



## Akron Metropolitan Area Transportation Study

### September 2014 Committee Meetings

#### TECHNICAL ADVISORY COMMITTEE

Thursday, September 18, 2014, 1:30 p.m.

Grand Ballroom B - Quaker Square Inn

The University of Akron

135 South Broadway, Akron

#### CITIZENS INVOLVEMENT COMMITTEE

Thursday, September 18, 2014, 6:30 p.m.

Meeting Room 1

Akron-Summit County Public Library - Main Library,

60 South High Street, Akron

#### POLICY COMMITTEE

Thursday, September 25, 2014, 1:30 p.m.

Grand Ballroom B - Quaker Square Inn

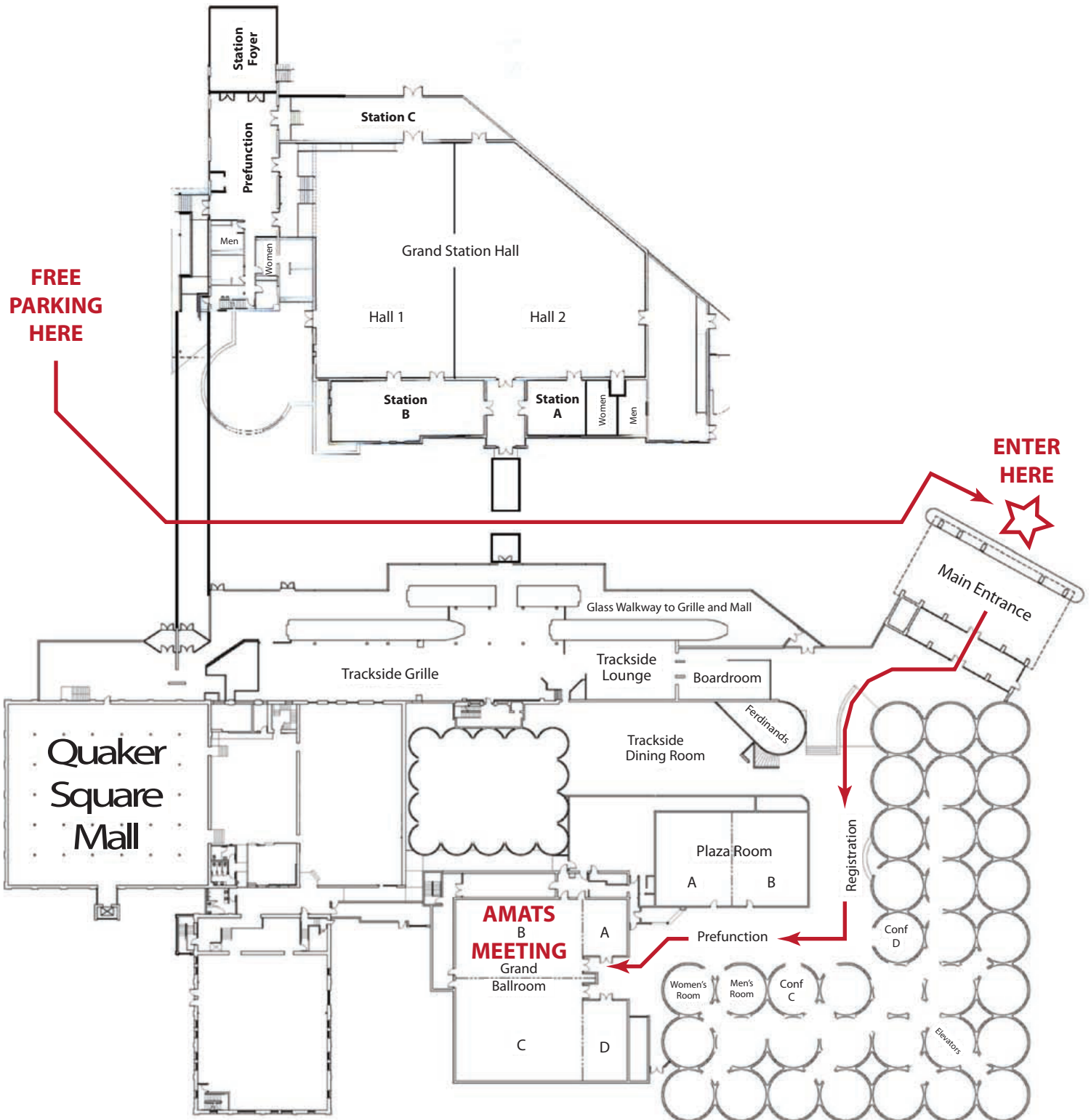
The University of Akron

135 South Broadway, Akron

# New AMATS Meeting Location

## Quaker Square Inn - Ballroom B

135 S Broadway  
Akron, OH 44325





**Akron Metropolitan Area Transportation Study  
Policy Committee  
Grand Ballroom B - Quaker Square Inn  
The University of Akron Hotel  
135 South Broadway, Akron, Ohio**

Thursday, September 25, 2014  
1:30 p.m.

**Agenda**

1. **Call to Order**
  - A. Determination of a Quorum Oral
  - B. Audience Participation\*
2. **Minutes**
  - A. May 15, 2014 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. 2011-2013 Traffic Crash Technical Memorandum - **Motion Requested** Attachment 5A
6. **Resolutions**
  - A. **Resolution 2014-12** – Adopting the Revised AMATS Funding Policy Guidelines. - **Motion Required** Attachment 6A
  - B. **Resolution 2014-13** – Approving the FY 2014 Year End Completion Report. - **Motion Required** Attachment 6B
  - C. **Resolution 2014-14** – Approving Projects to be Submitted to the Statewide Congestion Mitigation/Air Quality (CMAQ) Funding Program. - **Motion Requested** Attachment 6C
  - D. **Resolution 2014-15** – Approving Amendment #15 to the Transportation Improvement Program FY 2014-2017 to add three new projects, combine two projects into one, and revise the funding or schedule to eight existing projects. - **Motion Requested** Attachment 6D
7. **Other Business**
  - A. Formation of 2015 Nominating Committee Oral
8. **Adjournment**

Next Regular Meeting:  
Thursday, December 18, 2014 - 1:30 PM  
Grand Ballroom B - Quaker Square Inn  
The University of Akron, 135 South Broadway, Akron, Ohio

\* Any individual or representative of a group may take three (3) minutes to address the Policy Committee on any topic on the agenda. Anyone desiring more time than provided herein shall notify the Director by the Friday preceding the committee meeting so that they may be placed on the agenda for a maximum of five (5) minutes.



