pm-7pm)	41%	Moderate	36.01	2163.21
E Bartges St from east of the Interchange on S Main St to Broadway	Arterials	Akron	247	4: Peak PM (3pm-7pm)	41%	Moderate	2.3	76.04
W Market St btw Miller Rd and Shiawassee Ave	Arterials	Fairlawn	948	3: Mid-Day (10am-3pm)	41%	Moderate	71.09	3969.76
Canton Rd north-west leg of E Waterloo Rd intersection	Arterials	Springfield Twp	307	4: Peak PM (3pm-7pm)	41%	Moderate	15.46	733.24
Southeast Ave link to Tallmadge Cir	Arterials	Tallmadge	133	3: Mid-Day (10am-3pm)	41%	Moderate	2.29	137.08
Innovation Way NWB btw Goodyear Headquarters Skywalk and 610 ft north-west of the roundabout	Arterials	Akron	601	2: Peak AM (6am-10am)	41%	Moderate	2.45	311.58
Brown St Link to E Wilbeth Rd	Arterials	Akron	162	4: Peak PM (3pm-7pm)	41%	Moderate	1.23	71.12
5th Street NE btw Robinson Ave and Conservatory Dr	Arterials	Barberton	430	3: Mid-Day (10am-3pm)	41%	Moderate	14.85	849.43
SR 8 NB south leg of Valley View Rd intersection	Arterials	Macedonia	122	4: Peak PM (3pm-7pm)	41%	Moderate	2.8	228.65
Tallmadge Rd EB through the I-76 interchange	Arterials	Brimfield Twp	765	4: Peak PM (3pm-7pm)	40%	Moderate	28.52	1602.22
S Arlington Rd btw Arlington Ridge E and I-77 SB ramp	Arterials	Green	549	4: Peak PM (3pm-7pm)	40%	Moderate	59.26	3151.63
S Arlington Rd south leg of Arlington Ridge E intersection	Arterials	Green	268	4: Peak PM (3pm-7pm)	40%	Moderate	25.61	1450.96
SR 44 btw Waterloo Rd and SR 224	Arterials	Randolph Twp	967	4: Peak PM (3pm-7pm)	40%	Moderate	17.32	1428.58
White Pond Dr south leg of Mull Ave intersection	Arterials	Akron	102	3: Mid-Day (10am-3pm)	40%	Moderate	4.55	261.46
N Cleveland Massillon Rd north leg of W Market St intersection	Arterials	Bath Twp	410	3: Mid-Day (10am-3pm)	40%	Moderate	19.74	838.2
W Market St btw Merz Blvd and Trunko Rd	Arterials	Fairlawn	241	4: Peak PM (3pm-7pm)	40%	Moderate	21.19	1313.87
W Main St btw S Park Way and S Chestnut St	Arterials	Ravenna	216	3: Mid-Day (10am-3pm)	40%	Moderate	12.95	581.04
Off-Ramp from I-271 SB to E Aurora Rd	Freeway Link/Ramp	Macedonia	1,405	4: Peak PM (3pm-7pm)	40%	Moderate	24.18	2184.52
SR 91 Darrow Rd north leg of Graham Rd intersection	Arterials	Stow	307	4: Peak PM (3pm-7pm)	40%	Moderate	19.46	1093.09

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
E Bartges St WB through the S Main St interchange	Arterials	Akron	165	4: Peak PM (3pm-7pm)	40%	Moderate	2.55	109.77
SR 82 E Aurora Rd btw Beechwood Dr and SR 8 intersection	Arterials	Northfield Center Twp	1,678	3: Mid-Day (10am-3pm)	40%	Moderate	68.4	4150.04
W Main St btw S Park Way and S Meridian St	Arterials	Ravenna	230	3: Mid-Day (10am-3pm)	40%	Moderate	12.34	619.31
I-77 SB Off-Ramp Connector to Ghent Rd SEB	Freeway Link/Ramp	Bath Twp	378	2: Peak AM (6am-10am)	40%	Moderate	2.51	420.15
Kent Rd btw Starbucks Driveway and Driveway to the south of McDonald's	Arterials	Stow	821	3: Mid-Day (10am-3pm)	40%	Moderate	48.1	2794.13
W Market St btw Baker Blvd and Merz Blvd	Arterials	Fairlawn	562	4: Peak PM (3pm-7pm)	39%	Moderate	50.59	3107.95
SR 93 Manchester Rd btw W Waterloo Rd and I-277 Off-Ramp	Arterials	Akron	491	4: Peak PM (3pm-7pm)	39%	Moderate	29.33	1940.59
E Cuyahoga Falls Ave north-east leg of Front St intersection	Arterials	Akron	110	4: Peak PM (3pm-7pm)	39%	Moderate	4.81	251.58
Howe Ave btw Continental Dr and Tallmadge Rd	Arterials	Cuyahoga Falls	552	4: Peak PM (3pm-7pm)	39%	Moderate	26.13	1028.02
I-271 SB Off-Ramp Connector SR SB	Freeway Link/Ramp	Macedonia	609	4: Peak PM (3pm-7pm)	39%	Moderate	3.71	501.85
SR 14 btw SR 303 and Staples Dr	Arterials	Streetsboro	631	4: Peak PM (3pm-7pm)	39%	Moderate	39.26	3593.89
SR 8 NB from 550 ft south of E aurora Rd to E Aurora Rd intersection	Arterials	Macedonia	552	3: Mid-Day (10am-3pm)	39%	Moderate	17.89	1386.28
Northwest Ave btw Tallmadge Cir and Stadium Dr	Arterials	Tallmadge	627	4: Peak PM (3pm-7pm)	39%	Moderate	12.2	1081.53
SR 14 south-east leg of Mondial Pkwy intersection	Arterials	Streetsboro	438	3: Mid-Day (10am-3pm)	39%	Moderate	30.57	2908.12
W Bowery St west leg of King James Way intersection	Arterials	Akron	299	3: Mid-Day (10am-3pm)	39%	Moderate	5.2	258.35
Canton Rd btw Arcadia Rd and E Waterloo Rd	Arterials	Springfield Twp	576	3: Mid-Day (10am-3pm)	39%	Moderate	35.45	1962.87
Broad Blvd east leg adjacent to Americhem Way	Arterials	Cuyahoga Falls	259	4: Peak PM (3pm-7pm)	39%	Moderate	20.2	921.65
Medina Rd west leg of Springside Dr intersection	Arterials	Bath Twp/Copley Twp	215	4: Peak PM (3pm-7pm)	39%	Moderate	15.2	1480.42
E Main St east btw Water St and Depeyster St	Arterials	Kent	496	4: Peak PM (3pm-7pm)	39%	Moderate	0	0
S Cleveland Massillon Rd south leg adjacent to Norton Ave	Arterials	Norton	468	3: Mid-Day (10am-3pm)	39%	Moderate	10.67	731.52

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
E Exchange St btw S Arlington St and River St	Arterials	Akron	166	2: Peak AM (6am-10am)	39%	Moderate	4.75	208.15
W Market St west leg of Ghent Rd intersection	Arterials	Fairlawn	126	4: Peak PM (3pm-7pm)	39%	Moderate	7.94	563.48
Northeast Ave SWB link to Tallmadge Cir	Arterials	Tallmadge	141	4: Peak PM (3pm-7pm)	39%	Moderate	2.28	130.24
West Ave btw Wright Rd and Sperry St	Arterials	Tallmadge	528	4: Peak PM (3pm-7pm)	39%	Moderate	16.21	1511.26
W Streetsboro St btw 1st St and N Main St	Arterials	Hudson	434	4: Peak PM (3pm-7pm)	38%	Moderate	29.06	1541.38
E Main St btw S Hickory Way and S Chestnut St	Arterials	Ravenna	227	3: Mid-Day (10am-3pm)	38%	Moderate	12.94	636.61
Howe Ave btw Huddleston Ave and Cliffside St	Arterials	Cuyahoga Falls	636	4: Peak PM (3pm-7pm)	38%	Moderate	24.34	1476.93
Broad Blvd through the CSX Rail Rd intersection	Arterials	Cuyahoga Falls	155	4: Peak PM (3pm-7pm)	38%	Moderate	11.49	551.88
N Main St btw Owen Brown St and Baldwin St	Arterials	Hudson	483	4: Peak PM (3pm-7pm)	38%	Moderate	15.16	1328.8
SR 8 SB north leg of Macedonia Commons Blvd intersection	Arterials	Macedonia	269	4: Peak PM (3pm-7pm)	38%	Moderate	5.16	842.55
Canton Rd btw Albrecht Ave and Triplett Blvd	Arterials	Akron	304	4: Peak PM (3pm-7pm)	38%	Moderate	16.75	1056.46
Ravenna Rd btw SR 91 and E Aurora Rd	Arterials	Twinsburg	975	4: Peak PM (3pm-7pm)	38%	Moderate	15.13	667.98
E Main St btw S Hickory Way and S Prospect St	Arterials	Ravenna	229	3: Mid-Day (10am-3pm)	38%	Moderate	12.04	634.76
W Market St west leg of Hawkins Ave intersection	Arterials	Akron	456	3: Mid-Day (10am-3pm)	38%	Moderate	28.19	1321.51
Graham Rd btw Gilbert Rd and Hudson Dr	Arterials	Cuyahoga Falls/Stow	1,016	4: Peak PM (3pm-7pm)	38%	Moderate	60.69	3881.67
Massillon Rd south leg of Thorn Dr intersection	Arterials	Green	195	4: Peak PM (3pm-7pm)	38%	Moderate	14.18	959.92
Massillon Rd btw Thorn Dr and Dunkin Driveway	Arterials	Green	531	4: Peak PM (3pm-7pm)	38%	Moderate	18.68	1240.54
S Arlington Rd through the Wendy's Driveway	Arterials	Green	101	4: Peak PM (3pm-7pm)	38%	Moderate	8.35	551.48
Howe Ave btw Cliffside St and Buchholzer Blvd	Arterials	Cuyahoga Falls	659	4: Peak PM (3pm-7pm)	38%	Moderate	0	0
Ghent Rd north leg of W Market St intersection	Arterials	Fairlawn	419	4: Peak PM (3pm-7pm)	38%	Moderate	0	0

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Canton Rd btw Old Home Rd and CVS Pharmacy Driveway	Arterials	Springfield Twp	191	4: Peak PM (3pm-7pm)	38%	Moderate	7.43	514.07
Rand St btw Cedar St and W Exchange St	Arterials	Akron	542	2: Peak AM (6am-10am)	37%	Moderate	13.99	853.34
Howe Ave through the Huddleston Ave intersection	Arterials	Cuyahoga Falls	109	4: Peak PM (3pm-7pm)	37%	Moderate	3.83	240.76
Kent Rd btw McDonald's Driveway and Driveway to O'Reilly Auto Parts	Arterials	Stow	424	3: Mid-Day (10am-3pm)	37%	Moderate	28.97	1691.93
SR 14 south-east leg of Market Square Dr intersection	Arterials	Streetsboro	199	3: Mid-Day (10am-3pm)	37%	Moderate	14.59	1195.21
OH-5-Byp SB north leg of New Milford Rd intersection	Arterials	Ravenna Twp	330	2: Peak AM (6am-10am)	37%	Moderate	0.21	20.33
Graham Rd east leg of Hudson Dr intersection	Arterials	Cuyahoga Falls/Stow	397	4: Peak PM (3pm-7pm)	37%	Moderate	31	1687.63
Kent Rd east leg of Marsh Rd intersection	Arterials	Stow	275	4: Peak PM (3pm-7pm)	37%	Moderate	17.33	1087.45
Off-Ramp from SR 8 SB to W Streetsboro Rd(Link1)	Freeway Link/Ramp	Boston Heights	1,207	4: Peak PM (3pm-7pm)	37%	Moderate	9.47	1529.93
SR 303 btw SR 14 and Market Square Dr	Arterials	Streetsboro	1,450	4: Peak PM (3pm-7pm)	37%	Moderate	0	0
E Bartges St from Broadway to east of the Interchange on S Main St	Arterials	Akron	249	4: Peak PM (3pm-7pm)	37%	Moderate	2.17	143.56
E Bowery St btw High St and King James Way	Arterials	Akron	368	3: Mid-Day (10am-3pm)	37%	Moderate	6.14	204.6
W Market St east leg of Ghent Rd intersection	Arterials	Fairlawn	200	4: Peak PM (3pm-7pm)	37%	Moderate	14.71	1092.56
Medina Rd EB from Heritage Woods Dr to Montrose West Ave	Arterials	Copley/Bath Twp	679	4: Peak PM (3pm-7pm)	37%	Moderate	35.33	5368.07
E Tallmadge Ave btw N Main St and Elma St	Arterials	Akron	255	4: Peak PM (3pm-7pm)	37%	Moderate	12.59	734.68
Off-Ramp from I-77 SB to White Pond Dr	Freeway Link/Ramp	Akron	1,111	4: Peak PM (3pm-7pm)	36%	Moderate	8.72	1167.94
Merriman Rd west leg of N Portage Path intersection	Arterials	Akron	162	4: Peak PM (3pm-7pm)	36%	Moderate	5.24	297.53
W Market St south-east leg of Hampshire Rd intersection	Arterials	Fairlawn	252	3: Mid-Day (10am-3pm)	36%	Moderate	13.09	958.61
5th Street NE btw Robinson Ave and E Ford Ave	Arterials	Barberton	315	3: Mid-Day (10am-3pm)	36%	Moderate	9.04	560.9
W Market St east leg of Hawkins Ave intersection	Arterials	Akron	386	3: Mid-Day (10am-3pm)	36%	Moderate	16.75	928.12

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 14 north-west leg of Market Square Dr intersection	Arterials	Streetsboro	248	3: Mid-Day (10am-3pm)	36%	Moderate	21.17	1759.89
E Cuyahoga Falls Ave east leg of SR 8 interchange	Arterials	Cuyahoga Falls	95	3: Mid-Day (10am-3pm)	36%	Moderate	1.88	175.03
Broad Blvd through the SR 8 interchange	Arterials	Cuyahoga Falls	219	4: Peak PM (3pm-7pm)	36%	Moderate	19.7	937.88
Canton Rd btw Ogden Ave and Albrecht Ave	Arterials	Akron	283	4: Peak PM (3pm-7pm)	36%	Moderate	14.93	956.58
W Main St btw S Cherry Way and S Meridian St	Arterials	Ravenna	226	3: Mid-Day (10am-3pm)	36%	Moderate	10.94	615.22
South Ave south leg of Tallmadge Cir	Arterials	Tallmadge	117	4: Peak PM (3pm-7pm)	36%	Moderate	4.54	314.96
SR 43 north leg of Frost Rd intersection	Arterials	Streetsboro	462	4: Peak PM (3pm-7pm)	36%	Moderate	11.78	1312.21
Medina Rd btw Springside Dr and Flight Memorial Dr	Arterials	Copley/Bath Twp	398	4: Peak PM (3pm-7pm)	36%	Moderate	34.56	2655.95
N Portage Path north leg of Merriman Rd intersection	Arterials	Akron	186	4: Peak PM (3pm-7pm)	36%	Moderate	7.94	491.64
Norton Rd btw Darrow Rd and Sodalite Dr	Arterials	Stow/Hudson	1,376	3: Mid-Day (10am-3pm)	36%	Moderate	27.65	1853.87
Howe Ave btw Main St and 1500 ft east of Main St	Arterials	Cuyahoga Falls	1,500	4: Peak PM (3pm-7pm)	36%	Moderate	63.78	3294.24
Ghent Rd btw Smith Rd and Sand Run Pkwy	Arterials	Fairlawn	576	4: Peak PM (3pm-7pm)	36%	Moderate	17.4	1421.51
W Market St btw Hampshire Rd and Shiawassee Ave	Arterials	Fairlawn	747	3: Mid-Day (10am-3pm)	36%	Moderate	37.13	2753.96
Eastwood Ave west leg of Brittain Rd intersection	Arterials	Akron	231	4: Peak PM (3pm-7pm)	36%	Moderate	3.78	245.3
SR 91 Darrow Rd south leg of Stow intersection	Arterials	Stow	458	4: Peak PM (3pm-7pm)	36%	Moderate	27.67	2000.41
S Arlington Rd north leg of Moore Rd intersection	Arterials	Green	328	3: Mid-Day (10am-3pm)	36%	Moderate	24.7	1760.03
Terex Rd EB from Hudson Dr to SR 91	Arterials	Hudson	775	3: Mid-Day (10am-3pm)	36%	Moderate	14.15	1166.91
N Sycamore St north leg of W Main St intersection	Arterials	Ravenna	237	3: Mid-Day (10am-3pm)	36%	Moderate	3.2	154.3
SR 14 Connector to E Main St	Arterial Link	Ravenna Twp	168	2: Peak AM (6am-10am)	36%	Moderate	0.72	53.33
E Cuyahoga Falls Ave south-west leg of Front St intersection	Arterials	Akron	277	4: Peak PM (3pm-7pm)	35%	Moderate	13.94	739.59