**Akron Metropolitan Area Transportation Study  
Technical Advisory Committee  
Grand Ballroom B - Quaker Square Inn  
The University of Akron Hotel  
135 South Broadway, Akron, Ohio**

Thursday, September 18, 2014  
1:30 p.m.

**Agenda**

1. **Call to Order**
  - A. Determination of a Quorum Oral
2. **Minutes**
  - A. May 8, 2014 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. 2011-2013 Traffic Crash Technical Memorandum - **Motion Requested** Attachment 5A
6. **Resolutions**
  - A. **Resolution 2014-12** – Adopting the Revised AMATS Funding Policy Guidelines. - **Motion Required** Attachment 6A
  - B. **Resolution 2014-13** – Approving the FY 2014 Year End Completion Report. - **Motion Required** Attachment 6B
  - C. **Resolution 2014-14** – Approving Projects to be Submitted to the Statewide Congestion Mitigation/Air Quality (CMAQ) Funding Program. - **Motion Requested** Attachment 6C
  - D. **Resolution 2014-15** – Approving Amendment #15 to the Transportation Improvement Program FY 2014-2017 to add three new projects, combine two projects into one, and revise the funding or schedule to eight existing projects. - **Motion Requested** Attachment 6D
7. **Other Business**
  - A. Formation of 2015 Nominating Committee Oral
8. **Adjournment**

Next Regular Meeting:  
Thursday, December 11, 2014 - 1:30 PM  
Grand Ballroom B - Quaker Square Inn  
The University of Akron  
135 South Broadway, Akron, Ohio



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

Thursday, September 18, 2014  
6:30 p.m.

**Agenda**

1. **Call to Order**
  - A. Determination of a Quorum Oral
2. **Minutes**
  - A. July 17, 2014 Meeting - **Motion Required** Attachment 2A
3. **Staff Reports**
  - A. Technical Progress Report Oral
4. **Old Business**
  - A. CIC Bylaws Discussion Oral
5. **New Business**
  - A. 2011-2013 Traffic Crash Technical Memorandum - **Motion Requested** Attachment 5A
6. **Resolutions**
  - A. **Resolution 2014-12** – Adopting the Revised AMATS Funding Policy Guidelines. - **Motion Required** Attachment 6A
  - B. **Resolution 2014-13** – Approving the FY 2014 Year End Completion Report. - **Motion Required** Attachment 6B
  - C. **Resolution 2014-14** – Approving Projects to be Submitted to the Statewide Congestion Mitigation/Air Quality (CMAQ) Funding Program. - **Motion Requested** Attachment 6C
  - D. **Resolution 2014-15** – Approving Amendment #15 to the Transportation Improvement Program FY 2014-2017 to add three new projects, combine two projects into one, and revise the funding or schedule to eight existing projects. - **Motion Requested** Attachment 6D
7. **Other Business**
  - A. Formation of 2015 Nominating Committee Oral
8. **Adjournment**

Next Regular Meeting:  
Thursday, December 11, 2014 - 6:30 PM  
Location – To Be Determined

## **SUMMARY - AGENDA ITEMS September 2014**

### **Item 4A – CIC Bylaws Discussion**

The committee will discuss potential changes to the CIC Bylaws. **(CIC Only)**

### **Attachment 5A – 2011-2013 Traffic Crash Technical Memorandum**

This memorandum identifies and ranks crashes on roadway sections, intersections and freeways in the Greater Akron area between 2011 and 2013. The Staff recommends **approval**.

### **Attachment 6A – Resolution 2014-12**

Revisions to Funding Policy Guidelines to include updates related to the Enhanced Mobility for the Elderly and Disabled Program. The Staff recommends **approval**.

### **Attachment 6B – Resolution 2014-13**

A report summarizing the status of activities and expenditures for transportation planning in the Greater Akron area during Fiscal Year 2014. The Staff recommends **approval**.

### **Attachment 6C – Resolution 2014-14**

A resolution approving Greater Akron area projects to be submitted for funding from the Statewide Congestion Mitigation/Air Quality (CMAQ) Funding Program. This item requires **approval**.

### **Attachment 6D – Resolution 2014-15 – TIP Amendment #15**

An amendment to the *FY 2014-2017 TIP* to add three new projects, combine two projects into one, and revise the funding or schedule to eight existing projects. The Staff recommends **approval**.

### **Item 7A – Formation of 2015 Nominating Committee**

The chair will appoint two members to serve on a 2015 Nominating Committee along with the chair. The committee will present a slate of officers to lead the full committee in 2015 during its meetings. **(All Committees)**

**Akron Metropolitan Area Transportation Study  
Policy Committee  
Thursday, May 15, 2014 – 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/podcasts/](http://www.amatsplanning.org/category/podcasts/).

**I. Call to Order**

**A. Vice Chairman Gene Roberts** called the meeting to order in Grand Ballroom B of the Quaker Square Inn. 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 March 20, 2014 meeting.

**Motion**

***Joe Paradise** made a motion to approve the minutes and it was seconded by **Frank Hairston**. The motion was approved by a voice vote.*

**III. Staff Reports**

**A. Financial Progress Report**

**Jason Segedy** presented Attachment 3A.

**Motion**

***Robert MacGregor** made a motion to approve the Financial Progress Report and it was seconded by **Frank Hairston**. The motion was approved by a voice vote.*

**B. Technical Progress Report**

**Curtis Baker** introduced Carmen Stemen of the FHWA.

**Mr. Baker** said that AMATS will host its Switching Gears – Active Transportation Conference on June 26. This event will take place at the Akron-Summit County Library and the John S. Knight Center and is being sponsored in part by the John S. Knight Foundation. **Mr. Baker** described the conference.

**Mr. Baker** said that Jason Roberts of The Better Block and Dave Cieslewicz, executive director of the Wisconsin Bike Fed and former mayor of Madison, Wisconsin, would be the conference's featured speakers.