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Medina Rd east leg of Flight Memorial Dr intersection	Arterials	Copley/Bath Twp	362	3: Mid-Day (10am-3pm)	35%	Moderate	30.93	2327.3
Off-Ramp from I-77 NB to Wheatley Rd	Freeway Link/Ramp	Richfield Twp	1,356	2: Peak AM (6am-10am)	35%	Moderate	3.62	942.1
SR 8 SB bet I-271 Off-ramp and E Highland Rd	Freeways	Macedonia	782	2: Peak AM (6am-10am)	35%	Moderate	28.49	2714.45
SR 82 E Aurora Rd from S Bedford Rd to Macedonia Commons Blvd	Arterials	Macedonia	779	5: Late PM (7pm-12am)	35%	Moderate	33.23	1922.56
W Aurora Rd btw Akron Cleveland Rd and French Dr	Arterials	Northfield Center Twp	1,601	3: Mid-Day (10am-3pm)	35%	Moderate	53.84	3982.38
Off-Ramp from I-76 SWB to Tallmadge Rd	Freeway Link/Ramp	Brimfield Twp	1,382	3: Mid-Day (10am-3pm)	35%	Moderate	10.78	937.17
SR 93 Manchester Rd btw W Waterloo Rd and Fillmore Ave	Arterials	Akron	330	4: Peak PM (3pm-7pm)	35%	Moderate	12.08	948.28
E Market St btw N Main St and N Maiden Ln	Arterials	Akron	211	3: Mid-Day (10am-3pm)	35%	Moderate	0	0
W Market St btw S Cleveland Massillon Rd and Fairlawn Driveway	Arterials	Fairlawn	1,985	3: Mid-Day (10am-3pm)	35%	Moderate	127.47	9755.88
Tallmadge Cir from West Ave to Southwest Ave	Arterials	Tallmadge	45	4: Peak PM (3pm-7pm)	35%	Moderate	2.62	197.04
Tallmadge Cir from Northwest Ave to West Ave	Arterials	Tallmadge	112	4: Peak PM (3pm-7pm)	35%	Moderate	5.34	493.21
Copley Rd btw S Hawkins Ave and Nome Ave	Arterials	Akron	311	4: Peak PM (3pm-7pm)	35%	Moderate	11.43	811.07
Off-Ramp from SR 8 SB to Howe Ave	Freeway Link/Ramp	Cuyahoga Falls	362	3: Mid-Day (10am-3pm)	35%	Moderate	5.66	628.65
SR 82 E Aurora Rd btw Pomona Ave and Vesta Ave	Arterials	Northfield Center Twp	673	4: Peak PM (3pm-7pm)	35%	Moderate	21.89	1841.05
Kent Rd west leg of Fishcreek Rd intersection	Arterials	Stow	710	4: Peak PM (3pm-7pm)	35%	Moderate	36.46	2674.19
E Waterloo Rd btw Brown St and Carter Ave	Arterials	Akron	288	3: Mid-Day (10am-3pm)	35%	Low	12.62	826.71
SR 8 SB from Macedonia Commons Blvd to I-271 and SR 8 Interchange	Freeways	Macedonia	463	4: Peak PM (3pm-7pm)	35%	Low	10.76	1157.62
Darrow Rd right link to Graham Rd	Arterial Link	Stow	550	4: Peak PM (3pm-7pm)	35%	Low	13.92	893.97
State Rd btw Bath Rd and French Mill Run	Arterials	Cuyahoga Falls	468	4: Peak PM (3pm-7pm)	35%	Low	13.12	1205.68
Canton Rd south-east leg of E Waterloo Rd intersection	Arterials	Springfield Twp	192	3: Mid-Day (10am-3pm)	35%	Low	13.43	680.11

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Off-Ramp from I-76 SWB to Southeast Ave	Freeway Link/Ramp	Tallmadge	1,077	4: Peak PM (3pm-7pm)	35%	Low	4.59	663.2
Terex Rd WB from SR 91 to Hudson Dr	Arterials	Hudson	743	4: Peak PM (3pm-7pm)	35%	Low	16.33	1364.12
Ravenna Rd west leg of Darrow Rd intersection	Arterials	Twinsburg	307	3: Mid-Day (10am-3pm)	35%	Low	6.08	391.43
Canton Rd link to E Waterloo Rd	Arterial Link	Springfield Twp	332	4: Peak PM (3pm-7pm)	35%	Low	1	94.6
Kent Rd west leg of Marsh Rd intersection	Arterials	Stow	185	4: Peak PM (3pm-7pm)	35%	Low	11.61	762.93
Greenwich Road btw 0.2 miles East of Crydon Rd and S Cleveland Massillon Rd	Arterials	Norton	654	3: Mid-Day (10am-3pm)	35%	Low	13.61	945.73
Massillon Rd btw Boettler Rd and Graybill Rd	Arterials	Green	1,298	3: Mid-Day (10am-3pm)	35%	Low	60.89	5161.13
SR 8 right-turn link to SR 82	Arterial Link	Macedonia	237	4: Peak PM (3pm-7pm)	35%	Low	1.97	106.53
5th St SE btw Portsmouth Ave and Conservatory Dr	Arterials	Barberton	974	3: Mid-Day (10am-3pm)	35%	Low	21.17	1659.54
W Market St btw Morewood Rd and Ghent Rd intersection	Arterials	Fairlawn	1,451	4: Peak PM (3pm-7pm)	35%	Low	61.78	5731
E Waterloo Rd west leg of Canton Rd intersection	Arterials	Springfield Twp	265	4: Peak PM (3pm-7pm)	35%	Low	14.02	1041.55
S Water St btw SR 261 and Beryl Dr	Arterials	Kent	506	4: Peak PM (3pm-7pm)	35%	Low	25.82	1845.89
Copley Rd btw Orlando Ave and S Hawins Ave	Arterials	Akron	324	4: Peak PM (3pm-7pm)	34%	Low	10.12	792.42
W Bowery St btw W Exchange St and W State St	Arterials	Akron	928	2: Peak AM (6am-10am)	34%	Low	20.33	800.85
North Ave btw Tallmadge Cir and E Overdale Dr	Arterials	Tallmadge	1,839	4: Peak PM (3pm-7pm)	34%	Low	37.37	3642.16
N Main St btw Munroe Falls Ave and Cuyahoga River	Arterials	Munroe Falls	1,048	4: Peak PM (3pm-7pm)	34%	Low	36.58	3675.6
SR 14 btw Happy Moose Bar & Grill Dr to Sherwin-Williams Dr	Arterials	Streetsboro	254	3: Mid-Day (10am-3pm)	34%	Low	19.93	1788.9
E Exchange St btw Allyn St and Sumner St	Arterials	Akron	315	3: Mid-Day (10am-3pm)	34%	Low	12.41	1007.99
W Market St btw N Main St and Dart St	Arterials	Akron	521	3: Mid-Day (10am-3pm)	34%	Low	20.78	1777.72
Tallmadge Cir from Southwest Ave to South Ave	Arterials	Tallmadge	172	4: Peak PM (3pm-7pm)	34%	Low	9.51	721.36

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Kent Rd btw O'Reilly Auto Parts Driveway and Little Caesars Pizza Driveway	Arterials	Stow	328	3: Mid-Day (10am-3pm)	34%	Low	19.87	1347.43
E Waterloo Rd btw Carter Ave and S Firestone Blvd	Arterials	Akron	284	3: Mid-Day (10am-3pm)	34%	Low	11.8	816.34
Broad Blvd west leg of SR 8 interchange	Arterials	Cuyahoga Falls	81	4: Peak PM (3pm-7pm)	34%	Low	6.36	362.99
Canton Rd btw Leland Ave West and Leland Ave East	Arterials	Akron	63	4: Peak PM (3pm-7pm)	34%	Low	2.86	218.27
East Ave right-turn link to Tallmadge Cir	Arterials	Tallmadge	129	3: Mid-Day (10am-3pm)	34%	Low	2.59	191.34
SR 91 Darrow Rd north leg of E Aurora Rd intersection	Arterials	Twinsburg	293	3: Mid-Day (10am-3pm)	34%	Low	14.95	831.16
E Streetsboro Rd btw SR 91 and E Main St	Arterials	Hudson	198	4: Peak PM (3pm-7pm)	34%	Low	7.97	513.61
Canton Rd btw Meadow Dr and Arcadia Rd	Arterials	Springfield Twp	52	3: Mid-Day (10am-3pm)	34%	Low	2.34	185.56
N Chestnut St btw Main St and Locust Ln	Arterials	Ravenna	252	3: Mid-Day (10am-3pm)	34%	Low	6.75	334.99
Canton Rd btw Meadow Dr and Calvin Ave	Arterials	Springfield Twp/Lakemore	379	3: Mid-Day (10am-3pm)	34%	Low	15.43	1336.12
SR 14 btw Staples Dr and Quality INN-Streetsboro Driveway	Arterials	Streetsboro	441	4: Peak PM (3pm-7pm)	34%	Low	27.88	2578.63
Ghent Rd btw Crawfis Blvd and Sand Run Pkwy	Arterials	Fairlawn	1,024	4: Peak PM (3pm-7pm)	34%	Low	15.57	1324.43
Canton Rd btw Leland Ave East and Woodmere Ave	Arterials	Akron	222	4: Peak PM (3pm-7pm)	34%	Low	10.1	760.75
S Main St south leg of Streetsboro St intesection	Arterials	Hudson	279	4: Peak PM (3pm-7pm)	34%	Low	16.04	1063.92
Tallmadge Rd btw Cascades Blvd and 413 ft east of Parliament Dr	Arterials	Brimfield Twp	668	3: Mid-Day (10am-3pm)	34%	Low	18.36	1311.2
Brown St btw E Waterloo Rd and E Woodsdale Ave	Arterials	Akron	770	3: Mid-Day (10am-3pm)	34%	Low	12.54	745.41
Wooster Rd N btw W Hopocan Ave and W Lake Ave	Arterials	Barberton	470	4: Peak PM (3pm-7pm)	34%	Low	10.39	801.06
Medina Rd btw Brookmont Rd and S Cleveland Massillon Rd	Arterials	Copley/Bath Twp	572	3: Mid-Day (10am-3pm)	34%	Low	45.1	3099.07
Southwest Ave link from Tallmadge Cir	Arterials	Tallmadge	121	2: Peak AM (6am-10am)	34%	Low	0.83	96.59
W Market St east leg of Portage Path intersection	Arterials	Akron	268	4: Peak PM (3pm-7pm)	34%	Low	8.68	621.04

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 82 E Aurora Rd west leg of SR 8 intersection	Arterials	Macedonia	188	3: Mid-Day (10am-3pm)	34%	Low	13.55	809.39
E Streetsboro Rd btw College St and E Main St	Arterials	Hudson	595	4: Peak PM (3pm-7pm)	34%	Low	18	1526.54
W Streetsboro St btw Library St and 1st St	Arterials	Hudson	289	4: Peak PM (3pm-7pm)	34%	Low	16.13	1042.16
W Main St btw S Cherry Way and S Sycamore St	Arterials	Ravenna	228	3: Mid-Day (10am-3pm)	34%	Low	9.16	615.56
Southeast Ave north-west leg of Eastwood Ave intersection	Arterials	Tallmadge	167	4: Peak PM (3pm-7pm)	34%	Low	3.57	302.55
Off-Ramp from I-76 EB to SR 44	Freeway Link/Ramp	Rootstown Twp	1,446	3: Mid-Day (10am-3pm)	34%	Low	8.86	1039.59
E Cuyahoga Falls Ave btw Corwin Ave and Juniper Ave	Arterials	Akron	157	4: Peak PM (3pm-7pm)	33%	Low	5.84	384.58
Canton Rd btw Woodmere Ave and Ogden Ave	Arterials	Akron	340	4: Peak PM (3pm-7pm)	33%	Low	15.48	1153.14
Southwest Ave btw Wright Rd and Tallmadge Cir	Arterials	Tallmadge	629	4: Peak PM (3pm-7pm)	33%	Low	7.91	779.72
W Streetsboro St btw Milford Dr and Library St	Arterials	Hudson	670	3: Mid-Day (10am-3pm)	33%	Low	36.6	2523.96
SR 93 Manchester Rd btw Tippecanoe Dr and State Mill Rd	Arterials	Coventry Twp	829	4: Peak PM (3pm-7pm)	33%	Low	21.03	2201.7
Canton Rd btw Terrace Ave and Leland Ave West	Arterials	Akron	202	4: Peak PM (3pm-7pm)	33%	Low	7.79	673.42
E Tallmadge Ave btw S Elma St and N Elma St	Arterials	Akron	71	4: Peak PM (3pm-7pm)	33%	Low	2.65	209.33
SR 14 east leg of SR 43 intersection	Arterials	Streetsboro	980	3: Mid-Day (10am-3pm)	33%	Low	70.71	5421.68
SR 14 btw Classic Dr and Wingate Dr	Arterials	Streetsboro	476	3: Mid-Day (10am-3pm)	33%	Low	26.74	3211.46
Terex Rd NB south leg of W Streetsboro Rd intersection	Arterials	Hudson	604	4: Peak PM (3pm-7pm)	33%	Low	4.1	386.15
S Main St from W Bartges St to W Thornton St	Arterials	Akron	1,210	3: Mid-Day (10am-3pm)	33%	Low	28.84	2618.93
Martin Luther King Jr Blvd east leg of N Main St intersection	Arterials	Akron	517	2: Peak AM (6am-10am)	33%	Low	11.93	1435.99
E Tallmadge Ave btw N Main St and Blaine Ave	Arterials	Akron	329	4: Peak PM (3pm-7pm)	33%	Low	12.47	735.09
Portage Trail east leg of State Rd intersection	Arterials	Cuyahoga Falls	668	4: Peak PM (3pm-7pm)	33%	Low	25.66	1456.31

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
S Arlington Rd from I-77 NB Off-Ramp to I-77 SB Off-Ramp	Arterials	Green	1,014	4: Peak PM (3pm-7pm)	33%	Low	52.13	3646.63
S Maple St btw Myrtle Pl and W Market St	Arterials	Akron	334	2: Peak AM (6am-10am)	33%	Low	5.9	442.39
White Pond Dr btw Mull Ave and Parkgate Ave	Arterials	Akron	869	4: Peak PM (3pm-7pm)	33%	Low	15.9	1376.08
Gougler Ave btw Fairchild Ave and Rockwell St	Arterials	Kent	223	4: Peak PM (3pm-7pm)	33%	Low	4.72	377.49
SR 93 Manchester Rd south leg of Robinson Ave intersection	Arterials	Coventry Twp	213	3: Mid-Day (10am-3pm)	33%	Low	8.85	704.96
Canton Rd btw Terrace Ave and Ellet Ave	Arterials	Akron	286	4: Peak PM (3pm-7pm)	33%	Low	11.14	957.67
Graham Rd west leg of SR 8 SB Off-Ramp intersection	Arterials	Cuyahoga Falls/Stow	397	3: Mid-Day (10am-3pm)	33%	Low	29.45	1845.79
SR 82 E Aurora Rd west leg of Macedonia Commons Blvd intersection	Arterials	Macedonia	193	3: Mid-Day (10am-3pm)	33%	Low	14.31	918.82
E Waterloo Rd btw Canton Rd and 290 ft west of Ewart Rd	Arterials	Springfield Twp	1,304	3: Mid-Day (10am-3pm)	33%	Low	27.01	1812.54
S Water St south leg of Haymaker Pkwy intersection	Arterials	Kent	222	4: Peak PM (3pm-7pm)	33%	Low	19.45	1015.7
W Exchange St btw S Hawkins Ave and Marion Ave	Arterials	Akron	721	3: Mid-Day (10am-3pm)	32%	Low	15.61	863.82
Medina Rd btw Brookmont Rd and Acme intersection	Arterials	Copley/Bath Twp	788	3: Mid-Day (10am-3pm)	32%	Low	0	0
SR 91 Darrow Rd SB north leg of I-480 NWB ramp intersection	Arterials	Twinsburg	418	3: Mid-Day (10am-3pm)	32%	Low	10.97	1576.67
SR 93 Manchester Rd btw State Mill Rd and State Rd	Arterials	Coventry Twp	79	4: Peak PM (3pm-7pm)	32%	Low	2.3	230.14
SR 91 Darrow Rd north leg of Stow Rd intersection	Arterials	Stow	649	4: Peak PM (3pm-7pm)	32%	Low	17.92	1760.57
S Cleveland Massillon Rd btw Schocalog Run and Rosemont Blvd	Arterials	Fairlawn	416	4: Peak PM (3pm-7pm)	32%	Low	17.76	1427.27
SR 8 SB from I-271 and SR 8 Interchange to I-271 Off-ramp	Freeways	Macedonia	1,026	4: Peak PM (3pm-7pm)	32%	Low	22.31	2832.31
North Ave NB link from Tallmadge Cir	Arterials	Tallmadge	103	3: Mid-Day (10am-3pm)	32%	Low	1.51	132.36
SR 91 Darrow Rd south leg of Ravenna Rd intersection	Arterials	Twinsburg	127	3: Mid-Day (10am-3pm)	32%	Low	4.45	360.87
Copley Rd btw Nome Ave and Seward Ave	Arterials	Akron	289	4: Peak PM (3pm-7pm)	32%	Low	9.46	758.51

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Stow Rd north-east leg of Fishcreek Rd intersection	Arterials	Stow	361	4: Peak PM (3pm-7pm)	32%	Low	6.52	702.35
Massillon Rd south leg of Massillon Rd and I-77 SWB ramps intersection	Arterials	Green	193	4: Peak PM (3pm-7pm)	32%	Low	0.45	29.18
E Market St btw S High St and N Maiden Ln	Arterials	Akron	161	3: Mid-Day (10am-3pm)	32%	Low	7.87	669.93
Main St north leg of Howe Ave Intersection	Arterials	Cuyahoga Falls	358	3: Mid-Day (10am-3pm)	32%	Low	14.09	939.45
State Rd btw Marcia Blvd and N Haven Blvd	Arterials	Cuyahoga Falls	261	4: Peak PM (3pm-7pm)	32%	Low	10.58	821.47
Graham Rd btw Bailey Rd and Gilbert Rd	Arterials	Cuyahoga Falls/Stow	718	3: Mid-Day (10am-3pm)	32%	Low	37.75	3215.38
SR 91 btw Eastwood Ave intersection and ACME Markets intersection	Arterials	Tallmadge	549	4: Peak PM (3pm-7pm)	32%	Low	0	0
E Garfield Rd btw Aurora Rd and Aurora Commons	Arterials	Aurora	1,630	4: Peak PM (3pm-7pm)	32%	Low	35.42	3019.18
W Market St btw 410 ft north-west of Revere Rd and 250 ft south-east of Hampshire Rd	Arterials	Fairlawn	1,670	3: Mid-Day (10am-3pm)	32%	Low	51.11	4777.8
Southeast Ave south-east leg of Eastwood Ave intersection	Arterials	Tallmadge	384	4: Peak PM (3pm-7pm)	32%	Low	9.92	771
N Main St btw Cuyahoga River Bridge and River Dr	Arterials	Munroe Falls	889	4: Peak PM (3pm-7pm)	32%	Low	24.94	3137.49
E Aurora Rd west leg of SR 91 intersection	Arterials	Twinsburg	427	4: Peak PM (3pm-7pm)	32%	Low	14.24	1161.01
E Sunset Dr btw N Main St and N State St	Arterials	Rittman	489	2: Peak AM (6am-10am)	32%	Low	3.68	234.27
S High St from Church St to University Ave	Arterials	Akron	515	2: Peak AM (6am-10am)	32%	Low	11.46	818.86
W Market St btw S Highland Ave and Conger Ave	Arterials	Akron	434	4: Peak PM (3pm-7pm)	32%	Low	12.5	959.63
Smith Rd btw Ghent Rd and Hilan Rd	Arterials	Fairlawn	756	3: Mid-Day (10am-3pm)	32%	Low	19.82	1616.27
SR 14 btw Shady Lake Dr and Sherwin-Williams Dr	Arterials	Streetsboro	916	4: Peak PM (3pm-7pm)	32%	Low	0	0
S Chillicothe Rd btw 200 ft and 1500 ft South of Aurora Hudson Rd intersection	Arterials	Aurora	1,299	3: Mid-Day (10am-3pm)	32%	Low	36.77	4315.27
E Waterloo Rd btw Redwood Ave and Brown St	Arterials	Akron	271	3: Mid-Day (10am-3pm)	32%	Low	10.32	738.56
Massillon Rd north leg of Massillon Rd and I-77 NWB ramps intersection	Arterials	Green	355	4: Peak PM (3pm-7pm)	32%	Low	24.25	1477.62

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 93 Manchester Rd btw Proehl Ave and Dunkin' Driveway	Arterials	Coventry Twp	518	3: Mid-Day (10am-3pm)	32%	Low	17	1555.67
E Exchange St btw Spicer St and Kim Ave	Arterials	Akron	565	1: Early AM (12am-6am)	32%	Low	17.51	1642.34
Merriman Rd btw N Portage Path and Weathervane Ln	Arterials	Akron	1,316	4: Peak PM (3pm-7pm)	32%	Low	42.84	3583.82
Canton Rd btw Springfield Lake Dr and Calvin Ave	Arterials	Springfield Twp/Lakemore	504	3: Mid-Day (10am-3pm)	32%	Low	17.21	1710.37
N Sycamore St btw W Locust Ln and W Cedar Ave	Arterials	Ravenna	229	3: Mid-Day (10am-3pm)	32%	Low	2.33	150.34
E Waterloo Rd btw S Firestone Blvd and Glenmount Ave	Arterials	Akron	714	3: Mid-Day (10am-3pm)	32%	Low	22.38	1815.88
S Arlington Rd from Staples Driveway to Chenoweth Rd	Arterials	Springfield/Cove ntry Twp	468	3: Mid-Day (10am-3pm)	32%	Low	0.65	50.1
State Rd btw French Mill Run and North Mill Dr	Arterials	Cuyahoga Falls	208	4: Peak PM (3pm-7pm)	32%	Low	4.74	558.88
SR 91 Darrow Rd south leg of Middleton Rd intersection	Arterials	Hudson	462	3: Mid-Day (10am-3pm)	32%	Low	7.92	1248.17
Copley Circle Connector to the S Cleveland Massillon Rd	Arterials	Copley Twp	116	4: Peak PM (3pm-7pm)	32%	Low	0.43	36.61
Smith Rd btw Ghent Rd and Lake of the Woods Blvd	Arterials	Akron/Fairlawn	1,220	4: Peak PM (3pm-7pm)	32%	Low	28.88	2707.44
Southeast Ave south-east leg of Tallmadge Cir	Arterials	Tallmadge	67	3: Mid-Day (10am-3pm)	32%	Low	1.58	124.96
SR 91 Darrow Rd south leg left-turn link to Terex Rd WB	Arterials	Hudson	340	4: Peak PM (3pm-7pm)	32%	Low	4.01	504.18
Stow Rd btw Fishcreek Rd and Armdale Rd	Arterials	Stow	1,358	4: Peak PM (3pm-7pm)	32%	Low	21.84	2481.1
Howe Ave btw Buchholzer Blvd and Continental Dr	Arterials	Cuyahoga Falls	1,024	3: Mid-Day (10am-3pm)	31%	Low	23.3	1748.16
N Portage Path btw Barcelona Dr and Merriman Rd	Arterials	Akron	416	4: Peak PM (3pm-7pm)	31%	Low	0	0
SR 82 E Aurora Rd btw S Bedford Rd and Valley View Rd	Arterials	Macedonia	692	3: Mid-Day (10am-3pm)	31%	Low	45.06	3647.65
Canton Rd btw Triplett Blvd and JDBNOW Driveway	Arterials	Akron	663	4: Peak PM (3pm-7pm)	31%	Low	21.27	1939.29
Tallmadge Cir through the East Ave	Arterials	Tallmadge	116	3: Mid-Day (10am-3pm)	31%	Low	3.44	322.43
E Main St btw Depeyster St and Willow St	Arterials	Kent	930	4: Peak PM (3pm-7pm)	31%	Low	0	0

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 224 EB west leg of SR 43 intersection	Arterials	Suffield Twp	907	4: Peak PM (3pm-7pm)	31%	Low	6.33	1092.12
State Rd btw Broad Blvd and Ohio Ave	Arterials	Cuyahoga Falls	496	3: Mid-Day (10am-3pm)	31%	Low	21.51	1541.43
Canton Rd btw McElwain Dr and Old Home Rd	Arterials	Springfield Twp	354	4: Peak PM (3pm-7pm)	31%	Low	10.06	1032.86
Kent Rd btw Famous Footwear Driveway and Driveway to the east side of Starbucks	Arterials	Stow	473	3: Mid-Day (10am-3pm)	31%	Low	17.99	1635.22
Howe Ave east leg of Brittain Rd intersection	Arterials	Cuyahoga Falls	198	2: Peak AM (6am-10am)	31%	Low	6.23	363.34
Broad Blvd west leg of Newberry St intersection	Arterials	Cuyahoga Falls	110	4: Peak PM (3pm-7pm)	31%	Low	6.24	407.22
N Portage Path btw Merriman Rd and 580 ft south of Portage Trial Ext	Arterials	Akron	748	4: Peak PM (3pm-7pm)	31%	Low	29.69	2492.42
SR 43 btw Vantage Way and Zip City USA Driveway	Arterials	Streetsboro	262	4: Peak PM (3pm-7pm)	31%	Low	4.44	754.68
Ravenna Warren Rd east leg of SR 14 intersection	Arterials	Ravenna Twp	127	2: Peak AM (6am-10am)	31%	Low	2.14	186.35
S Cleveland Massillon Rd north leg adjacent to Norton Ave	Arterials	Norton	278	3: Mid-Day (10am-3pm)	31%	Low	6.67	538.6
SR 93 Manchester Rd btw Robinson Ave and Burger King Driveway	Arterials	Coventry Twp	947	4: Peak PM (3pm-7pm)	31%	Low	42.63	4236
S Arlington Rd from Chenoweth Rd to I-77 NB Off-Ramp	Arterials	Springfield/Coventry Twp	362	3: Mid-Day (10am-3pm)	31%	Low	18.67	1710.32
S Arlington St btw E Exchange St and Robinson St	Arterials	Akron	270	3: Mid-Day (10am-3pm)	31%	Low	7.67	510.86
W Market St btw Marvin Ave and N Portage Path	Arterials	Akron	428	4: Peak PM (3pm-7pm)	31%	Low	13.8	1061.45
E Cuyahoga Falls Ave south-west leg of SR 8 interchange	Arterials	Cuyahoga Falls	335	3: Mid-Day (10am-3pm)	31%	Low	8.99	418.19
Hazel St btw N Arlinton St and Bank St	Arterials	Akron	294	3: Mid-Day (10am-3pm)	31%	Low	2.54	189.98
SR 91 Darrow Rd btw Edgeview Dr and 462 ft south of Middleton Rd	Arterials	Hudson	873	3: Mid-Day (10am-3pm)	31%	Low	13.61	2329.24
W Turkeyfoot Lake Rd btw Point Comfort Dr and Vera Dr	Arterials	New Franklin	377	3: Mid-Day (10am-3pm)	31%	Low	9.11	973.54
Memorial Pkwy btw Evers Dr and Merriman Rd	Arterials	Akron	494	3: Mid-Day (10am-3pm)	31%	Low	11.66	1091.13
Graham Rd btw Oakwood Dr and 7th St	Arterials	Cuyahoga Falls	662	4: Peak PM (3pm-7pm)	31%	Low	29.06	2320.11

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
I-77 SB Off-Ramp Connector to Ghent Rd	Freeway Link/Ramp	Bath Twp	203	2: Peak AM (6am-10am)	31%	Low	0.38	58.66
Tallmadge Cir through the Northeast Ave	Arterials	Tallmadge	113	3: Mid-Day (10am-3pm)	31%	Low	4.41	415.49
SR 14 north-west leg of Mondial Pkwy intersection	Arterials	Streetsboro	505	3: Mid-Day (10am-3pm)	31%	Low	25.57	2956.89
E Exchange St btw Grant St and Sherman St	Arterials	Akron	288	3: Mid-Day (10am-3pm)	31%	Low	10.51	932
Off-Ramp from I-77 SB to Copley Rd	Freeway Link/Ramp	Akron	976	4: Peak PM (3pm-7pm)	31%	Low	7.71	1031.11
Tallmadge Cir through the South Ave	Arterials	Tallmadge	131	3: Mid-Day (10am-3pm)	31%	Low	4.49	379.47
N Arlington St btw Kent St and McNaughton St	Arterials	Akron	500	4: Peak PM (3pm-7pm)	31%	Low	8.93	561.25
E Tallmadge Ave btw Elma St and Thayer St	Arterials	Akron	247	4: Peak PM (3pm-7pm)	31%	Low	7.76	723.24
W Market St btw Manor Rd and Westgate Cir	Arterials	Akron	880	4: Peak PM (3pm-7pm)	31%	Low	44.74	3282.29
N Water St btw E Main St and Columbus St	Arterials	Kent	392	4: Peak PM (3pm-7pm)	31%	Low	13.84	827.64
N Chestnut St btw Locust Ln and Cedar Ave	Arterials	Ravenna	223	3: Mid-Day (10am-3pm)	31%	Low	4.9	304.82
Perkins St through the SR 8 interchange	Arterials	Akron	117	2: Peak AM (6am-10am)	31%	Low	2.26	266.39
S Arlington Rd south leg of E Market St intersection	Arterials	Akron	207	2: Peak AM (6am-10am)	31%	Low	5.16	391.84
Wolf Ledges Pkwy btw Carroll St and University Ave	Arterials	Akron	1,002	3: Mid-Day (10am-3pm)	31%	Low	16.29	976.73
Smith Rd btw Sand Run Rd and Willow Creek Dr	Arterials	Akron/Bath Twp	672	4: Peak PM (3pm-7pm)	31%	Low	14.06	1777.9
Stow Rd north leg of Barlow Rd intersection	Arterials	Hudson	531	4: Peak PM (3pm-7pm)	31%	Low	7.33	1047.26
Martin Luther King Jr Blvd btw N High St and N Broadway St	Arterials	Akron	347	4: Peak PM (3pm-7pm)	31%	Low	8.36	1005.86
S Chillicothe Rd south leg of Pioneer Trl intersection	Arterials	Aurora	230	3: Mid-Day (10am-3pm)	31%	Low	10.72	885.84
N Arlington St north leg of E Market St intersection	Arterials	Akron	118	3: Mid-Day (10am-3pm)	31%	Low	2.47	144.85
W Bowery St btw W Center St and Water St	Arterials	Akron	444	4: Peak PM (3pm-7pm)	31%	Low	4.09	319.48

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Off-Ramp from I-480 NWB to E Aurora Rd	Freeway Link/Ramp	Twinsburg	1,082	3: Mid-Day (10am-3pm)	31%	Low	8.36	849.7
Tallmadge Rd WB through the I-76 interchange	Arterials	Brimfield Twp	804	3: Mid-Day (10am-3pm)	31%	Low	32.12	1983.79
5th Street NE btw E Ford Ave and E Baird Ave	Arterials	Barberton	289	3: Mid-Day (10am-3pm)	30%	Low	6.61	533.88
Brown St btw Morgan Ave and Corice St	Arterials	Akron	269	4: Peak PM (3pm-7pm)	30%	Low	3.6	503.87
Copley Rd btw Seward Ave and Frederick Blvd	Arterials	Akron	320	4: Peak PM (3pm-7pm)	30%	Low	9.34	816.45
University Ave west leg of Wolf Ledges Pkwy intersection	Arterials	Akron	324	3: Mid-Day (10am-3pm)	30%	Low	6.71	349.57
Howe Ave east leg of Main St intersection	Arterials	Cuyahoga Falls	228	4: Peak PM (3pm-7pm)	30%	Low	17.59	1162.47
Tallmadge Rd north-west leg of Howe Ave intersection	Arterials	Cuyahoga Falls	801	4: Peak PM (3pm-7pm)	30%	Low	26.52	1861.8
S Miller Rd btw W Market St and Riviera Dr	Arterials	Fairlawn	486	4: Peak PM (3pm-7pm)	30%	Low	21.08	1733.07
Tallmadge Rd btw 1600 ft and 2140 ft west of I-76 interchange	Arterials	Brimfield Twp	532	3: Mid-Day (10am-3pm)	30%	Low	24.71	1947.96
Martin Luther King Jr Blvd west leg of High St intersection	Arterials	Akron	112	4: Peak PM (3pm-7pm)	30%	Low	2.96	362.31
Broad Blvd WB east leg of Front St intersection	Arterials	Cuyahoga Falls	327	3: Mid-Day (10am-3pm)	30%	Low	14.3	550.11
Tallmadge Cir through the Southwest Ave	Arterials	Tallmadge	135	4: Peak PM (3pm-7pm)	30%	Low	5.72	500.84
S Water St btw E Summit St and E Day St	Arterials	Kent	183	4: Peak PM (3pm-7pm)	30%	Low	13.78	835.87
E Market St btw S High St and Broadway St	Arterials	Akron	348	3: Mid-Day (10am-3pm)	30%	Low	13.66	1294.79
E Cuyahoga Falls Ave btw Riverside Dr and Corwin Ave	Arterials	Akron	200	3: Mid-Day (10am-3pm)	30%	Low	6.76	500.67
S Hawkins Ave btw W Exchange St and Westgate Cir	Arterials	Akron	292	2: Peak AM (6am-10am)	30%	Low	8.25	525.65
Medina Rd WB from I-77 SB Off-ramp to Crystal Lake Rd	Arterials	Copley/Bath Twp	782	4: Peak PM (3pm-7pm)	30%	Low	34.07	5762.92
State Rd btw Ohio Ave and Marcia Blvd	Arterials	Cuyahoga Falls	196	4: Peak PM (3pm-7pm)	30%	Low	8.02	635.33
Triplett Blvd btw Canton Rd and Melville Ave	Arterials	Akron	592	4: Peak PM (3pm-7pm)	30%	Low	13.23	936.59