**Mr. Baker** invited the committee members to attend the Montrose Community Meeting scheduled for 5-7 p.m. that evening at the Acme Fresh Market in Montrose. **Mr. Baker** said that the meeting is another step in the development of the *Montrose Connectivity Plan*. **Mr. Baker** noted that the Montrose study and the *Barberton North-South Community Connection Plan* – both of which are funded by AMATS' Connecting Communities Planning Grant Program – should be completed by the fall.

**Christopher Mallin** asked if the Active Transportation Conference was open only to officials or the general public. **Mr. Baker** said that it would be open to the public, while the speakers may be more appropriate for public officials and grass roots organizers. **Bryan Smith** asked when the conference would begin and end. **Mr. Baker** said that the conference is scheduled for 9 a.m.-3 p.m.

**Rich Enty** praised AMATS for allowing METRO to participate in the Montrose Community Meeting. **Mr. Enty** said that the meeting presents an opportunity for the transit authority to present fall service changes and to meet its federal public involvement requirements.

#### **C. AMATS Federal Funds Report**

**Victor Botosan** presented Attachment 3C and tables concerning Funding Program and Balances dated May 7, 2014.

**Randy Monteith** asked if AMATS would use Pavement Condition Rating (PCR) data or Pavement Condition Inventory (PCI) data. **Mr. Botosan** clarified that the effort that AMATS initiated will be called a PCI. **Vice Chairman Roberts** said that he understood that the question concerned whether AMATS would use local or state data in its efforts to grade projects. **Mr. Botosan** said that depends upon how many AMATS-area communities want to collect PCIs.

**Mr. Segedy** said that *AMATS Funding Policy Guidelines* state that the agency will use PCR data, but, if the agency collects enough comprehensive data prior to the next round of project funding applications, then the agency would probably switch to PCI data. **Mr. Segedy** noted that the agency would continue to use PCR data for the next round of funding applications if adequate PCI data was not available. The **director** added that pavement condition indexes could be used by AMATS as a criterion in the scoring of project funding applications. **Mr. Segedy** said that PCI data would be useful to smaller villages that lack engineering staffs as the agency could present those communities' worst-ranked roads in terms of pavement conditions and offer recommendations as to available funding sources.



#### IV. Old Business

None.

#### V. New Business

##### A. **Status of Surface Transportation Reauthorization-Discussion.**

**Mr. Baker** briefed the members on the status of the National Highway Trust Fund and the development of successor legislation to MAP-21. **Mr. Baker** said that the National Highway Trust Fund will be bankrupt in August and that MAP-21 is scheduled to expire in October – and both issues are interrelated to the gas tax issue.

**Mr. Baker** described scenarios that could occur if the trust fund is allowed to be depleted and successor legislation to MAP-21 is not approved by Congress. **Mr. Baker** summarized proposals for transportation funding by *Transportation for America*.

**Mr. Segedy** noted that the TAC discussed the possibility of AMATS sending a letter to the area's Congressional delegation, Senator Sherrod Brown, Senator Rob Portman and USDOT Secretary of Transportation Anthony Foxx regarding the committee's concerns and the area's needs. **Mr. Segedy** said that communities could also send their own respective letters based on the AMATS letter, but stressing their unique interests.

**Chairman Roberts** asked if AMATS received any response from the area's Congressional delegation when the Policy Committee approved Resolution 2010-17 in September 2010, which stated the committee's support for raising the federal gas tax by 10 cents. **Mr. Segedy** said that then-U.S. Senator George Voinovich mentioned the resolution in a speech before Congress.

**Mr. Mallin** observed that AMATS' funding philosophy since he has been a committee member has emphasized maintenance of the existing system. **Mr. Mallin** asked if that was feasible as many area highways were built in the 1950s with an estimated life span of 50 years. **Mr. Segedy** said that many of Northeast Ohio's highways were among the first built in the nation and that the area can be considered a "legacy" region of the Federal-Aid Highway Act of 1956. **Mr. Segedy** described the need for clearer priorities in modern federal transportation funding.

**Mr. Smith** expressed support on behalf of PARTA for AMATS drafting a letter to the area's Congressional delegation.

**Joe Paradise** observed that AMATS is planning for projects two years at a time. **Mr. Paradise** said that a continuous stream of revenue is needed for proper planning and that has been unavailable from the federal government.

There was discussion regarding the status of the area's roadways.

**Motion**

**Christopher Mallin** made a motion to authorize the Staff to prepare a letter to the area's Congressional representatives urging them to establish a source of reliable, dedicated funding for transportation projects and it was seconded by **Joe Paradise**.

**Frank Hairston** observed that one possible source of revenue is a tire tax. **Mr. Mallin** said that his motion is flexible enough to allow the Staff to encourage Congress to consider various sources of revenue.

**Vice Chairman Roberts** called for a vote on the motion. The motion was approved by a voice vote.

**Mr. Segedy** said that the Staff could prepare a draft letter for review via email by the Policy Committee during the week of May 19.

**VI. Resolutions – Approval Requested**

**A. Resolution 2014-06 – Adopting the AMATS Coordinated Public Transit – Human Services Transportation Plan.**

**Nate Brugler** presented Attachment 6A.

**Mr. Smith** commended the Staff for compiling the plan.

**Motion**

**Bryan Smith** made a motion to approve Resolution 2014-06 and it was seconded by **Rich Enty**. The motion was approved by a voice vote.

**B. Resolution 2014-07 – Approving Amendment #13 to the Transportation Improvement Program FY 2014-2017 - To Add ODOT-Awarded OTPPP Funds in FY 2014 for METRO RTA.**

**Jeff Gardner** presented Attachment 6B.

**Rich Enty** praised the Staff for its work on this item.

**Motion**

**Bobbie Beshara** made a motion to approve Resolution 2014-07 and it was seconded by **Frank Hairston**. The motion was approved by a voice vote.

**C. Resolution 2014-08 – Approving the FY 2015 Transportation Planning Work Program and Budget.**

**Mr. Gardner** presented Attachment 6C.

**Motion**

*Frank Hairston made a motion to approve Resolution 2014-08 and it was seconded by Christopher Mallin. The motion was approved by a voice vote.*

- D. Resolution 2014-09 – 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 2014-10 – Certification of the Urban Transportation Planning Process.**

Mr. Gardner presented Attachment 6D.