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 224 WB east leg of SR 43 intersection	Arterials	Suffield Twp	1,289	4: Peak PM (3pm-7pm)	30%	Low	6.27	1152.6
SR 14 west leg of N Chestnut St intersection	Arterials	Ravenna	445	4: Peak PM (3pm-7pm)	30%	Low	8.43	1328.77
S Aurora Rd north-west leg of S Chillicothe Rd intersection	Arterials	Aurora	378	3: Mid-Day (10am-3pm)	30%	Low	8.02	713.33
E Main St btw S Plum Way and S Prospect St	Arterials	Ravenna	218	3: Mid-Day (10am-3pm)	30%	Low	7.26	553.84
W Turkeyfoot Lake Rd west leg of S Main St intersection	Arterials	Green	402	4: Peak PM (3pm-7pm)	30%	Low	9.55	1045.3
Brown St btw Lovers Ln and Morgan Ave	Arterials	Akron	279	4: Peak PM (3pm-7pm)	30%	Low	3.99	665.47
E Exchange St btw River St and E Market St	Arterials	Akron	239	4: Peak PM (3pm-7pm)	30%	Low	3.89	258.38
State Rd btw North Mill Dr and Hunter Pkwy	Arterials	Cuyahoga Falls	540	4: Peak PM (3pm-7pm)	30%	Low	11.61	1437.62
Copley Rd btw Collier Rd and White Pond Dr	Arterials	Copley Twp	496	4: Peak PM (3pm-7pm)	30%	Low	7.2	821.63
E Tallmadge Ave through the SR 8 interchange	Arterials	Akron	253	4: Peak PM (3pm-7pm)	30%	Low	0	0
Northwest Ave btw Howe Ave intersection and Springdale Dr	Arterials	Tallmadge	1,441	4: Peak PM (3pm-7pm)	30%	Low	33.73	2587.52
Smith Rd north-east leg of W Market St intersection	Arterials	Fairlawn	400	3: Mid-Day (10am-3pm)	30%	Low	5.18	646.97
On-Ramp from E Steels Comers Rd SR 8 SB	Freeway Link/Ramp	Stow	1,273	4: Peak PM (3pm-7pm)	30%	Low	10.86	2150.12
West Ave btw Sperry St and Nottingham St	Arterials	Tallmadge	971	4: Peak PM (3pm-7pm)	30%	Low	23.15	2667.06
W Streetsboro St btw Lennox Rd and Milford Dr	Arterials	Hudson	1,268	3: Mid-Day (10am-3pm)	30%	Low	0	0
Off-Ramp from I-480 SEB to Aurora Hudson Rd	Freeway Link/Ramp	Streetsboro	1,101	2: Peak AM (6am-10am)	30%	Low	5.06	834.47
Wooster Rd N north leg of Robinson Ave Intersection	Arterials	Barberton	209	4: Peak PM (3pm-7pm)	30%	Low	3.85	295.1
Doylestown Rd west leg of Wadsworth Rd intersection	Arterials	Chippewa Twp	601	4: Peak PM (3pm-7pm)	30%	Low	2.94	270.78
SR 8 NB Off-Ramp Connector to Portage Trl	Freeway Link/Ramp	Cuyahoga Falls	293	4: Peak PM (3pm-7pm)	30%	Low	3.54	3084.37
State Rd btw GetGo Driveway and north of Subway	Arterials	Cuyahoga Falls	855	4: Peak PM (3pm-7pm)	30%	Low	39.77	3164.21

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
OH-5-Byp NB from Lynn Rd to I-76 WB On-Ramp	Arterials	Rootstown Twp	269	3: Mid-Day (10am-3pm)	30%	Low	6.88	962.51
E Wilbeth Rd btw Burkhardt Ave and I-77 Ramp	Arterials	Akron	184	4: Peak PM (3pm-7pm)	30%	Low	6.99	581.76
Norton Ave btw Barber Rd and 5th St NW	Arterials	Barberton	482	3: Mid-Day (10am-3pm)	30%	Low	8	869.5
Brown St btw Kipling St to Baird St	Arterials	Akron	181	4: Peak PM (3pm-7pm)	30%	Low	2.59	375.6
W Market St btw Manor Rd and Wheeling & Lake Wrie	Arterials	Akron	974	4: Peak PM (3pm-7pm)	30%	Low	43.92	3381.41
W Market St btw N Revere Rd and 410 ft north-west of N Revere Rd	Arterials	Akron	409	4: Peak PM (3pm-7pm)	30%	Low	14.77	1480.81
SR 82 E Aurora Rd btw Vesta Ave and Beechwood Dr	Arterials	Northfield Center Twp	1,098	4: Peak PM (3pm-7pm)	30%	Low	34.86	3263.09
N Main St through the Cuyahoga River Bridge	Arterials	Munroe Falls	142	4: Peak PM (3pm-7pm)	30%	Low	4.13	524.49
N Main St btw Baldwin St Chapel St	Arterials	Hudson	332	4: Peak PM (3pm-7pm)	30%	Low	7.34	915.51
SR 44 through the I-76 Interchange	Arterials	Rootstown Twp	476	4: Peak PM (3pm-7pm)	30%	Low	14.69	1868.75
E Waterloo Rd btw Abington Rd and Canfield Rd	Arterials	Springfield Twp	957	4: Peak PM (3pm-7pm)	30%	Low	30.37	3953.2
SR 93 Manchester Rd btw Proehl Ave Bevan St	Arterials	Coventry Twp	610	3: Mid-Day (10am-3pm)	30%	Low	15.71	1694.66
On-Ramp Medina Rd WB to I-77 NB	Freeway Link/Ramp	Bath Twp	2,450	2: Peak AM (6am-10am)	30%	Low	14.1	3382.98
Innovation Way btw 3rd Ave E Market St	Arterials	Akron	356	2: Peak AM (6am-10am)	30%	Low	3.79	426.88
W Streetsboro St east leg of Boston Mills Rd intersection	Arterials	Hudson	220	4: Peak PM (3pm-7pm)	30%	Low	8.04	802.65
E Wilbeth Rd btw I-77 SB Ramps and West of I-77 Interchange	Arterials	Akron	90	4: Peak PM (3pm-7pm)	30%	Low	3.44	266.35
Brown St btw McKinley Ave and Kipling St	Arterials	Akron	403	4: Peak PM (3pm-7pm)	30%	Low	5.59	808.82
E Exchange St btw Sumner St and Sherman St	Arterials	Akron	332	3: Mid-Day (10am-3pm)	30%	Low	10.87	1060.55
Perkins St east leg of Good St intersection	Arterials	Akron	151	2: Peak AM (6am-10am)	30%	Low	3.01	353.54
East Ave btw Swinchart Ave and W Wilbeth Rd	Arterials	Akron	395	3: Mid-Day (10am-3pm)	30%	Low	13.07	1171.79

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Canton Rd btw Springfield Lake Dr and 1410 ft NW of Brittany Blvd	Arterials	Springfield Twp/Lakemore	568	3: Mid-Day (10am-3pm)	30%	Low	16.14	1836.96
N Sycamore St btw W Cedar Ave and W Poplar Ln	Arterials	Ravenna	236	3: Mid-Day (10am-3pm)	30%	Low	2.14	154.59
S Aurora Rd btw Garfield Rd intersection and Maple Ln	Arterials	Aurora	529	3: Mid-Day (10am-3pm)	30%	Low	10.15	943.63
N Freedom St btw E Cedar Ave and E Highland Ave	Arterials	Ravenna	446	4: Peak PM (3pm-7pm)	30%	Low	4.37	397.29
SR 93 Manchester Rd btw Bevan St and Portage Lakes Dr	Arterials	Coventry Twp	430	3: Mid-Day (10am-3pm)	29%	Low	10.05	1220.99
S Arlington Rd btw Killian Rd and Aspen Dental Driveway	Arterials	Springfield/Cove ntry Twp	1,330	3: Mid-Day (10am-3pm)	29%	Low	67.54	5788.65
Brown St btw Corice St McKinley Ave	Arterials	Akron	119	4: Peak PM (3pm-7pm)	29%	Low	1.74	249.5
E Exchange St btw Kim Ave and Brown St	Arterials	Akron	337	3: Mid-Day (10am-3pm)	29%	Low	10.66	935.89
Perkins St west leg of Fountain St intersection	Arterials	Akron	84	2: Peak AM (6am-10am)	29%	Low	1.26	194.2
S High St from E Market St to E Mill St	Arterials	Akron	999	3: Mid-Day (10am-3pm)	29%	Low	21.82	1497.09
State Rd north leg of Portage Trl intersection	Arterials	Cuyahoga Falls	199	4: Peak PM (3pm-7pm)	29%	Low	12.47	840.22
Canton Rd btw Wedgewood Ave and Ellet Ave	Arterials	Akron	138	4: Peak PM (3pm-7pm)	29%	Low	4.43	468.22
Tallmadge Cir through the Southeast Ave	Arterials	Tallmadge	141	3: Mid-Day (10am-3pm)	29%	Low	4.27	443.86
Kent Rd btw Fishcreek Rd and Dayton Ave	Arterials	Stow	426	4: Peak PM (3pm-7pm)	29%	Low	16.15	1714.27
E Summit St btw S Warter St and S Depeyster St	Arterials	Kent	498	4: Peak PM (3pm-7pm)	29%	Low	13.09	748.04
E Exchange St btw S Arlington St and Forrest St	Arterials	Akron	319	4: Peak PM (3pm-7pm)	29%	Low	7.07	523.92
Copley Circle Link WB	Arterials	Copley Twp	238	4: Peak PM (3pm-7pm)	29%	Low	1.72	146.19
E Cuyahoga Falls Ave btw Front St and SR 8 interchange	Arterials	Akron	1,729	4: Peak PM (3pm-7pm)	29%	Low	40.7	3800.44
Toll Exit Connector from I-80 WB to SR 44	Freeway Link/Ramp	Shalersville Twp	1,250	3: Mid-Day (10am-3pm)	29%	Low	10.3	1478.12
E Wilbeth Rd btw I-77 NB Ramps and East of I-77 Interchange	Arterials	Akron	59	4: Peak PM (3pm-7pm)	29%	Low	2.14	174.24

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
S Frank Blvd south-west leg of W Market St intersection	Arterials	Akron	353	4: Peak PM (3pm-7pm)	29%	Low	8.89	535.9
Haymaker Pkwy east leg of S Water St intersection	Arterials	Kent	275	4: Peak PM (3pm-7pm)	29%	Low	8.3	721.26
Wooster Rd N btw W Paige Ave and W Lake Ave	Arterials	Barberton	459	4: Peak PM (3pm-7pm)	29%	Low	9.3	779.72
5th St SE btw Austin Dr and Phlox Pl	Arterials	Barberton	206	3: Mid-Day (10am-3pm)	29%	Low	3.18	317.39
S Arlington Rd btw Staples Driveway and Aspen Dental Driveway	Arterials	Springfield/Cove ntry Twp	1,024	3: Mid-Day (10am-3pm)	29%	Low	34.8	3435.03
S Broadway St btw E Mill St and E Market St	Arterials	Akron	935	3: Mid-Day (10am-3pm)	29%	Low	19.76	1310.16
E Tallmadge Ave btw Oxford Ave and SR 8 SB ramps	Arterials	Akron	212	4: Peak PM (3pm-7pm)	29%	Low	7.61	739.76
Stow Rd south leg of Barlow Rd intersection	Arterials	Hudson	186	4: Peak PM (3pm-7pm)	29%	Low	2.4	342.51
SR 44 south leg of SR 224 intersection	Arterials	Randolph Twp	213	4: Peak PM (3pm-7pm)	29%	Low	3.51	374.1
W Turkeyfoot Lake Rd east leg of Point Comfort Dr intersection	Arterials	New Franklin	331	4: Peak PM (3pm-7pm)	29%	Low	7.19	867.48
S Cleveland Massillon Rd btw Rosemont Blvd and Rothrock Rd	Arterials	Fairlawn	1,989	3: Mid-Day (10am-3pm)	29%	Low	0	0
W Market St btw Wheeling & Lake Erie and S Frank Blvd	Arterials	Akron	458	3: Mid-Day (10am-3pm)	29%	Low	0	0
State Rd btw N Haven Blvd and Shaw Ave	Arterials	Cuyahoga Falls	370	4: Peak PM (3pm-7pm)	29%	Low	11.21	1033.36
SR 14 btw Shady Lake Dr and Home Depot Dr	Arterials	Streetsboro	988	4: Peak PM (3pm-7pm)	29%	Low	0	0
SR 93 Manchester Rd btw State Rd and Hyfield Ave	Arterials	Coventry Twp	2,057	4: Peak PM (3pm-7pm)	29%	Low	40.12	4939.82
S Cleveland Massillon Rd btw Rothrock Rd and I-77 WB Off-Ramp	Arterials	Fairlawn/Copley Twp	530	3: Mid-Day (10am-3pm)	29%	Low	14.01	1767.23
SR 91 Darrow Rd north leg of Kent Rd intersection	Arterials	Stow	836	4: Peak PM (3pm-7pm)	29%	Low	25.93	3354.36
Innovation Way btw 1080 ft south of I-76 and Goodyear Headquarters Skywalk	Arterials	Akron	548	2: Peak AM (6am-10am)	29%	Low	2.93	593.96
Hill St btw University Ave and E Buchtel Ave	Arterials	Akron	281	3: Mid-Day (10am-3pm)	29%	Low	4.51	363.58
S Hawkins Ave north of Mull Ave roundabout	Arterials	Akron	67	4: Peak PM (3pm-7pm)	29%	Low	0.91	91.98

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Riverview Rd north leg of Bolanz Rd intersection	Arterials	Cuyahoga Falls	197	3: Mid-Day (10am-3pm)	29%	Low	1.43	206.61
Canton Rd btw Zesiger Ave and Wedgewood Ave	Arterials	Akron	379	4: Peak PM (3pm-7pm)	29%	Low	11.76	1271.67
5th St SE btw Phlox Pl and Snyder Ave	Arterials	Barberton	690	3: Mid-Day (10am-3pm)	29%	Low	9.74	989.62
Connector bet SR 21 SB and Eastern Rd	Freeway Link/Ramp	Norton	656	4: Peak PM (3pm-7pm)	29%	Low	1.48	183.09
S Main St from I-76 WB Off-Ramp to E Thornton St	Arterials	Akron	1,179	3: Mid-Day (10am-3pm)	29%	Low	40.47	4396.41
Kent Rd btw Darrow Rd and Elm Rd	Arterials	Stow	375	3: Mid-Day (10am-3pm)	29%	Low	14.28	1245.94
SR 8 NB from E Aurora Rd to 122 ft south of Valley View Rd	Arterials	Macedonia	3,710	4: Peak PM (3pm-7pm)	29%	Low	96.57	10749.8
SR 14 btw Classic Dr and Great Lakes Hyundai Dr	Arterials	Streetsboro	430	3: Mid-Day (10am-3pm)	29%	Low	0	0
E Cuyahoga Falls Ave btw Clifton Ave and Riverside Dr	Arterials	Akron	434	3: Mid-Day (10am-3pm)	29%	Low	0	0
S High St from E Mill St to W Bowery St	Arterials	Akron	544	3: Mid-Day (10am-3pm)	29%	Low	11.99	912.84
W Bowery St east leg of Quaker St intersection	Arterials	Akron	126	4: Peak PM (3pm-7pm)	29%	Low	1.8	109.54
Off-Ramp from SR 8 NB to Howe Ave intersection	Freeway Link/Ramp	Cuyahoga Falls	454	3: Mid-Day (10am-3pm)	29%	Low	4.55	615.95
W Market St btw S Pershing Ave S Frank Blvd	Arterials	Akron	257	3: Mid-Day (10am-3pm)	29%	Low	11.93	1049.1
Smith Rd btw Corunna Ave and Shiawassee Ave	Arterials	Fairlawn/Bath Twp	334	4: Peak PM (3pm-7pm)	29%	Low	6.35	812.14
State Rd btw Shaw Ave and Phelps Ave	Arterials	Cuyahoga Falls	429	4: Peak PM (3pm-7pm)	29%	Low	12.7	1226.76
Tallmadge Cir through the West Ave	Arterials	Tallmadge	108	3: Mid-Day (10am-3pm)	29%	Low	3.3	302.39
Terex Rd EB west leg of Hudson Dr intersection	Arterials	Hudson	723	4: Peak PM (3pm-7pm)	29%	Low	4.97	926.87
SR 93 Manchester Rd btw Nesbitt Ave and Carnegie Ave	Arterials	Akron	225	4: Peak PM (3pm-7pm)	29%	Low	9.27	1172.05
Copley Rd btw Roslyn Ave and Orlando Ave	Arterials	Akron	315	4: Peak PM (3pm-7pm)	29%	Low	7.62	782.06
E Exchange St btw Allyn St and Kling St	Arterials	Akron	200	3: Mid-Day (10am-3pm)	29%	Low	6.88	663.75

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Fishcreek Rd btw Stow Rd and Call Rd	Arterials	Stow	1,355	4: Peak PM (3pm-7pm)	29%	Low	17.36	3020.61
W Waterloo Rd east leg at Wooster Rd intersection	Arterials	Barberton	84	4: Peak PM (3pm-7pm)	28%	Low	0.49	57.2
SR 91 Darrow Rd south leg of Norton Rd intersection	Arterials	Stow	533	4: Peak PM (3pm-7pm)	28%	Low	18.86	1973.84
Fairchild Ave btw Mantua St and Water St	Arterials	Kent	428	4: Peak PM (3pm-7pm)	28%	Low	19.69	1053.09
SR 43 north leg of SR 224 intersection	Arterials	Suffield Twp	184	4: Peak PM (3pm-7pm)	28%	Low	2.96	375.17
N Chillicothe Rd north leg of S Aurora Rd intersection	Arterials	Aurora	1,049	3: Mid-Day (10am-3pm)	28%	Low	24.97	2074.36
S Portage Path btw W Exchange St and Crosby St	Arterials	Akron	345	3: Mid-Day (10am-3pm)	28%	Low	0	0
E Turkeyfoot Lake Rd east leg of S Arlington Rd intersection	Arterials	Green	827	4: Peak PM (3pm-7pm)	28%	Low	15.32	1540
Off-Ramp from I-76 WB to East Ave	Freeway Link/Ramp	Akron	1,023	4: Peak PM (3pm-7pm)	28%	Low	2.84	744.95
East Ave btw Tallmadge Cir and Erie Rd	Arterials	Tallmadge	702	3: Mid-Day (10am-3pm)	28%	Low	15.72	1759.2
Graham Rd west leg of Darrow Rd intersection	Arterials	Stow	348	4: Peak PM (3pm-7pm)	28%	Low	12.75	1397.61
SR 91 Darrow Rd south leg of Creekside Dr intersection	Arterials	Twinsburg	178	3: Mid-Day (10am-3pm)	28%	Low	5.49	647.5
SR 43 south leg of SR 14 intersection	Arterials	Streetsboro	832	4: Peak PM (3pm-7pm)	28%	Low	32.56	2803.59
Brown St btw Baird st and Lafollette St	Arterials	Akron	384	4: Peak PM (3pm-7pm)	28%	Low	4.42	718.81
Ramp from I-76 EB to I-77 SB	Freeway Link/Ramp	Akron	1,469	4: Peak PM (3pm-7pm)	28%	Low	19.38	5386.56
S High St from E Bowery St to Church St	Arterials	Akron	253	2: Peak AM (6am-10am)	28%	Low	5.34	413.95
E Cuyahoga Falls Ave btw Clifton Ave and Linden Ave	Arterials	Akron	325	3: Mid-Day (10am-3pm)	28%	Low	8.42	740.65
Off-Ramp from SR 8 SB to E Tallmadge Ave	Freeway Link/Ramp	Akron	1,428	4: Peak PM (3pm-7pm)	28%	Low	7.99	1501.01
2nd St north leg of Broad Blvd intersection	Arterials	Cuyahoga Falls	169	4: Peak PM (3pm-7pm)	28%	Low	2.65	168.84
E Wilbeth Rd through the I-77 Interchange	Arterials	Akron	127	4: Peak PM (3pm-7pm)	28%	Low	4.58	368

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Graham Rd btw State Rd and Lillis Dr	Arterials	Cuyahoga Falls	717	3: Mid-Day (10am-3pm)	28%	Low	18.49	1480.31
W Streetsboro Rd through the SR 8 interchange	Arterials	Boston Heights	350	4: Peak PM (3pm-7pm)	28%	Low	12.12	1320.71
Tallmadge Cir through the Northwest Ave	Arterials	Tallmadge	114	3: Mid-Day (10am-3pm)	28%	Low	3.79	379.25
Hudson Dr north-east leg Terex Rd intersection	Arterials	Hudson	825	3: Mid-Day (10am-3pm)	28%	Low	6.15	538.15
W Market St btw W North St and Oakdale Ave	Arterials	Akron	551	3: Mid-Day (10am-3pm)	28%	Low	17.52	1891.19
Barber Rd btw Norton Ave and Morgan St	Arterials	Barberton	974	3: Mid-Day (10am-3pm)	28%	Low	24.1	1963.37
E Cuyahoga Falls Ave btw Vernon Ave and Murray Ave	Arterials	Akron	301	4: Peak PM (3pm-7pm)	28%	Low	7.35	670.02
SR 82 E Aurora Rd east leg of SR 8 intersection	Arterials	Macedonia	128	3: Mid-Day (10am-3pm)	28%	Low	7.13	578.52
SR 8 NB north leg of Meadow Ln intersection	Arterials	Northfield	564	4: Peak PM (3pm-7pm)	28%	Low	13.57	1815.31
SR 8 SB from E Aurora Rd to 1700 ft south of E Aurora Rd	Arterials	Macedonia	1,697	3: Mid-Day (10am-3pm)	28%	Low	27.73	3524.05
Tallmadge Cir from Northeast Ave to North Ave	Arterials	Tallmadge	42	3: Mid-Day (10am-3pm)	28%	Low	1.69	188.79
I-76 NEB Off-Ramp Connector to Tallmadge Rd	Freeway Link/Ramp	Brimfield Twp	220	3: Mid-Day (10am-3pm)	28%	Low	2.69	377.22
SR 261 from Sunnybrook Rd to SR 43	Arterials	Kent	2,214	4: Peak PM (3pm-7pm)	28%	Low	14.44	1996.88
I-76 WB On-Ramp Connector from SR 44 to I-76	Freeway Link/Ramp	Rootstown Twp	211	4: Peak PM (3pm-7pm)	28%	Low	0.51	129.09
SR 93 Manchester Rd btw W Turkeyfoot Lake Rd and W Overton Dr	Arterials	New Franklin	578	4: Peak PM (3pm-7pm)	28%	Low	9.34	1308.25
5th St SE btw Crocus Pl and Austin Dr	Arterials	Barberton	120	3: Mid-Day (10am-3pm)	28%	Low	1.93	206.19
E Exchange St btw King St and Brown St	Arterials	Akron	660	3: Mid-Day (10am-3pm)	28%	Low	22.79	2145.41
Off-Ramp from SR 8 SB to E Steels Corners Rd	Freeway Link/Ramp	Stow	1,089	4: Peak PM (3pm-7pm)	28%	Low	4.97	690.74
SR 91 Darrow Rd btw Edgeview Dr and E Hines Hill Rd	Arterials	Hudson	364	3: Mid-Day (10am-3pm)	28%	Low	4.82	980.63
SR 8 SB bet Goodkirk Rd Off-ramp and Goodkirk Rd On-ramp	Freeways	Akron	2,381	4: Peak PM (3pm-7pm)	28%	Low	41.81	22578.8

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 8 SB Off-Ramp Connector to Perkins St	Freeway Link/Ramp	Akron	114	2: Peak AM (6am-10am)	28%	Low	0.44	90.06
W Bowery St btw W Exchange St and W Cedar St	Arterials	Akron	430	2: Peak AM (6am-10am)	28%	Low	7.47	303.25
Bailey Rd south leg of Munroe Falls Ave intersection	Arterials	Cuyahoga Falls	232	4: Peak PM (3pm-7pm)	28%	Low	4.53	386.49
Innovation Way SEB north-west leg of Good Year Roundabout	Arterials	Akron	639	2: Peak AM (6am-10am)	28%	Low	1.42	411.8
Brittain Rd btw Eastwood Ave and Yuma Ave	Arterials	Akron	556	4: Peak PM (3pm-7pm)	28%	Low	10.02	894.85
Northwest Ave NWB link from Tallmadge Cir	Arterials	Tallmadge	147	3: Mid-Day (10am-3pm)	28%	Low	1.59	162.12
SR 91 Darrow Rd south leg of Terex Rd intersection	Arterials	Hudson	336	3: Mid-Day (10am-3pm)	28%	Low	3.96	525.39
W Comet Rd Connector btw Akron Ave NW and SR 93	Arterial Link	New Franklin	175	4: Peak PM (3pm-7pm)	28%	Low	0.32	52.01
W Turkeyfoot Lake Rd btw Vera Dr and east of Bridge on Portage Lakes	Arterials	New Franklin	231	3: Mid-Day (10am-3pm)	28%	Low	4.61	585.12
S High St from University Ave to E State St	Arterials	Akron	284	2: Peak AM (6am-10am)	28%	Low	4.8	477.19
Tallmadge Rd btw Newberry St and Williams St	Arterials	Cuyahoga Falls	518	4: Peak PM (3pm-7pm)	28%	Low	17.32	1478.43
E Steels Corners Rd btw SR 8 NB ramps and Lakepointe Corporate Dr	Arterials	Stow	290	4: Peak PM (3pm-7pm)	28%	Low	8.95	991.83
State Rd btw Steels Corners Rd and Oakleaf Mobile Home Park	Arterials	Cuyahoga Falls	868	4: Peak PM (3pm-7pm)	28%	Low	19.89	2177.16
E Wilbeth Rd btw Oakwood Ave and Neptune Ave	Arterials	Akron	286	3: Mid-Day (10am-3pm)	28%	Low	7.95	766.92
S Arlington Rd from I-77 NB Off-Ramp to Chenoweth Rd	Arterials	Springfield/Cove ntry Twp	365	3: Mid-Day (10am-3pm)	28%	Low	17.67	1679.78
W Market St through the SR 59 (Innerbelt) interchange	Arterials	Akron	463	3: Mid-Day (10am-3pm)	28%	Low	0	0
S Chillicothe Rd btw 285 ft north of Lexington Way and 1500 ft south of Aurora Hudson Rd	Arterials	Aurora	643	4: Peak PM (3pm-7pm)	28%	Low	12.66	1782.14
E Market St btw S Case Ave and Broad St	Arterials	Akron	388	3: Mid-Day (10am-3pm)	27%	Low	10.71	1049.44
Medina Rd WB from Crystal Lake Rd to Heritage Woods Dr	Arterials	Copley Twp/Bath Twp	680	4: Peak PM (3pm-7pm)	27%	Low	35.96	5497.32
3rd Ave west leg of Innovation Way intersection	Arterials	Akron	288	2: Peak AM (6am-10am)	27%	Low	3.51	391.87

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
E Market St btw Seiberling St and Norton St	Arterials	Akron	367	2: Peak AM (6am-10am)	27%	Low	4.66	513.76
Eastwood Ave btw Ute Ave and Cree Ave	Arterials	Akron	269	4: Peak PM (3pm-7pm)	27%	Low	2.51	287.81
North Ave btw Emmitt Rd and W Howe Rd	Arterials	Tallmadge	601	4: Peak PM (3pm-7pm)	27%	Low	10.51	1360.13
5th Street NE btw E Cassell Ave and E Paige Ave	Arterials	Barberton	314	2: Peak AM (6am-10am)	27%	Low	5.24	585.49
W Market St btw Casterton Ave and S Highland Ave	Arterials	Akron	253	5: Late PM (7pm-12am)	27%	Low	6.92	605.17
E Cuyahoga Falls Ave btw Linden Ave and Lexington Ave	Arterials	Akron	309	3: Mid-Day (10am-3pm)	27%	Low	7.57	699.68
S Cleveland Massillon Rd btw Brookwall Dr and Bywood Ave	Arterials	Fairlawn	757	3: Mid-Day (10am-3pm)	27%	Low	21.68	2020.57
Graham Rd east leg of Lillis Dr intersection	Arterials	Cuyahoga Falls	63	3: Mid-Day (10am-3pm)	27%	Low	1.52	156.62
W Streetsboro Rd btw Akron Cleveland Rd and SR 8 SB On-Ramp	Arterials	Boston Heights	282	4: Peak PM (3pm-7pm)	27%	Low	7.79	914.93
SR 14 btw Infirmary Rd and Cleveland Rd	Arterials	Ravenna Twp	2,367	4: Peak PM (3pm-7pm)	27%	Low	24.98	6309.73
Wooster Rd N north-east leg adjacent to Elmwood Ave	Arterials	Barberton	112	5: Late PM (7pm-12am)	27%	Low	3.23	461.69
5th St SE btw Portsmouth Ave and Crocus Pl	Arterials	Barberton	313	3: Mid-Day (10am-3pm)	27%	Low	4.88	524.54
S Arlington Rd north leg of Killian Rd intersection	Arterials	Springfield/Cove ntry Twp	501	4: Peak PM (3pm-7pm)	27%	Low	12.67	1626.4
E Market St btw E Exchange St and Arlington St	Arterials	Akron	580	3: Mid-Day (10am-3pm)	27%	Low	10.51	1065.32
S Cleveland Massillon Rd btw Copley Rd and N Sunnyfield Dr	Arterials	Copley Twp	628	2: Peak AM (6am-10am)	27%	Low	0	0
Graham Rd btw Wyoga Lake Rd and Wilson St	Arterials	Cuyahoga Falls/Stow	748	4: Peak PM (3pm-7pm)	27%	Low	31.4	3193.63
5th Street NE btw E Baird Ave and E Tuscarawas Ave	Arterials	Barberton	295	3: Mid-Day (10am-3pm)	27%	Low	5.72	548.37
On-Ramp from S Main St SB to I-76 EB	Freeway Link/Ramp	Akron	1,135	4: Peak PM (3pm-7pm)	27%	Low	0.43	65.37
S Cleveland Massillon Rd btw Commercial Dr and Schocalog Run	Arterials	Fairlawn	1,311	3: Mid-Day (10am-3pm)	27%	Low	41.51	4345.14
State Rd from Portage Trl to 300 ft south of Portage Trl	Arterials	Cuyahoga Falls	200	3: Mid-Day (10am-3pm)	27%	Low	3.72	282.88

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Canton Rd btw Graham Ave and E Market St	Arterials	Akron	441	4: Peak PM (3pm-7pm)	27%	Low	7.18	979.02
South east Ave link from Tallmadge Cir	Arterials	Tallmadge	146	3: Mid-Day (10am-3pm)	27%	Low	1.6	155.84
Southeast Ave btw Erie Rd and 175 ft south-east of Tallmadge Cir	Arterials	Tallmadge	432	3: Mid-Day (10am-3pm)	27%	Low	7.11	713.1
Fishcreek Rd btw Kent Rd and Greenlawn Dr	Arterials	Stow	1,381	4: Peak PM (3pm-7pm)	27%	Low	29.44	3365.51
N Main St btw River Dr and River Rdg	Arterials	Munroe Falls	588	4: Peak PM (3pm-7pm)	27%	Low	10.37	1660.53
SR 91 Darrow Rd south leg of E Aurora Rd intersection	Arterials	Twinsburg	377	3: Mid-Day (10am-3pm)	27%	Low	17.61	1412.61
SR 43 south leg of Tallmadge Rd intersection	Arterials	Brimfield Twp	488	4: Peak PM (3pm-7pm)	27%	Low	9.43	1191.39
S Main St btw E Firestone Blvd and E Wilbeth Rd	Arterials	Akron	1,114	4: Peak PM (3pm-7pm)	27%	Low	27.15	3464.15
Wolf Ledges Pkwy through the I-76 interchange	Arterials	Akron	329	4: Peak PM (3pm-7pm)	27%	Low	3.44	601.89
Copley Rd through the I-77 interchange	Arterials	Akron	646	4: Peak PM (3pm-7pm)	27%	Low	18.14	1626.68
Smith Rd west leg of N Revere Rd intersection	Arterials	Bath Twp	239	4: Peak PM (3pm-7pm)	27%	Low	3.78	552.79
Kelly Ave btw E Waterloo Rd and US 224 SB ramps	Arterials	Akron	196	2: Peak AM (6am-10am)	27%	Low	5.23	574.57
Southeast Ave btw Newton St and I-76 NEB Ramps	Arterials	Tallmadge	787	4: Peak PM (3pm-7pm)	27%	Low	13.41	1728.21
SR 91 Darrow Rd btw Barlow Rd and Faymont Dr	Arterials	Hudson	501	4: Peak PM (3pm-7pm)	27%	Low	13.59	1756.38
SR 91 Darrow Rd btw S Tannery Rd and Old Tannery Acrs	Arterials	Hudson	861	3: Mid-Day (10am-3pm)	27%	Low	9.68	2140.98
E Aurora Rd btw SR 91 and Ravenna Rd	Arterials	Twinsburg	880	4: Peak PM (3pm-7pm)	27%	Low	24.22	2399.02
N Main St btw Chapel St and Prospect St	Arterials	Hudson	791	4: Peak PM (3pm-7pm)	27%	Low	14.95	2193.6
I-76 WB Off-Ramp Connector to SR43	Freeway Link/Ramp	Brimfield Twp	222	4: Peak PM (3pm-7pm)	27%	Low	1.1	257.23
SR 224 WB west leg of SR 43 intersection	Arterials	Suffield Twp	904	4: Peak PM (3pm-7pm)	27%	Low	5.47	1034.73
I-76 WB Off-Ramp Connector to S Main St NB	Freeway Link/Ramp	Akron	436	4: Peak PM (3pm-7pm)	27%	Low	0.32	71.08