**Motion**

*Bryan Smith made a motion to approve Resolution 2014-09 and 2014-10 and it was seconded by Bobbie Beshara. The motion was approved by a voice vote.*

- E. Resolution 2014-11 – Approving Amendment #14 to the Transportation Improvement Program FY 2014-2017 to add a new project, cancel a project and revise the funding or schedule to five existing projects.**

Dave Pulay presented Attachment 6E.

**Motion**

*Joe Paradise made a motion to approve Resolution 2014-11 and it was seconded by Bryan Smith. The motion was approved by a voice vote.*

**VII. Other Business**

Mr. Segedy thanked the committee for the motion to authorize the Staff to prepare a letter to the area's Congressional delegation. Mr. Segedy said that the draft would be distributed to the committee members for review and comment soon. Mr. Hairston asked if the members had to wait until the July meeting to send a letter on behalf of AMATS. Mr. Segedy said no and that he was planning on sending the letter to the delegation soon.

Mr. Hairston noted that there was no time mentioned on the flyer regarding the Switching Gears – Active Transportation Conference. Krista Beniston stated that registration would commence between 8:30-9 a.m. and that the conference would conclude around 3 p.m. Ms. Beniston said that more detailed information about the conference including an agenda is available at [Switching-Gears.org](http://Switching-Gears.org).

Mr. Hairston praised AMATS for the funding that was presented to the city of Ravenna for various sidewalk improvements in the area of Chestnut Street.

## VIII. Adjournment

The next regularly scheduled Policy Committee meeting will be at **1:30 p.m.** on **Thursday, July 24, 2014** in **Grand Ballroom B** of the **Quaker Square Inn** located at **135 South Broadway** in **Akron**.

### Motion

***Frank Hairston** made a motion to adjourn the meeting and it was seconded by **Bryan Smith**. The motion was approved by a voice vote.*

**AMATS POLICY COMMITTEE  
2014 ATTENDANCE**

<b>M Denotes Member Present</b>	<b>Jan</b>	<b>Mar</b>	<b>May</b>	<b>July</b>	<b>Sept</b>	<b>Dec</b>
<b>A Denotes Alternate Present</b>	<b>30</b>	<b>20</b>	<b>15</b>	<b>24</b>	<b>25</b>	<b>18</b>
<b>AKRON</b> - Mayor Don Plusquellic (Gasper) (Hewitt) (Weber)	A	A	A			
<b>AURORA</b> - Mayor Ann Womer Benjamin (Trew)	A	A	A			
<b>BARBERTON</b> - Mayor William Judge, Jr. (Palmer) (Stefan)						
<b>BOSTON HEIGHTS</b> - Mayor Bill Goncy (Polyak)	M	M				
<b>BRADY LAKE</b> - Mayor Hal Lehman (Carlson) (McGee)	A	A	A			
<b>CLINTON</b> - Mayor Al Knack	M					
<b>CUYAHOGA FALLS</b> - Mayor Don Walters (Sheridan)	M					
<b>DOYLESTOWN</b> - Mayor Terry Lindeman (Kerr)						
<b>FAIRLAWN</b> - Mayor William Roth (Spagnuolo) (Staten)		A				
<b>GARRETTSVILLE</b> - Mayor Rick Patrick (Klamer)						
<b>GREEN</b> - Mayor Dick Norton (Monteith) (Oberdorfer)	A		A			
<b>HIRAM</b> - Mayor Lou Bertrand (Wood)		M				
<b>HUDSON</b> - Mayor William Currin (Richardson) (Schroyer) (Sheridan)	M		A			
<b>KENT</b> - City Mgr. David Ruller (Roberts) (Bowling)	A	A	A			
<b>LAKEMORE</b> - Mayor Rick Justice (Fast)	M					
<b>MACEDONIA</b> - Mayor Don Kuchta (Darwish)						
<b>MANTUA</b> - Mayor Linda Clark (Snopek)						
<b>METRO</b> - Ms. Saundra M. Foster (Enty) (Harris)	A		A			
<b>MOGADORE</b> - Mayor Michael Rick						
<b>MUNROE FALLS</b> - Mayor Frank Larson (DiCola)						
<b>NEW FRANKLIN</b> - Mayor Al Bollas (Gehm)	M	M	A			
<b>NORTHFIELD</b> - Mayor Jesse Nehez (Greenlee)						
<b>NORTON</b> - Mayor Mike Zita	M					
<b>ODOT</b> - Anthony Urankar (Kinnick) (Rebillot)	M	A				
<b>PARTA</b> - Rick Bissler (Drew) (Smith) (Wagener)	A		A			
<b>PENINSULA</b> - Mayor Douglas Mayer						
<b>PORTAGE COUNTY COMM.</b> - Maureen Frederick (Mallin)	A	A	A			
<b>PORTAGE COUNTY COMM.</b> - Sabrina Christian-Bennett						
<b>PORTAGE COUNTY COMM.</b> - Kathleen Chandler (Hairston)	A		A			
<b>PORTAGE COUNTY ENGINEER</b> - Michael Marozzi (Zumbo)						
<b>RAVENNA</b> - Mayor Joseph Bica (Englehart) (Finney)						
<b>REMINDERVILLE</b> - Mayor Sam Alonso (Krock)						
<b>RICHFIELD</b> - Mayor Bobbie Beshara (Frantz) (Wheeler)	M		M			
<b>RITTMAN</b> - Mr. Larry Boggs						
<b>SILVER LAKE</b> - Mayor Bernie Hovey (Housley)	A	A				
<b>STOW</b> - Mayor Sara Drew (Kurtz) (McCleary) (Rayman)	M					
<b>STREETSBORO</b> - Mayor Glenn Broska (Terrell)	M	M				
<b>SUGAR BUSH KNOLLS</b> - Mayor James Beal						
<b>SUMMIT COUNTY ENGINEER</b> - Alan Brubaker (Fulton) (Paradise)	A	A	A			
<b>SUMMIT COUNTY EXECUTIVE</b> - Russell Pry (Gurm)	A	A				
<b>SUMMIT COUNTY COMM. &amp; ECON. DEV.</b> - Connie Krauss		M				
<b>SUMMIT COUNTY COMM. &amp; ECON. DEV.</b> - Dennis Tubbs	M		M			
<b>TALLMADGE</b> - Mayor David Kline (Sauner)	M	M				
<b>TWINSBURG</b> - Mayor Katherine Procop (Mohr) (Finch)	M	A				
<b>WAYNE COUNTY COMM. BOARD</b> - Robert MacGregor (Gleason)	M	M	M			
<b>WINDHAM</b> - Mayor Robert Donham						