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
W Exchange St btw Cedar St and Westwood Pl	Arterials	Akron	364	4: Peak PM (3pm-7pm)	27%	Low	3.38	491.23
E Cuyahoga Falls Ave btw Lexington Ave and Mt Vernon Ave	Arterials	Akron	289	4: Peak PM (3pm-7pm)	27%	Low	7.61	654.54
E Tallmadge Ave btw Patterson Ave and Oxford Ave	Arterials	Akron	288	4: Peak PM (3pm-7pm)	27%	Low	9.13	961.66
Broad Blvd EB east leg of Front St intersection	Arterials	Cuyahoga Falls	321	4: Peak PM (3pm-7pm)	27%	Low	10.98	802.57
State Rd btw Hunter Pkwy and Ascot Pkwy	Arterials	Akron/Cuyahoga Falls	398	4: Peak PM (3pm-7pm)	27%	Low	7.28	1054.11
Akron Cleveland Rd south leg of W Streetsboro Rd intersection	Arterials	Boston Heights	564	4: Peak PM (3pm-7pm)	27%	Low	12.28	1485.73
Canton Rd btw Shadybrook Dr and JDBNOW Driveway	Arterials	Akron	402	4: Peak PM (3pm-7pm)	27%	Low	10.1	1178.17
Northeast Ave NEB link from Tallmadge Cir	Arterials	Tallmadge	140	3: Mid-Day (10am-3pm)	27%	Low	1.35	137.34
Graham Rd west leg of Fishcreek Rd intersection	Arterials	Stow	141	3: Mid-Day (10am-3pm)	27%	Low	4.26	397.12
Stow Rd east leg of Darrow Rd intersection	Arterials	Stow	801	4: Peak PM (3pm-7pm)	27%	Low	0	0
W Main St btw Grant St and S Sycamore St	Arterials	Ravenna	611	3: Mid-Day (10am-3pm)	27%	Low	15.31	1489.91
N Aurora Rd north leg of Garfield Rd intersection	Arterials	Aurora	195	3: Mid-Day (10am-3pm)	27%	Low	5.03	506.71
SR 14 south leg of Ravenna Warren Rd intersection	Arterials	Ravenna Twp	627	2: Peak AM (6am-10am)	27%	Low	13.54	2360.1
S Arlington Rd btw Moore Rd and 315 ft north of Interstate Pkwy	Arterials	Green	788	3: Mid-Day (10am-3pm)	27%	Low	34.09	3878.47
East Ave through the I-76 Interchange	Arterials	Akron	422	4: Peak PM (3pm-7pm)	27%	Low	11.88	1263.86
E Tallmadge Ave btw Thayer St and Dayton St	Arterials	Akron	343	4: Peak PM (3pm-7pm)	27%	Low	9.08	968.12
E Tallmadge Ave east leg of Home Ave intersection	Arterials	Akron	434	4: Peak PM (3pm-7pm)	27%	Low	16.05	1749.29
Portage Trail btw 2nd St and 3rd St	Arterials	Cuyahoga Falls	400	3: Mid-Day (10am-3pm)	27%	Low	20.05	1491.57
Graham Rd btw Caleb St and Bailey Rd	Arterials	Cuyahoga Falls/Stow	277	3: Mid-Day (10am-3pm)	27%	Low	11.49	1261.12
SR 8 SB Off-Ramp Connector to Graham Rd	Freeway Link/Ramp	Stow	428	2: Peak AM (6am-10am)	27%	Low	3.91	474.85

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
State Rd btw Graham Rd and north of Subway	Arterials	Cuyahoga Falls	384	4: Peak PM (3pm-7pm)	27%	Low	14.77	1541.07
Innovation Way NWB north-west leg of Good Year Roundabout	Arterials	Akron	655	2: Peak AM (6am-10am)	27%	Low	1.22	271.45
Northwest Ave btw Stadium Dr and W Overdale Dr	Arterials	Tallmadge	1,766	4: Peak PM (3pm-7pm)	27%	Low	18.98	2960.51
SR 91 Darrow Rd north leg of Ravenna Rd intersection	Arterials	Twinsburg	913	4: Peak PM (3pm-7pm)	27%	Low	20.72	2329.97
4th Street NW btw Norton Ave and Harrington Ave	Arterials	Barberton	213	3: Mid-Day (10am-3pm)	27%	Low	4.57	287.73
S Arlington Rd btw Liberty Green Dr and E Turkeyfoot Lake Rd	Arterials	Green	842	4: Peak PM (3pm-7pm)	27%	Low	26.96	3428.58
S Arlington Rd from Chenoweth Rd to Staples Driveway	Arterials	Springfield/Cove ntry Twp	470	3: Mid-Day (10am-3pm)	27%	Low	11.69	1197.64
S Arlington Rd from I-77 SB On-Ramp to I-77 NB On-Ramp	Arterials	Green	680	3: Mid-Day (10am-3pm)	27%	Low	36.98	3344.06
E Tallmadge Ave east leg of Gorge Blvd intersection	Arterials	Akron	273	4: Peak PM (3pm-7pm)	27%	Low	11.45	1077.15
E Garfield Rd btw Shawanee Trail and 275 ft west of Willard Rd	Arterials	Aurora	1,061	2: Peak AM (6am-10am)	27%	Low	16.12	2023.73
Toll Exit Connector from I-80 EB to I-77 and Brecksville Rd ramps	Freeway Link/Ramp	Richfield Twp	479	5: Late PM (7pm-12am)	27%	Low	6.7	2005.25
Riverview Rd btw Bronson St and W Streetsboro Rd	Arterials	Peninsula	414	3: Mid-Day (10am-3pm)	27%	Low	1.84	209.35
SR 43 btw Tallmadge Rd and Kelso Dr	Arterials	Brimfield Twp	835	4: Peak PM (3pm-7pm)	27%	Low	17.41	2207.88
SR 14 north leg of Ravenna Warren Rd intersection	Arterials	Ravenna Twp	179	3: Mid-Day (10am-3pm)	27%	Low	4.52	608.73
State Rd btw Falls Ave and Broad Blvd	Arterials	Cuyahoga Falls	567	3: Mid-Day (10am-3pm)	27%	Low	16.96	1589.94
S Main St btw Ravenna St and Veterans Way	Arterials	Hudson	1,119	4: Peak PM (3pm-7pm)	27%	Low	34.82	3875.63
Haymaker Pkwy west leg of S Water St intersection	Arterials	Kent	378	4: Peak PM (3pm-7pm)	27%	Low	13.2	1488.07
E Main St btw N Freedom St and Lawrence St	Arterials	Ravenna	405	4: Peak PM (3pm-7pm)	27%	Low	8.88	964.99
East Ave btw Swinehart Ave and West of Kentucky Ave	Arterials	Akron	59	3: Mid-Day (10am-3pm)	27%	Low	1.38	154.65
Wooster Rd N btw W Hopocan Ave and W Huston St	Arterials	Barberton	380	4: Peak PM (3pm-7pm)	27%	Low	7.63	813.48

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
W Turkeyfoot Lake Rd btw State Park Dr and west of Bridge on Portage Lakes	Arterials	New Franklin	175	3: Mid-Day (10am-3pm)	27%	Low	3.21	438.92
E Tallmadge Ave east leg of Brittain Rd intersection	Arterials	Akron	292	4: Peak PM (3pm-7pm)	27%	Low	7.37	819.85
Off-Ramp from I-77 SB to Medina Rd	Freeway Link/Ramp	Bath Twp	2,767	4: Peak PM (3pm-7pm)	27%	Low	8.46	1799.12
State Rd btw Bath Rd and Christy Dr	Arterials	Cuyahoga Falls	674	4: Peak PM (3pm-7pm)	27%	Low	15.39	1863.5
Canton Rd btw E Market St and Paxton Ave	Arterials	Akron	243	4: Peak PM (3pm-7pm)	27%	Low	6.9	820.24
E Waterloo Rd west leg of Ewart Rd intersection	Arterials	Springfield Twp	300	4: Peak PM (3pm-7pm)	27%	Low	2.88	428.8
SR 91 Darrow Rd north leg of Norton Rd intersection	Arterials	Hudson	1,984	4: Peak PM (3pm-7pm)	27%	Low	44.02	6537.84
SR 224 EB east leg of SR 43 intersection	Arterials	Suffield Twp	1,290	4: Peak PM (3pm-7pm)	27%	Low	6.47	1235.25
SR 14 east leg of Infirmiry Rd intersection	Arterials	Ravenna Twp	1,521	4: Peak PM (3pm-7pm)	27%	Low	21.21	4563.77
S Chillicothe Rd south leg of Aurora Hudson Rd	Arterials	Aurora	202	3: Mid-Day (10am-3pm)	27%	Low	5.21	694.69
SR 44 north leg of Tallmadge Rd intersection	Arterials	Rootstown Twp	2,305	2: Peak AM (6am-10am)	27%	Low	41.68	5373.39
Main St btw Success Rd and Howe Ave	Arterials	Cuyahoga Falls	970	3: Mid-Day (10am-3pm)	26%	Low	0	0
E Wilbeth Rd btw Neptune Ave and Burkhardt Ave	Arterials	Akron	286	3: Mid-Day (10am-3pm)	26%	Low	8.19	791.34
E Wilbeth Rd btw S Firestone Blvd and Glenmount Ave	Arterials	Akron	343	4: Peak PM (3pm-7pm)	26%	Low	5.55	646.23
Wooster Rd N south-west leg adjacent to I-277 EB ramp	Arterials	Barberton	76	5: Late PM (7pm-12am)	26%	Low	2.07	314.71
S Main St btw E Mapladale Ave and E Archwood Ave	Arterials	Akron	320	4: Peak PM (3pm-7pm)	26%	Low	7.15	977.29
Perkins St west leg of Good St intersection	Arterials	Akron	120	2: Peak AM (6am-10am)	26%	Low	2	316.19
N Main St btw E York St and E Tallmadge Ave	Arterials	Akron	906	4: Peak PM (3pm-7pm)	26%	Low	18.83	1673.36
Broad Blvd WB east leg of 2nd St intersection	Arterials	Cuyahoga Falls	391	5: Late PM (7pm-12am)	26%	Low	5.52	591.75
S Arlington St south leg of E Waterloo Rd intersection	Arterials	Akron	450	3: Mid-Day (10am-3pm)	26%	Low	4.09	457.62

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 91 Darrow Rd NB north leg of Terex Rd intersection	Arterials	Hudson	364	3: Mid-Day (10am-3pm)	26%	Low	0	0
SR 91 Darrow Rd btw E Hines Hill Rd and Herrick Park Dr	Arterials	Hudson	1,225	3: Mid-Day (10am-3pm)	26%	Low	14.2	3225.19
N Sycamore St btw W Poplar Ln and W Highland Ave	Arterials	Ravenna	224	3: Mid-Day (10am-3pm)	26%	Low	1.78	146.91
E Waterloo Rd btw Redwood Ave and Driveway to Dollar General	Arterials	Akron	279	3: Mid-Day (10am-3pm)	26%	Low	7.25	732.31
W Market St btw S Valley St and W North St	Arterials	Akron	434	3: Mid-Day (10am-3pm)	26%	Low	10.15	1236.97
W Market St btw Waldorf Dr and N Pershing Ave	Arterials	Akron	478	3: Mid-Day (10am-3pm)	26%	Low	16.84	1889.16
Broad Blvd EB west leg of 4th St intersection	Arterials	Cuyahoga Falls	212	3: Mid-Day (10am-3pm)	26%	Low	3.02	286.31
Riverview Rd btw Boston Mills Rd and I-80	Arterials	Boston Twp	2,628	3: Mid-Day (10am-3pm)	26%	Low	7.11	1288.2
Canton Rd btw 1410 ft NW and 800 ft NW of Brittany Blvd and	Arterials	Springfield Twp/Lakemore	615	3: Mid-Day (10am-3pm)	26%	Low	12.31	1768.13
Brittain Rd btw Eastwood Ave and Osage Ave	Arterials	Akron	556	4: Peak PM (3pm-7pm)	26%	Low	10.44	938.49
East Ave btw Swinehart Ave and East of Kentucky Ave	Arterials	Akron	114	3: Mid-Day (10am-3pm)	26%	Low	2.57	301.02
E Wilbeth Rd btw Redwood Ave and Brown St Connector	Arterials	Akron	176	4: Peak PM (3pm-7pm)	26%	Low	4.6	454.57
SR 93 Manchester Rd through the Ohio Canal Bridge	Arterials	Akron	116	4: Peak PM (3pm-7pm)	26%	Low	3.5	596.07
SR 93 Manchester Rd north leg of W Nimisila Rd intersection	Arterials	New Franklin	205	4: Peak PM (3pm-7pm)	26%	Low	2.23	337.35
SR 93 Manchester Rd btw Portage Lakes Dr and Iola St	Arterials	Coventry Twp	622	3: Mid-Day (10am-3pm)	26%	Low	11.56	1697.38
On-Ramp from W Streetsboro Rd to SR 8 SB	Freeway Link/Ramp	Boston Heights	1,055	4: Peak PM (3pm-7pm)	26%	Low	6.04	1140.38
SR 82 E Aurora Rd btw Waters Dr and Summer Rd	Arterials	Macedonia	1,355	3: Mid-Day (10am-3pm)	26%	Low	52.87	4984.01
I-271 On-Ramp Connector from SR 8 to I-271 SB	Freeway Link/Ramp	Macedonia	233	2: Peak AM (6am-10am)	26%	Low	1.52	208.38
SR 91 Darrow Rd south leg of Graham Rd intersection	Arterials	Stow	818	4: Peak PM (3pm-7pm)	26%	Low	27.54	3314.68
E Main St btw N Freedom St and 272 ft west of Liberty St	Arterials	Ravenna	456	4: Peak PM (3pm-7pm)	26%	Low	9.96	1043.98

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 14 north-west leg of SR 183 intersection	Arterials	Edinburg Twp	626	3: Mid-Day (10am-3pm)	26%	Low	9.22	1433.67
SR 14 south-east leg of Tallmadge Rd intersection	Arterials	Edinburg Twp	311	3: Mid-Day (10am-3pm)	26%	Low	4.76	744.35
SR 8 SB bet Goodkirk Rd On-ramp and E Exchange St Interchange	Freeways	Akron	495	4: Peak PM (3pm-7pm)	26%	Low	10.55	5377.71
I-76 Off-Ramp Connector to Russell Ave	Freeway Link/Ramp	Akron	276	4: Peak PM (3pm-7pm)	26%	Low	0.72	140.61
S Main St from W Thornton St to I-76 WB On-Ramp	Arterials	Akron	1,180	3: Mid-Day (10am-3pm)	26%	Low	48.7	5762.2
Copley Rd btw Frederick Blvd and Valdes Ave	Arterials	Akron	315	4: Peak PM (3pm-7pm)	26%	Low	7	788.07
Medina Rd EB from Scenic View Dr to Heritage Woods Dr	Arterials	Copley/Bath Twp	1,220	4: Peak PM (3pm-7pm)	26%	Low	40.61	8895.08
Smith Rd btw Shiawassee Ave and Grayling Dr	Arterials	Fairlawn/Bath Twp	336	4: Peak PM (3pm-7pm)	26%	Low	5.22	748.09
S Cleveland Massillon Rd through the Schocalog Run Bridge	Arterials	Fairlawn	75	3: Mid-Day (10am-3pm)	26%	Low	2.15	257.3
SR 91 Darrow Rd south leg of Barlow Rd intersection	Arterials	Hudson	187	4: Peak PM (3pm-7pm)	26%	Low	4.51	593.67
E Wilbeth Rd btw Redwood Ave and Oakwood Ave	Arterials	Akron	284	3: Mid-Day (10am-3pm)	26%	Low	7.22	754.56
SR 93 Manchester Rd btw Fillmore Ave and Eckard Ave	Arterials	Akron	204	4: Peak PM (3pm-7pm)	26%	Low	4.61	578.58
SR 93 Manchester Rd btw Nesbitt Ct and Nesbitt Ave	Arterials	Akron	639	4: Peak PM (3pm-7pm)	26%	Low	21.01	3297.68
SR 82 E Aurora Rd west leg of Fairlane Dr intersection	Arterials	Macedonia	367	3: Mid-Day (10am-3pm)	26%	Low	18.57	1696.73
Southeast Ave btw Williams Rd and 380 ft Southeast of Eastwood Ave intersection (Six Corner)	Arterials	Tallmadge	600	4: Peak PM (3pm-7pm)	26%	Low	9.16	1238.92
Munroe Falls Ave btw N Main St and Guise Path Dr	Arterials	Munroe Falls	1,192	4: Peak PM (3pm-7pm)	26%	Low	14.5	1818.56
Stow Rd btw Anna Cir and Call Rd	Arterials	Stow	816	4: Peak PM (3pm-7pm)	26%	Low	11.71	1600.89
SR 91 Darrow Rd south leg of Herrick Park Dr intersection	Arterials	Hudson	219	3: Mid-Day (10am-3pm)	26%	Low	2.34	548.66
N Freedom St btw E Cedar Ave and E Main St	Arterials	Ravenna	475	4: Peak PM (3pm-7pm)	26%	Low	4.38	404.19
E Main St btw Hazel St and SR 14	Arterials	Ravenna Twp	314	4: Peak PM (3pm-7pm)	26%	Low	5.21	534.98