**AMATS POLICY COMMITTEE  
2014 ATTENDANCE**

**OBSERVERS AND STAFF MEMBERS PRESENT**

<b><u>NAME</u></b>	<b><u>REPRESENTING</u></b>
Mr. Jim Bruner	ODOT
Mr. John P. Hickey	Torchbearers/LA
Mr. D.H. Mangold	CIC Vice Chairperson
Ms. Carmen Stemen	FHWA
Mr. Curtis Baker	AMATS
Ms. Krista Beniston	AMATS
Mr. Victor Botosan	AMATS
Mr. Nate Brugler	AMATS
Ms. Elizabeth Denholm	AMATS
Mr. Kerry Prater	AMATS
Mr. Dave Pulay	AMATS
Mr. Jason Segedy	AMATS

**Akron Metropolitan Area Transportation Study  
Technical Advisory Committee  
Thursday, May 8, 2014 – 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/podcasts/](http://www.amatsplanning.org/category/podcasts/).

**I. Call to Order**

- A. Chairman Jeff Olson** called the meeting to order in Grand Ballroom C of the Quaker Square Inn. The attending members constituted a quorum.

**II. Minutes – Motion Required**

**A. Approval of Minutes**

Members were asked to approve the minutes of the March 13, 2014 meeting.

**Motion**

*David White made a motion to approve the minutes and it was seconded by David Gasper. The motion was approved by a voice vote.*

**III. Staff Reports**

**A. Financial Progress Report**

**Jason Segedy** presented Attachment 3A.

**Motion**

*Glenn Broska made a motion to approve the Financial Progress Report and it was seconded by Jim Bowling. The motion was approved by a voice vote.*

**B. Technical Progress Report**

**Curtis Baker** summarized developments pertaining to successor legislation to MAP-21, the current federal transportation authorization.

**Mr. Baker** said that AMATS will host its Switching Gears – Active Transportation Conference on June 26. This event will take place at the Akron-Summit County Library and the John S. Knight Center and is being sponsored in part by the John S. Knight Foundation. **Mr. Baker** described the conference. **Mr. Baker** said that Jason Roberts of The Better Block and Dave Cieslewicz, executive director of the Wisconsin Bike Fed and former mayor of Madison, Wisconsin, would be the conference's featured speakers.

**Mr. Baker** said that many communities have expressed an interest in working with AMATS to host Bike-N-Brainstorms. The agency has the capacity to host up to several such events this year.

**Mr. Baker** said that the traffic count season is slated to start soon and that the agency will be conducting bike and pedestrian counts again. **Mr. Baker** said that the agency will accept suggestions from communities regarding potential bike and pedestrian count locations.

**Mr. Baker** congratulated the Portage Park District and Portage Park Executive Director Christine Craycroft on the passage of the recent parks levy.

### **C. AMATS Federal Funds Report**

**Victor Botosan** presented Attachment 3C and tables concerning Funding Program and Balances dated May 7, 2014.

**Mr. Botosan** said that the TAC TIP Subcommittee will meet next week to discuss the statewide CMAQ Funding Program and the PCR Data Collection Process.

**Mr. Botosan** described the new statewide CMAQ Funding Program process.

**Mr. Botosan** said that ODOT recently notified Ohio MPOs that the department will resume collecting PCR data on the federal-aid roadway system as it has done in the past. The PCR and the TAC TIP Subcommittees are scheduled to discuss how this decision will impact the effort that was begun to collect PCR data without the department's involvement and options that are available going forward. **Mr. Botosan** said that AMATS may opt to continue using the ODOT PCR data or continue on its course of collecting data locally.

**Mr. Segedy** said that the PCR data that ODOT collects has been adequate for AMATS' use in scoring projects, but – when AMATS first began considering local data collection – many communities expressed interest in the pursuit of a Pavement Condition Inventory (PCI), which would provide more detailed framework. **Mr. Segedy** said that many communities are interested in a shared-service agreement for data collection on local streets, which Mr. Paradise has been working on. **Mr. Segedy** noted that – if communities opt to do so – then the issue becomes what to do with regards to the federal-aid routes. **Mr. Segedy** said that he is certain that AMATS would continue to use the ODOT data, but there is still an interest in getting more detailed data too. The **director** said that the planning funding that AMATS receives might allow the agency to collect PCR data for other federal-aid routes throughout the region. **Mr. Segedy** encouraged those communities that collect PCR data or are interested in doing so to contact **Mr. Paradise** to discuss the shared-service agreement.

**David White** asked if there was discussion regarding multiple tiers for communities in the pursuit of PCR data collection so that they could choose to have data collected for major roads, all roads or some combination. **Mr. Segedy** said that Mr. White was correct and that communities should convey their desired



level of detail to Mr. Paradise. **Mr. Paradise** noted that there are many communities in Summit County with their own law directors and auditors. **Mr. Paradise** said that there is no setting of fixed standards without an interim agreement in place. **Mr. Paradise** said that the Summit County Council recently approved legislation authorizing Summit County Executive Russ Pry to enter into agreements with individual communities to collect PCR data.

**Mr. Segedy** said that a benefit of local PCR data collection would be better pavement management throughout the region.

#### **IV. Old Business**

None.

#### **V. New Business**

##### **A. Status of Surface Transportation Reauthorization - Discussion.**

**Mr. Segedy** summarized developments concerning successor legislation to MAP-21, the current federal transportation authorization.

**Mr. Segedy** said that the National Highway Trust Fund will be bankrupt in August and that MAP-21 is scheduled to expire in October – and both issues are interrelated to the gas tax issue. **Mr. Segedy** noted that the AMATS Policy Committee endorsed raising the national gas tax by 10 cents per gallon in September 2010. **Mr. Segedy** said that the tax hasn't been raised since 1993.

**Mr. Baker** described scenarios that could occur if the trust fund is allowed to be depleted and successor legislation to MAP-21 is not approved by Congress. **Mr. Baker** summarized proposals for transportation funding and by *Transportation for America*.

**Mr. Segedy** said that AMATS could prepare letters to the area's Congressional delegation on behalf of the Policy Committee stating the committee's concerns regarding the Highway Trust Fund and the need for successor legislation to MAP-21. **Mr. Segedy** suggested that the committee members send letters from their respective communities and organizations to the area's delegation as well.

**Mr. White** asked how long it has been since the gas tax was raised. **Mr. Segedy** said that it was last raised in 1993 and inflationary pressures since that time have eroded the ability of the trust fund to fund both highway and transit projects.

**Mayor Broska** observed that it is ridiculous to argue over a 10 cent gas tax increase given the wide price fluctuations in the price of gasoline. The **mayor** added that infrastructure suffers when it is not properly maintained.

**Mr. Paradise** expressed his concern that the federal government may change the current 80 percent federal/20 percent local funding ratio for projects. **Mr.**

**Paradise** said that – if the federal reimbursement isn't available – projects will likely be delayed.

**Mr. Baker** said that the gas tax remains a good method to fund transportation projects. He noted that it is inflationary pressures that have cut into the trust fund's ability to fund transportation projects more so than improved vehicle gas mileage.

**Mr. Segedy** said that the current debate presents an opportune time for the Congress to discuss federal transportation priorities.

**Jim Bowling** asked what would happen to AMATS-area projects if the trust fund goes bankrupt. **Mr. Segedy** said that it was likely that all FHWA reimbursements would stop and that any project not started would not go forward.

**Mr. White** asked if the AMATS Staff could prepare a sample letter to the area's Congressional delegation urging them to address the situation. **Mr. Segedy** said that the Staff would do so.

## **VI. Resolutions**

### **A. Resolution 2014-06 – Adopting the AMATS Coordinated Public Transit – Human Services Transportation Plan.**

Nate Brugler presented Attachment 6A.

#### **Motion**

*David White made a motion to approve Resolution 2014-06 and it was seconded by Bryan Smith. The motion was approved by a voice vote.*

### **B. Resolution 2014-07 – Approving Amendment #13 to the Transportation Improvement Program FY 2014-2017 – To Add ODOT-Awarded OTPPP Funds in FY 2014 for METRO RTA.**

Jeff Gardner presented Attachment 6B.

#### **Motion**

*Joe Paradise made a motion to approve Resolution 2014-07 and it was seconded by David Gasper. The motion was approved by a voice vote.*

### **C. Resolution 2014-08 – Approving the FY 2015 Transportation Planning Work Program and Budget.**

Jeff Gardner presented Attachment 6C.

#### **Motion**

*John Trew made a motion to approve Resolution 2014-08 and it was seconded by Glenn Broska. The motion was approved by a voice vote.*

- D. Resolution 2014-09 – 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 2014-10 – Certification of the Urban Transportation Planning Process.**

**Mr. Gardner** presented Attachment 6D.

**Motion**

*David White* made a motion to approve Resolutions 2014-09 and 2014-10 and it was seconded by **Tony Demasi**. The motion was approved by a voice vote.

- E. Resolution 2014-11 – Approving Amendment #14 to the Transportation Improvement Program FY 2014-2017 to add a new project, cancel a project and revise the funding or schedule to five existing projects.**

**Dave Pulay** presented Attachment 6E.

**Motion**

*Bryan Smith* made a motion to approve Resolution 2014-11 and it was seconded by **David White**. The motion was approved by a voice vote.

**VII. Other Business**

None.

**VIII. Adjournment**

**Motion**

*Glenn Broska* made a motion to adjourn and it was seconded by **David White**. The motion was approved by a voice vote.

The next regularly scheduled TAC meeting will be at **1:30 p.m.** on **Thursday, July 17, 2014** in **Grand Ballroom B** of the **Quaker Square Inn** located at **135 South Broadway** in **Akron**.

**AMATS TECHNICAL ADVISORY COMMITTEE  
2014 ATTENDANCE**

	<b>Jan 23</b>	<b>Mar 13</b>	<b>May 8</b>	<b>July 17</b>	<b>Sept 18</b>	<b>Dec 11</b>
<b>M Denotes Member Present</b>						
<b>A Denotes Alternate Present</b>						
<b>AKRON ENGINEERING BUREAU</b> - Michael J. Teodecki (DiFiore)	M	M				
<b>AKRON PLANNING DEPT.</b> - Mark Moore (Tomic)						
<b>AKRON TRAFFIC ENGINEERING</b> - Dave Gasper (Davis)	M	M	M			
<b>AURORA</b> - John E. Trew	M	M	M			
<b>BARBERTON</b> - Elwood Palmer (Stefan) (Keltyka)						
<b>CUYAHOGA FALLS</b> - Fred Guerra (Sugar)		M				
<b>CUYAHOGA FALLS</b> - Tony V. Demasi (Marko)	M	A	M			
<b>DOYLESTOWN</b> - Eng. Assoc. - Ronny Portz						
<b>FAIRLAWN</b> - Nicholas Spagnuolo (Staten)						
<b>GREEN</b> - Wayne Wiethe (Lingenfelter)	M	M				
<b>GREEN</b> - Paul Pickett (Schemansky)						
<b>HUDSON</b> - Chris Papp (Sheridan)	M	M	M			
<b>HUDSON</b> - Greg Hannan (Kosco)		M	M			
<b>KENT</b> - Eugene Roberts						
<b>KENT</b> - Jim Bowling (Giaquinto)	M	A	M			
<b>LAKEMORE</b> – Mayor Rick Justice (Fast)						
<b>MACEDONIA</b> - Michael Hlad (Darwish)						
<b>METRO</b> - Kris Liljeblad (Bacon)	M		A			
<b>MOGADORE</b> – Vacant						
<b>MUNROE FALLS</b> – Vacant						
<b>NEFCO</b> - Joe Hadley (Chinn-Levy)			A			
<b>NEW FRANKLIN</b> - Jeff Olson (Kepler)	M	M				
<b>NORTHFIELD</b> - Richard S. Wasosky		M	M			
<b>NORTON</b> - David White	M	M	M			
<b>ODOT</b> - Steve Rebillot (Bruner) (Kinnick)	M	M	M			
<b>PARTA</b> - John Drew (Smith) (Wagener)	A		A			
<b>PORTAGE COUNTY ENGINEER</b> - Michael Marozzi (Zumbo)						
<b>PORTAGE CO. REG. PLANNING COMM.</b> - Todd Peetz (James)(McGee)	A	A				
<b>PORTAGE COUNTY SMALL VILLAGES</b> – Vacant						
<b>PORTAGE COUNTY TOWNSHIP ASSOC</b> – Gibson (Kovacich)		A	M			
<b>RAVENNA</b> - Bob Finney (Jeffers)		M	M			
<b>RICHFIELD</b> - Brian Frantz (Baker)	M	M				
<b>RITTMAN</b> – Larry Boggs						
<b>SILVER LAKE</b> – John Tutak						
<b>STOW</b> – James McCleary (Donovan)	M	M	M			
<b>STOW</b> – Sheila Rayman (Kurtz)	M	M	M			
<b>STREETSBORO</b> – John H. Cieszkowski, Jr. (Broska)	M	A	A			
<b>SUMMIT CO. COMM. &amp; ECON. DEV.</b> - Dennis Tubbs (Krauss)		M	M			
<b>SUMMIT COUNTY ENGINEER</b> - Alan Brubaker (Fulton) (Paradise)	A	A	A			
<b>SUMMIT COUNTY SMALL VILLAGES</b> - Mayor Bill Goncy	M	M				
<b>SUMMIT COUNTY TOWNSHIP ASSOC.</b> - Richard Reville (Funk)	A	A				
<b>TALLMADGE</b> - Pat Sauner	M	M				
<b>TWINSBURG</b> - Dan Moczadlo (Mohr)						
<b>WINDHAM</b> - Mayor Robert Donham						