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
S Main St btw W Emerling Ave and Brighton Dr	Arterials	Akron	101	4: Peak PM (3pm-7pm)	26%	Low	2.09	331.39
N Cleveland Massillon Rd btw Wye Rd and Ghent Rd	Arterials	Bath Twp	1,175	4: Peak PM (3pm-7pm)	26%	Low	14.99	2021.48
SR 82 E Aurora Rd btw Valley View Rd and Park Ave	Arterials	Macedonia	1,010	4: Peak PM (3pm-7pm)	26%	Low	28.36	3756.87
SR 8 from Valley View Rd to 1910 ft north of Vally View Rd	Arterials	Northfield Center Twp	1,926	4: Peak PM (3pm-7pm)	26%	Low	15.2	2478.99
SR 91 Darrow Rd btw Valley View Rd and Sorgi Ln	Arterials	Hudson	309	3: Mid-Day (10am-3pm)	26%	Low	3.45	765.08
SR 14 north-west leg of Home Depot north side intersection	Arterials	Streetsboro	103	3: Mid-Day (10am-3pm)	26%	Low	4.5	702.61
Wooster Rd W btw 2nd St NW and 3rd St NW	Arterials	Barberton	324	3: Mid-Day (10am-3pm)	26%	Low	8.04	749.48
Canton Rd btw Farndale Rd and Linwood Rd	Arterials	Springfield Twp	331	4: Peak PM (3pm-7pm)	26%	Low	6.66	1013.02
E Market St through the I-76 interchange	Arterials	Akron	346	4: Peak PM (3pm-7pm)	26%	Low	9.02	1127.26
SR 91 Darrow Rd SB north leg of Terex Rd intersection	Arterials	Hudson	152	3: Mid-Day (10am-3pm)	26%	Low	1.64	223.39
E Main St east btw Sanford St and Woodbend Dr	Arterials	Ravenna	282	4: Peak PM (3pm-7pm)	26%	Low	5.77	606.95
Kenmore Blvd btw 14th St SW and 13th St SW	Arterials	Akron	291	3: Mid-Day (10am-3pm)	26%	Low	2.62	345.62
S Main St btw Brighton Dr and W Archwood Ave	Arterials	Akron	220	4: Peak PM (3pm-7pm)	26%	Low	4.63	715.8
Vernon Odom Blvd btw S Hawkins Ave and Fredrick Blvd	Arterials	Akron	456	3: Mid-Day (10am-3pm)	26%	Low	15.36	1515.34
Merriman Rd east leg of N Portage Path intersection	Arterials	Akron	84	4: Peak PM (3pm-7pm)	26%	Low	1.45	127.7
Smith Rd btw Sand Run Rd and Chase Dr	Arterials	Akron	1,030	4: Peak PM (3pm-7pm)	26%	Low	19.84	2736.77
State Rd north leg of Graham Rd intersection	Arterials	Cuyahoga Falls	288	4: Peak PM (3pm-7pm)	26%	Low	0	0
SR 8 NB from I-271 and SR 8 Interchange to Macedonia Commons Blvd	Freeways	Macedonia	331	4: Peak PM (3pm-7pm)	26%	Low	5.31	793.84
Canton Rd btw Linwood Rd and McElwain Dr	Arterials	Springfield Twp	351	4: Peak PM (3pm-7pm)	26%	Low	7.28	1061.23
SR 91 Darrow Rd btw Edgar Dr and Sorgi Ln	Arterials	Hudson	360	3: Mid-Day (10am-3pm)	26%	Low	4.02	891.59

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
S Main St btw E Waterloo Rd and I-277 WB ramps	Arterials	Akron	647	4: Peak PM (3pm-7pm)	26%	Low	22.88	2210.98
E Exchange St btw Grant St and Buckey St	Arterials	Akron	359	3: Mid-Day (10am-3pm)	26%	Low	10.78	1124.93
E Cuyahoga Falls Ave btw Murray Ave and Big Falls Ave	Arterials	Akron	343	4: Peak PM (3pm-7pm)	26%	Low	6.79	666.32
Broad Blvd from 2nd St to Front St	Arterials	Cuyahoga Falls	395	3: Mid-Day (10am-3pm)	26%	Low	8.81	756.2
Portage Trail btw 3rd St and 4th St	Arterials	Cuyahoga Falls	393	3: Mid-Day (10am-3pm)	26%	Low	16.97	1503.11
E Steels Corners Rd east leg of Lakepointe Corporate Dr intersection	Arterials	Stow	107	4: Peak PM (3pm-7pm)	26%	Low	2.62	281.77
Brittain Rd btw Ford Ave and Wheeling & Lake Erie	Arterials	Akron	287	4: Peak PM (3pm-7pm)	26%	Low	5.75	605.4
SR 91 Darrow Rd NB north leg of Corporate Dr intersection	Arterials	Hudson	715	3: Mid-Day (10am-3pm)	26%	Low	6.54	1105.22
E Main St btw Bryn Mawr St and Hazel St	Arterials	Ravenna	361	4: Peak PM (3pm-7pm)	26%	Low	6.62	665.53
S Arlington Rd from I-77 NB On-Ramp to I-77 NB Off-Ramp	Arterials	Green	338	3: Mid-Day (10am-3pm)	26%	Low	13.62	1276.66
W Exchange St btw Locust St and W Bowery St	Arterials	Akron	431	2: Peak AM (6am-10am)	26%	Low	10.5	1036.69
Broad Blvd from 3rd St to 2nd St	Arterials	Cuyahoga Falls	396	3: Mid-Day (10am-3pm)	26%	Low	7.64	652.51
Smith Rd btw Willow Creek Dr and Hidden Valley Rd	Arterials	Akron	398	4: Peak PM (3pm-7pm)	26%	Low	6.85	1054.53
Smith Rd btw Owasso Ave and Caladonia Ave	Arterials	Bath Twp	276	4: Peak PM (3pm-7pm)	26%	Low	4.41	645.59
S Cleveland Massillon Rd btw Bywood Ave and Commercial Dr	Arterials	Fairlawn	541	3: Mid-Day (10am-3pm)	26%	Low	16.6	1805.95
E Steels Corners Rd through the SR 8 interchange	Arterials	Stow	187	4: Peak PM (3pm-7pm)	26%	Low	5.44	628.33
Graham Rd east leg of SR 8 SB Off-Ramp intersection	Arterials	Cuyahoga Falls/Stow	188	3: Mid-Day (10am-3pm)	26%	Low	10.22	922.69
Canton Rd btw Shelburn Ave and Zesiger Ave	Arterials	Akron	351	4: Peak PM (3pm-7pm)	26%	Low	9.54	1192.63
Southeast Ave through the I-76 interchange	Arterials	Tallmadge	280	4: Peak PM (3pm-7pm)	26%	Low	5.58	692.26
SR 91 Darrow Rd NB south leg of Hudson Dr intersection	Arterials	Hudson	300	3: Mid-Day (10am-3pm)	26%	Low	3.32	480.75

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 261 north leg of Summit Rd intersection	Arterials	Franklin Twp	846	4: Peak PM (3pm-7pm)	26%	Low	9.34	1784.05
E Main St btw Liberty St and Linden St	Arterials	Ravenna	333	4: Peak PM (3pm-7pm)	26%	Low	6.81	748.62
E Main St east btw Sanford St and Grove St	Arterials	Ravenna	76	4: Peak PM (3pm-7pm)	26%	Low	1.54	166.8
OH-5-Byp NB from I-76 WB Off-Ramp to Lynn Rd	Arterials	Rootstown Twp	274	3: Mid-Day (10am-3pm)	26%	Low	7.73	1080.37
Wooster Rd N north leg of Kenmore Blvd intersection	Arterials	Barberton	150	3: Mid-Day (10am-3pm)	25%	Low	3.13	335.44
Off-Ramp from I-77 SB to S Arlington Rd	Freeway Link/Ramp	Green	1,713	4: Peak PM (3pm-7pm)	25%	Low	26.88	4748.16
S Main St btw W Emerling Ave and E Emerling Ave	Arterials	Akron	149	4: Peak PM (3pm-7pm)	25%	Low	3.02	486.71
N Union St btw E Market St and Park St	Arterials	Akron	424	3: Mid-Day (10am-3pm)	25%	Low	3	318.36
Front St north leg of E Cuyahoga Falls Ave intersection	Arterials	Akron	110	4: Peak PM (3pm-7pm)	25%	Low	1.54	147.89
W Exchange St btw S rose Blvd and Mull Ave	Arterials	Akron	419	4: Peak PM (3pm-7pm)	25%	Low	7.39	914.12
Ghent Rd btw Smith Rd and 1400 ft north of Smith Rd	Arterials	Akron/Fairlawn	1,402	4: Peak PM (3pm-7pm)	25%	Low	21.93	3393.86
Portage Trail btw 2nd St and Front St	Arterials	Cuyahoga Falls	398	4: Peak PM (3pm-7pm)	25%	Low	20.54	1473.96
Smith Rd btw Owasso Ave and Corunna Ave	Arterials	Bath Twp	325	4: Peak PM (3pm-7pm)	25%	Low	5.07	749.2
SR 91 Darrow Rd btw Valley View Rd and I-80	Arterials	Hudson	381	3: Mid-Day (10am-3pm)	25%	Low	4.71	1039.82
S Water St btw 700 ft and 1530 ft south of SR 261	Arterials	Kent	846	3: Mid-Day (10am-3pm)	25%	Low	3.56	546.79
E Main St btw S Plum Way and S Walnut St	Arterials	Ravenna	239	3: Mid-Day (10am-3pm)	25%	Low	6.45	610.28
SR 93 Manchester Rd btw Johns Rd and Renninger Rd	Arterials	New Franklin	822	3: Mid-Day (10am-3pm)	25%	Low	13.44	2065
W Turkeyfoot Lake Rd through the Bridge on Portage Lakes	Arterials	New Franklin	90	3: Mid-Day (10am-3pm)	25%	Low	1.56	226.59
SR 8 SB through the E Exchange St interchange	Freeways	Akron	160	4: Peak PM (3pm-7pm)	25%	Low	3.38	3688.86
Memorial Pkwy btw Evers Dr and Aqueduct St	Arterials	Akron	167	3: Mid-Day (10am-3pm)	25%	Low	2.61	371.9

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
On-Ramp from White Pond Dr to I-77 SB	Freeway Link/Ramp	Akron	807	3: Mid-Day (10am-3pm)	25%	Low	5.01	969.62
Kent Rd btw Darrow Rd and Williamson Rd	Arterials	Stow	587	4: Peak PM (3pm-7pm)	25%	Low	19.25	2079.32
North Ave north leg of Howe Rd intersection	Arterials	Tallmadge	655	4: Peak PM (3pm-7pm)	25%	Low	13.12	1935.75
E Streetsboro Rd btw Stow Rd and Canterbury Dr	Arterials	Hudson	446	4: Peak PM (3pm-7pm)	25%	Low	4.65	819.1
SR 43 btw SR 14 and Russell Dr	Arterials	Streetsboro	1,205	4: Peak PM (3pm-7pm)	25%	Low	27.2	3061.13
5th Street NE btw E Tuscarawas Ave and E Park Ave	Arterials	Barberton	331	3: Mid-Day (10am-3pm)	25%	Low	5.7	600.54
S Cleveland Massillon Rd south leg adjacent to Gardner Blvd	Arterials	Norton	851	3: Mid-Day (10am-3pm)	25%	Low	11.55	1325.61
S Main St btw E Emerling Ave and Firestone Plz	Arterials	Akron	526	4: Peak PM (3pm-7pm)	25%	Low	10.13	1675.4
E Market St btw Broadway St and Summit St	Arterials	Akron	273	3: Mid-Day (10am-3pm)	25%	Low	7.5	948.15
N Union St btw Park St and Perkins St	Arterials	Akron	578	4: Peak PM (3pm-7pm)	25%	Low	3.98	413.21
Medina Rd EB from N Hametown Rd to S Hametown Rd	Arterials	Copley/Bath Twp	739	4: Peak PM (3pm-7pm)	25%	Low	16.59	4589.88
Riverview Rd through the Furnace Run Bridge	Arterials	Cuyahoga Falls	174	3: Mid-Day (10am-3pm)	25%	Low	0.87	184.26
S Main St south leg of Munroe Falls Ave intersection	Arterials	Munroe Falls	293	4: Peak PM (3pm-7pm)	25%	Low	7.17	918.28
SR 91 Darrow Rd north leg of Creekside Dr intersection	Arterials	Twinsburg	330	3: Mid-Day (10am-3pm)	25%	Low	9.9	1205.7
Ramp from SR 224 EB to I-77 NB	Freeway Link/Ramp	Coventry Twp	1,723	4: Peak PM (3pm-7pm)	25%	Low	18.45	4329.74
S Main St btw W Mapledale Ave and E Mapladale Ave	Arterials	Akron	59	4: Peak PM (3pm-7pm)	25%	Low	1.27	183.04
E Exchange St btw Cleveland St and Black St	Arterials	Akron	325	3: Mid-Day (10am-3pm)	25%	Low	4.25	547.34
Martin Luther King Jr Blvd east leg of N Broadway St intersection	Arterials	Akron	163	4: Peak PM (3pm-7pm)	25%	Low	3.17	541.01
S Hawkins Ave btw W Exchange St and W Market St	Arterials	Akron	173	3: Mid-Day (10am-3pm)	25%	Low	6.26	424.87
Medina Rd EB from S Hametown Rd to Scenic View Dr	Arterials	Copley/Bath Twp	964	4: Peak PM (3pm-7pm)	25%	Low	27.92	6577.76

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
N Cleveland Massillon Rd btw Green Dr and Springside Dr	Arterials	Bath Twp	324	3: Mid-Day (10am-3pm)	25%	Low	3.44	574.25
State Rd btw Kimberlyn Dr and Steels Corners Rd	Arterials	Cuyahoga Falls	1,025	4: Peak PM (3pm-7pm)	25%	Low	17.81	2460.7
Terex Rd SB south leg of W Streetsboro Rd intersection	Arterials	Hudson	594	2: Peak AM (6am-10am)	25%	Low	2.36	494.64
SR 91 Darrow Rd btw Edgar Dr and S Tannery Rd	Arterials	Hudson	247	3: Mid-Day (10am-3pm)	25%	Low	2.67	617.64
W Waterloo Rd west leg of Manchester Rd Intersection	Arterials	Akron	365	4: Peak PM (3pm-7pm)	25%	Low	8.56	1003.36
SR 93 Manchester Rd btw Nola Ct and Burger King Driveway	Arterials	Coventry Twp	374	4: Peak PM (3pm-7pm)	25%	Low	11.94	1791.11
W Market St btw Oakdale Ave and Stewart Way	Arterials	Akron	150	3: Mid-Day (10am-3pm)	25%	Low	4.13	526.63
Valley View Rd west leg of SR 8 intersection	Arterials	Macedonia	119	3: Mid-Day (10am-3pm)	25%	Low	1.83	217.3
SR 91 Darrow Rd north leg of Faymont Dr intersection	Arterials	Hudson	189	4: Peak PM (3pm-7pm)	25%	Low	4.06	618.07
SR 91 Darrow Rd from Waterway Carwash South Dr to Pad Thai North Dr	Arterials	Hudson	384	3: Mid-Day (10am-3pm)	25%	Low	5.14	687.13
Off-Ramp from I-480 SEB to E Aurora Rd	Freeway Link/Ramp	Twinsburg	1,323	4: Peak PM (3pm-7pm)	25%	Low	9.12	1515.34
SR 14 south-east leg of Home Depot north side intersection	Arterials	Streetsboro	142	3: Mid-Day (10am-3pm)	25%	Low	6.04	970.36

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2022-07 - Reaffirming the Approval of the Regional
Transportation Plan and the Transportation Improvement Program, and
Affirming the Consistency between the Regional Transportation Plan, the
Transportation Improvement Program, and the State Implementation Plan

Resolution 2022-08 - Certification of the Urban Transportation Planning
Process

DATE: May 4, 2022

In order to remain certified as a Metropolitan Planning Organization (MPO), AMATS must satisfy various requirements each year. Four requirements are pending:

1. Reaffirming the approval of *Transportation Outlook*, the area's 2045 Regional Transportation Plan.
2. Reaffirming the approval of the Transportation Improvement Program (TIP).
3. Affirming the consistency between *Transportation Outlook*, the Transportation Improvement Program, and the State Implementation Plan (SIP) for improving air quality.
4. Certifying that the urban transportation planning process is being carried out in compliance with all applicable federal requirements.

Transportation Outlook, the AMATS area's current Regional Transportation Plan was adopted by the AMATS Policy Committee on May 20, 2021. Federal planning requirements under the *Fixing America's Surface Transportation Act (FAST)* state that the regional transportation plan must be reviewed and updated every four years in air quality non-attainment or maintenance areas. Consequently, the area's next regional transportation plan update is scheduled for adoption by the Policy Committee in 2025.

The AMATS Policy Committee approved the FY 2021-2024 TIP on May 14, 2020. The TIP is typically updated routinely every two years and is comprised of projects drawn from *Transportation Outlook*, the area's Regional Transportation Plan.

Because AMATS is part of the eight-county Cleveland-Akron-Lorain air quality non-attainment area, its Regional Transportation Plan and TIP must also contain an air quality analysis that shows that emissions from mobile sources will not exceed the allowable limits for ozone and fine particulate matter (PM_{2.5}) that have been established by the Ohio Environmental Protection Agency (OEPA) in the State Implementation Plan (SIP). To that end, an air quality analysis entitled, *Ozone and PM2.5 Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area* was completed. This air quality analysis demonstrates that *Transportation Outlook* and the TIP are in compliance with the applicable air quality standards.

ODOT requests that AMATS annually reaffirm its approval of the area's Regional Transportation Plan and TIP, and that it affirm the consistency of both of these documents with the SIP in a single resolution. Resolution 2022-07 meets this objective.

Resolution 2022-08 is also attached. This resolution certifies that the AMATS transportation planning process is being carried out in compliance with all applicable federal requirements.

Specifically, Title VI of the Civil Rights Act of 1964 requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Consequently, it is the policy of AMATS to provide an environment of nondiscrimination and equal opportunity in employment as well as in the development of the area's regional transportation policies, plans, and programs contained in the Regional Transportation Plan (Transportation Outlook) and the Transportation Improvement Program.

The Staff recommends that both Resolution 2022-07 and Resolution 2022-08 be approved.

RESOLUTION NUMBER 2022-07

**OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE
OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

**REAFFIRMING THE APPROVAL OF THE REGIONAL TRANSPORTATION PLAN
AND THE TRANSPORTATION IMPROVEMENT PROGRAM, AND AFFIRMING
THE CONSISTENCY BETWEEN THE REGIONAL TRANSPORTATION PLAN, THE
TRANSPORTATION IMPROVEMENT PROGRAM, AND THE STATE
IMPLEMENTATION PLAN**

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage Counties, and the Village of Doylestown, Chippewa Township and Milton Township in Wayne County; and

WHEREAS, AMATS has, pursuant to 23 United States Code 134 and 49 United States Code 5303, prepared *Transportation Outlook*, the area's 2045 Regional Transportation Plan, which was approved on May 20, 2021; and

WHEREAS, AMATS has, pursuant to Title 23 United States Code Section 134 prepared the Transportation Improvement Program for Fiscal Years 2021 through 2024, which was approved on May 14, 2020; and

WHEREAS, the Transportation Improvement Program for Fiscal Years 2021-2024 is consistent with *Transportation Outlook*, the area's 2045 Regional Transportation Plan; and

WHEREAS, Section 176(c)(3) of the Clean Air Act Amendments of 1990, requires that the MPO make a determination that the Regional Transportation Plan and the Transportation Improvement Program are in conformity with respect to the State Implementation Plan for attainment of the National Ambient Air Quality Standards (NAAQS); and

WHEREAS, a quantitative air quality analysis of *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2021 through 2024 was completed for both ozone and fine particulate matter (PM_{2.5}), in accordance with the requirements specified by the *Fixing America's Surface Transportation Act (FAST)* and the Clean Air Act Amendments of 1990; and

WHEREAS, this quantitative air quality analysis entitled, *Ozone and PM_{2.5} Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area SFY 2021 – 2024 Transportation Improvement Programs* demonstrates that *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2021 through 2024 are in conformity with the applicable air quality standards of the State Implementation Plan.

RESOLUTION NUMBER 2022-07 - Continued

NOW THEREFORE BE IT RESOLVED:

1. That this Committee reaffirms its approval of *Transportation Outlook* as the Regional Transportation Plan for Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County.
2. That this Committee reaffirms its approval of the Transportation Improvement Program for Fiscal Years 2021 and 2024 as the program of projects being implemented with federal transportation funds in Summit and Portage counties and the Chippewa and Milton Township areas of Wayne County.
3. That this Committee affirms the consistency between the Transportation Improvement Program for Fiscal Years 2021 and 2024 and *Transportation Outlook*.
4. That this Committee affirms the consistency between *Transportation Outlook* and the State Implementation Plan for air quality.
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.

Michael A. Marozzi, 2022 Vice-Chairman
Metropolitan Transportation Policy Committee

Date

RESOLUTION NUMBER 2022-08

**OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE OF THE
AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage Counties, and the Village of Doylestown, Chippewa Township and Milton Township in Wayne County, as evidenced in the Agreement of Cooperation, Number 32963, between ODOT and the City of Akron finalized on April 5, 2019; and

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO to certify that the cooperative metropolitan transportation planning process is in conformance with these regulations; and

WHEREAS, the federal regulations published as 23 CFR 450 require that the metropolitan transportation planning process shall include activities to support the development and implementation of a regional transportation plan and a transportation improvement program and subsequent transportation planning activities to the degree appropriate for the area; and

WHEREAS, these activities have been acted upon by the MPO by separate Resolution Number 2022-07, dated May 4, 2022; and

WHEREAS, the federal regulations published as 23 CFR 450.334 also require that the planning process be carried out in accordance with:

- a. Title 23 United States Code (U.S.C.) Section 134 and Title 49 U.S.C. 5303 concerning metropolitan planning for Highways and Transit, respectively;
- b. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and Title 40 Code of Federal Regulations (CFR) part 93 in non-attainment areas;
- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- d. 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- e. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
- f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;

RESOLUTION NUMBER 2022-08 - Continued

- i. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, Title VI of the Civil Rights Act of 1964 requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance; and

WHEREAS, *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires that recipients of federal funds make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds; and also requires that they identify and address any disproportionately high and adverse human health and environmental effects on minority and low-income groups, which may result from the implementation of their plans and programs; and

WHEREAS, in accordance with the *Fixing America's Surface Transportation Act (FAST)*, AMATS, as a Transportation Management Area, is carrying out its planning responsibilities under the applicable provisions of federal law.

NOW THEREFORE BE IT RESOLVED:

- 1. That this Committee certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation system, that the urban transportation planning process is being carried out in compliance with all of the applicable federal requirements.
- 2. That this Committee authorizes the Staff to implement and provide copies of the AMATS Title VI Civil Rights Plan as appropriate.
- 3. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.

Michael A. Marozzi, 2022 Vice-Chairman
Metropolitan Transportation Policy Committee

Date

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee Members
Technical Advisory Committee Members
Citizens Involvement Committee Members

FROM: AMATS Staff

RE: Resolution 2022-09 – Approving the FY 2023 Transportation Planning Work Program and Budget

DATE: May 4, 2022

Executive Summary

This memorandum discusses the activities and budget for transportation planning in the Akron Metropolitan Area for the state fiscal year beginning July 1, 2022. The purpose of this resolution is to approve the Transportation Planning Work Program and Budget.

Annually, the AMATS Policy Committee adopts a Transportation Planning Work Program and Budget (Work Program) for the upcoming fiscal year. A draft of the Fiscal Year 2023 Work Program was approved by the Policy Committee at its meeting on January 27, 2022, and it was subsequently submitted to ODOT for review and comment. ODOT and the Federal Highway Administration (FHWA) have reviewed the draft Work Program. The major elements of the Work Program remain the same as the version presented to, and approved by, the Policy Committee in January.

The major work products that are to be completed during FY 2023 include the following:

- **Develop the new FY 2024-2027 Transportation Improvement Program**
- **Maintain the new Regional Transportation Plan: *Transportation Outlook 2045***
- **Traffic Counting Program** – The staff is expected to complete over 200 counts on regional roadways and provide this data to the public. Counts are also completed by member request.
- **Participate in the Statewide CMAQ Discretionary Funds Program** - AMATS will continue to work with ODOT and the other Metropolitan Planning Organizations (MPOs) to select projects for the CMAQ Program.
- **Implementation of the Bipartisan Infrastructure Law (BIL)**
- **Provide the annual Congestion Management Process update**
- **Direct the Gohio Commute and Air Quality Advocacy Programs** – The staff will utilize a multimodal approach to promote modes of travel that reduce the use of single-occupancy vehicles.

- **Pavement Condition Data Collection and Analysis Program** – continue the development and analysis of pavement conditions.
- **Continue the Signal Timing Optimization Program (STOP)**
- **Redesign of the AMATS Website**
- **Solicit applications for a new round of Connecting Communities Planning Grants**

AMATS member communities receive approximately \$20 million annually in several funding categories to be used for highway, transit and enhancement improvements. AMATS is the federally mandated conduit for these funds.

It has been estimated that \$1,451,204 in federal Consolidated Planning Grant (CPG) funds will be available to AMATS for planning activities in FY 2023. CPG funds must be matched by state and local funds at a percentage rate of 80/10/10, yielding an initial budget of \$1,814,005. Any remaining funds from this fiscal year (FY 2022) will be carried over on July 1 and may be used through December 31, 2022.

The following table (Table 1) entitled *AMATS FY 2023 Work Program – Funding by Source* summarizes the budget that is to be included in the FY 2023 Work Program. This budget includes an expenditure of \$2,419,005 to support the AMATS staff and its activities. Along with METRO RTA and PARTA, the budget for regional transportation planning totals \$3,309,005.

In addition, total annual dues for FY 2023 will be \$188,657. The attached *AMATS Local Share Calculation* table (Table 2) shows each member’s dues for the upcoming fiscal year. Local share dues are used to match CPG funding as well as cover delayed expenses and reimbursements not immediately paid by ODOT. Local share amounts for individual members reflect the US Census 2020 population figures, charged per capita, by previous agreement of the Policy Committee.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for staff air quality planning activities must now be matched with appropriate funding where applicable. Per ODOT’s instructions, Toll Revenue Credit (TRC) is applied to portions of the staff CMAQ air quality planning activities.

Staff Recommendation

Attached is Resolution 2022-09 for your review and consideration. This resolution approves the final FY 2023 Transportation Planning Work Program and Budget and authorizes the staff to collect annual dues. The staff will adjust the FY 2023 budget once the final carryover balances from FY 2022 are known in July. The Policy Committee’s approval is requested.

Table 1

**AMATS FY 2023 WORK PROGRAM
FUNDING BY SOURCE**

<u>AMATS AGENCY ONLY</u>	<u>FY 2023</u>
USDOT Consolidated Planning Grant	\$1,451,204
ODOT Match	\$181,400
AMATS Local Share (Match)	<u>\$181,401</u>
SUBTOTAL	\$1,814,005
AMATS Local Expenses (Match)	\$25,000
FY 2022 Carryover (Estimated)	\$400,000
FHWA/CMAQ (Non-SOV Advocacy)	<u>\$180,000</u>
TOTAL	\$2,419,005
 <u>METRO RTA PLANNING</u>	
METRO Planning (Local METRO Funds)	\$825,000
 <u>PARTA PLANNING</u>	
PARTA Planning (Local PARTA Funds)	<u>\$65,000</u>
 GRAND TOTAL	 \$3,309,005

Note: All carryover amounts will be adjusted when the FY 2022 program is closed out and final balances are known after June 30.

TABLE 2

**AMATS
LOCAL SHARE CALCULATION*
SFY 2023 WORK PROGRAM**

MEMBERS	2020 POP (CENSUS)	LOCAL SHARE PERCENT	CY 2022 LOCAL SHARE
METRO RTA	N/A	14.0%	\$26,387
PARTA	N/A	2.3%	\$4,403
<u>SUMMIT COUNTY</u>			
AKRON	190,469	22.4%	\$42,253
BARBERTON	25,191	3.0%	\$5,588
CUYAHOGA FALLS	51,114	6.0%	\$11,339
FAIRLAWN	7,710	0.9%	\$1,710
GREEN	27,475	3.2%	\$6,095
HUDSON	23,110	2.7%	\$5,127
LAKEMORE	2,926	0.3%	\$649
MACEDONIA	12,168	1.4%	\$2,699
MOGADORE	3,811	0.4%	\$845
MUNROE FALLS	5,044	0.6%	\$1,119
NEW FRANKLIN	13,877	1.6%	\$3,078
NORTHFIELD	3,541	0.4%	\$786
NORTON	11,668	1.4%	\$2,588
REMINDERVILLE	5,412	0.6%	\$1,201
RICHFIELD	3,729	0.4%	\$827
SILVER LAKE	2,516	0.3%	\$558
STOW	34,483	4.1%	\$7,650
TALLMADGE	18,394	2.2%	\$4,080
TWINSBURG	19,248	2.3%	\$4,270
SUMMIT CO. UNINCORP.	76,699	9.0%	\$17,014
<u>PORTAGE COUNTY</u>			
AURORA	17,239	2.0%	\$3,824
KENT	28,215	3.3%	\$6,259
RAVENNA	11,323	1.3%	\$2,512
STREETSBORO	17,260	2.0%	\$3,829
PORTAGE CO. UNINCORP.	80,133	9.4%	\$17,776
<u>WAYNE COUNTY</u>			
DOYLESTOWN	3,051	0.4%	\$677
RITTMAN	6,131	0.7%	\$1,360
WAYNE COUNTY ENGINEER	9,708	1.1%	\$2,154
TOTAL	721,109		
TOTAL CONTRIBUTING MEMBERS	711,645		\$188,657

* \$0.222 per person

Communities under 2,400 in population do not pay local dues.

RESOLUTION NUMBER 2022-09

**OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE
OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

**APPROVING THE FISCAL YEAR 2023 TRANSPORTATION PLANNING WORK
PROGRAM AND BUDGET**

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County; and

WHEREAS, this Committee annually reviews and approves a Work Program and Budget for the continuation of the transportation planning process; and

WHEREAS, this Committee has reviewed the Transportation Planning Work Program for Fiscal Year 2023 and has found it to be consistent with local, State and Federal transportation planning priorities.

WHEREAS, this Committee authorizes staff to make changes to the Transportation Planning Work Program work elements, when necessary, that will not change the intent of the activity of the Transportation Planning Work Program and Budget.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves the Fiscal Year 2023 Transportation Planning Work Program.
2. That this Committee approves the provisional Fiscal Year 2023 regional transportation planning budget totaling \$3,309,005 as contained in the Fiscal Year 2023 Work Program.
3. That this Committee approves a FY 2023 local share of \$188,657 in order to match the federal funds in support of the AMATS budget, as discussed in the attached memorandum.
4. That this Committee approves the collection of \$188,657 in annual dues from member communities as shown in the attached table entitled *AMATS Local Share Calculation SFY 2023 Work Program*.
5. That this Committee authorizes the Staff, without further action by this Committee, to adjust the provisional FY 2023 Budget as necessary to reflect the final carryover balances from FY 2022.
6. That this Committee authorizes the AMATS staff to adjust the FY 2023 Transportation Planning Work Program as previously specified to make such changes to the work element budgets as are needed to satisfy clarifying comments from the Ohio and U.S. Departments of Transportation, or to make such changes to fully utilize funds and minimize carryover, but which do not change the intent of the activity.

7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Michael A. Marozzi, 2022 Vice Chairman
Metropolitan Transportation Policy Committee

Date

**AKRON METROPOLITAN AREA TRANSPORTATION STUDY
M E M O R A N D U M**

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2022-10 –Approving Amendment #17 to the FY 2021-2024
Transportation Improvement Program to add one new project.

DATE: May 12, 2022

A request has been made to add the following new project in the FY 2021-2024 Transportation Improvement Program:

SUM-CR 537-00.19 (Springside Dr. Sidewalk) – This is the third of three sidewalk projects that were developed from a Connecting Communities grant in the Montrose area of Bath Township. A new 7-foot-wide sidewalk will be constructed along Springside Drive from SR 18 Medina Rd to Cleveland Massillon Rd. All phases of this project were outside the time frame of the current FY 2021-2024 TIP and it was going to be added to the next FY 2024-2027 TIP. However, since it ties into another similar sidewalk being planned on Cleveland Massillon Rd the sponsor requested that the two projects be designed at the same time. Therefore, the project is being added to the current TIP and engineering will be programmed in FY 2023 using \$100,000 of AMATS TASA funds that were already allocated for this phase.

STAFF COMMENTS

As with all TIP amendments, considerations with respect to public participation, financial capability, air quality, environmental justice and Plan consistency are important. Sufficient funding is forecasted from federal and state sources for this amendment. The project listed meets all amendment requirements mentioned above. Therefore, this amendment does not cause any negative impact.

STAFF RECOMMENDATION

Attached to this memo is Resolution Number 2022-10. This Resolution approves the amendment to the FY 2021-2024 TIP. The Staff recommends approval.

RESOLUTION NUMBER 2022-10

**OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE
OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

Approving Amendment #17 to the FY 2021-2024 Transportation Improvement Program to add one new project.

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County and,

WHEREAS, it is the responsibility of this Committee to develop and maintain the Transportation Improvement Program (TIP) and,

WHEREAS, this Committee has been requested to amend the AMATS FY 2021-2024 Transportation Improvement Program to add engineering for the following new project.

- 1. SUM-CR 537-00.19 (Springside Dr. Sidewalk)** – This is a new 7-foot-wide sidewalk that will be constructed along Springside Drive from SR 18 Medina Rd to Cleveland Massillon Rd. in Bath Township. All phases of this project were outside the time frame of the current FY 2021-FY 2024 TIP and it was going to be added to the next FY 2024-FY 2027 TIP. However, since it ties into another similar sidewalk being planned on Cleveland Massillon Rd the sponsor requested that the two projects be designed at the same time. Therefore, the project is being added to the current TIP and engineering will be programmed in FY 2023 using \$100,000 of AMATS TASA funds that were already allocated for this phase.

WHEREAS, the necessary public involvement has been carried out as described in the AMATS Public Participation Plan and,

WHEREAS, the amendment has been judged to be air quality neutral and is, therefore, excluded from additional regional air quality conformity analysis and,

WHEREAS, the environmental justice impacts of this amendment has been considered consistent with “Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations” and,

WHEREAS, this Committee has analyzed this request and found this amendment to be consistent with Transportation Outlook, the Regional Transportation Plan, and with the availability of federal funds forecasted for the AMATS area.

RESOLUTION NUMBER 2022-10 (Continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee amends the Transportation Improvement Program FY 2021-2024 as previously specified.
2. That this Committee considers the necessary public involvement has been carried out as described in the AMATS Public Participation Plan.
3. That this Committee affirms that sufficient federal funding is expected to be available for the Akron Urbanized Area to maintain financial constraint.
4. That this Committee reaffirms the air quality conformity determination of Transportation Outlook, the Regional Transportation Plan.
5. That this Committee affirms conformity with environmental justice requirements.
6. That this Committee affirms consistency with Transportation Outlook, the Regional Transportation Plan.
7. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

Michael A. Marozzi, 2022 Vice Chairman
Metropolitan Transportation Policy Committee

Date

AMENDMENT # 17 - 05/05/22

AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024

PID #	CO-RTE-SECTION	LENGTH (MILES)	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	PHASE	2021	2022	2023	2024	TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
116457	SUM-CR 537-00.19 (Springside Drive Sidewalk) (Add New Project)	0.80	BATH TOWNSHIP SPRINGSIDE DR FROM SR 18 MEDINA RD TO CLEVELAND MASSILLON RD	CONSTRUCT NEW SIDEWALKS	TASA	P			100.0		906.5	SUMMIT COUNTY ENGINEER	EXEMPT