\* Richard Enty attended as METRO representative.

**AMATS TECHNICAL ADVISORY COMMITTEE  
2014 ATTENDANCE**

<b>M Denotes Member Present</b>	<b>Jan</b>	<b>Mar</b>	<b>May</b>	<b>July</b>	<b>Sept</b>	<b>Dec</b>
<b>A Denotes Alternate Present</b>	<b>23</b>	<b>13</b>	<b>8</b>	<b>17</b>	<b>18</b>	<b>11</b>

**NON-VOTING MEMBERS**

**AKRON CANTON AIRPORT** - Rick McQueen

**AKRON REG. AIR QUALITY MGT. DISTRICT** – Sam Rubens

M M

**AMATS** - Jason Segedy

M M M

**CUYAHOGA VALLEY NATIONAL PARK** - Rob Bobel

**ENVIRONMENTAL COMMUNITY REP.** - Kurt Princic

**GREATER AKRON CHAMBER** - Gregg Cramer (West)

**OHIO TURNPIKE COMMISSION** – Doug Hedrick

**PORTAGE COUNTY PORT AUTHORITY** – Vacant

**PORTAGE PARK DISTRICT** - Chris Craycroft

M M

**PRIVATE TRANSPORTATION PROVIDER (CYC)** – Deb Stolfo

**RAILROAD INDUSTRY REP.** - William A. Callison

**SUMMIT COUNTY PORT AUTHORITY** – Vacant

**SUMMIT METRO PARKS** – Mark Szeremet (Hauber)

M M

**TRUCKING INDUSTRY** – Vacant

**OBSERVERS AND STAFF MEMBERS PRESENT**

**NAME**

**REPRESENTING**

Frank Broveo

EDG

Terry Fercana

EDG

Alex Harnocz

METRO

Steve Jewell

DLZ

Tom Likavec

LJB, Inc.

Mr. Curtis Baker

AMATS

Ms. Krista Beniston

AMATS

Mr. Victor Botosan

AMATS

Mr. Nate Brugler

AMATS

Ms. Liz Denholm

AMATS

Mr. Jeff Gardner

AMATS

Mr. Kerry Prater

AMATS

Mr. Dave Pulay

AMATS

**Akron Metropolitan Area Transportation Study  
Citizens Involvement Committee  
Thursday, July 17, 2014 – 6:30 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/podcasts/](http://www.amatsplanning.org/category/podcasts/).

**Attendees:**

Dustin J. Baker, Member  
Tim Lassar, Member  
William J. Maki, Member  
David H. Mangold, Member  
Michael Ondecker, Member

**Staff:**

Curtis Baker, Planning Administrator  
Heather Davis Reidl, Mobility Planner

**I. Call to Order**

**Chairperson Ondecker** called the meeting to order. The attending members constituted a quorum.

The **chairperson** introduced the evening's guest speaker, Dr. John Peck, professor, Department of Geosciences, The University of Akron.

**Chairperson Ondecker** introduced the Citizens Involvement Committee (CIC) members and AMATS Staff members present.

**II. Minutes – Motion Required**

**A. Approval of Minutes**

Members were asked to approve the minutes of the May 8, 2014 meeting.

**Motion**

*William J. Maki made a motion to approve the minutes and it was seconded by Tim Lassar. The motion was approved by a voice vote.*

**III. Staff Reports**

**A. Technical Progress Report**

**Curtis Baker** summarized events and various legislative proposals pertaining to the Federal Highway Trust Fund.

**Mr. C. Baker** described the Active Transportation Conference hosted by AMATS' Switching Gears Program on June 26.

#### **IV. Old Business**

##### **A. CIC Bylaws Discussion**

**Chairperson Ondecker** said that the CIC Bylaws Subcommittee met several times since its formation during the May CIC meeting. The **chairperson** said that the subcommittee members prepared drafts of the committee Mission Statement, which were subsequently reviewed by the Staff, for the consideration of the committee members.

**Mr. C. Baker** explained the purpose of the CIC Bylaws Subcommittee. **Mr. C. Baker** presented the Draft Mission Statements prepared by the subcommittee members and a single submittal by the Staff.

**Chairperson Ondecker** opened the floor to discussion.

**William J. Maki** asked for a clarification regarding the term "public officials" as used in the Staff's Draft Mission Statement. **Mr. C. Baker** said that the term encompassed elected and appointed officials.

**Mr. Maki** expressed concerns about the definition of the term "Greater Akron" as used in the Staff's statement. **Mr. Maki** said that the AMATS area includes the municipalities within Portage County. **Mr. C. Baker** explained that the term as used by the Staff is the Metropolitan Statistical Area (MSA) as defined by the U.S. Census Bureau, which encompasses Portage and Summit counties and Chippewa Township in Wayne County. **Heather Davis Reidl** suggested that the term "AMATS region" be substituted for "Greater Akron" in the Staff's statement. **Mr. Maki** expressed support for this change. **Mr. Maki** suggested that the term "civic" be removed from the statement given the broad scope of topics addressed by the CIC.

**Chairperson Ondecker** asked the committee members as to whether the Mission Statement should strive for brevity or if it should broach a variety of topics and issues with regards to the CIC's purpose in the transportation planning process.

There was discussion regarding the language of the Staff's Draft Mission Statement.

**Dustin J. Baker** stated that the statement should specify as to what type of issues are discussed by the committee. **Mr. D. Baker** noted that terms such as "civic" and "transportation" may inadvertently broaden or limit the

committee's scope. **Mr. C. Baker** suggested that the word "planning" replace the word "civic" in the draft statement. There was discussion regarding this suggestion. **Mr. C. Baker** said that the Staff could prepare several alternative drafts of the Mission Statement addressing the members' concerns regarding the AMATS area and issues discussed by the committee.

The members agreed that there should be another meeting of the CIC Bylaws Subcommittee prior to a meeting of the full committee to discuss the Draft Mission Statement.

#### **Motion**

**William J. Maki** made a motion that the CIC Bylaws Subcommittee meet to discuss the Draft Mission Statement at a time to be scheduled by the AMATS Staff prior to the September CIC meeting and it was seconded by **Dustin J. Baker**. The motion was approved by a voice vote.

There was discussion regarding potential subcommittee meeting dates and times.

### **V. New Business**

- A. Guest Presentation – Dr. John Peck, Professor, Department of Geosciences, The University of Akron – *The "New Normal" in Rainfall, Runoff and Associated Erosion in Northeast Ohio.***

**Chairperson Ondecker** introduced Dr. Peck.

**Dr. Peck** presented detailed data regarding climate and weather patterns for Northeast Ohio over several decades. **Dr. Peck** said that the area's increased rainfall and accompanying flooding problems since 2003 are due to climatic change and the region's development.

There was discussion regarding Dr. Peck's presentation.

The members discussed the impacts of flooding on the design and usage of the area's infrastructure. Several members expressed concern that the region's various codes for land use and economic development are outdated. The members also noted that the region's infrastructure improvements may be based on outdated techniques as well.

**Chairperson Ondecker** thanked Dr. Peck for his presentation.

### **VI. Resolutions**

None.

### **VII. Other Business**



**Mr. Maki** referenced articles regarding the population of Cuyahoga Falls and plug-in electric vehicles.

**David H. Mangold** asked whether the letters from AMATS Director Jason Segedy stating AMATS' concerns regarding the solvency of the Highway Trust Fund were sent to the area's Congressional delegation. **Mr. C. Baker** said that the letters were sent. **Mr. Mangold** asked if the agency received any replies. **Mr. C. Baker** said that AMATS has not received any replies yet.

#### **VIII. Adjournment**

The next meeting of the CIC will be **6:30 p.m.** on **Thursday, September 18** at the **Akron-Summit County Public Library – Main Library** located at **60 S. High Street** in **Akron**.

#### **Motion**

***William J. Maki** made a motion to adjourn the meeting and it was seconded by **Dustin J. Baker**. The motion was approved by a voice vote.*

**AMATS CITIZENS INVOLVEMENT COMMITTEE  
2014 ATTENDANCE**

<b>M Denotes Member Present</b>	<b>Jan.</b>	<b>March</b>	<b>May</b>	<b>July</b>	<b>Sept.</b>	<b>Dec.</b>
<b>A Denotes Alternate Present</b>	<b>23</b>	<b>13</b>	<b>8</b>	<b>17</b>	<b>18</b>	<b>11</b>
<b>Member</b> (Representing)						
<b>Doug Anderson</b> (Peninsula)						
<b>Roger Bacon</b> (METRO)						
<b>Dustin J. Baker</b>	M	M	M	M		
<b>Paul Baker</b> (Cuyahoga Falls)	M					
<b>Tom Boley</b> (Norton)	M	M	M			
<b>Audrey Cielinski-Kessler</b> (Portage Commissioners)	M		M			
<b>Angelo L. Coletta</b>						
<b>John Conklin</b> (Norton)						
<b>Donald Dieterich</b> (Silver Lake)						
<b>Gary Endres</b> (Barberton)						
<b>Bill Goney</b> (Boston Heights)						
<b>Joel Helms</b>				M		
<b>Al Kalish</b> (Macedonia)						
<b>Alex D. Kelemen</b> (Hudson)				M		
<b>David Kish</b> (Summit Executive)	M	M				
<b>Tim Lassar</b> (PARTA)					M	
<b>Denise Longstreth</b> (Alternate – Summit Engineer)						
<b>Bill Maki</b>	M	M	M	M		
<b>D. H. Mangold</b>	M			M		
<b>Dan Marshall</b> (Doylestown)						
<b>Michael A. Ondecker</b>	M		M	M		
<b>Aaron Snopek</b>						
<b>Rick Stockburger</b> (Akron)		M	M			
<b>Dennis Stoffer</b> (Alternate – Norton)						
<b>Heidi Swindell</b> (Summit Engineer)		M				
<b>Roger Temple</b> (Boston Heights)						
<b>Richard Wasosky</b> (Northfield Village)						
<b>Marie Whaley</b> (Kent)						
<b>Fred Wise</b>	M	M				

**FINANCIAL PROGRESS REPORT  
AKRON METROPOLITAN AREA TRANSPORTATION STUDY  
August 31, 2014**

Description		Annual Budget	Year-to-Date Expenses	% Budget Expended	August Expenses
<b>I.</b>	<b>Short Range Planning</b>	<b>\$416,460</b>	<b>\$55,614</b>	<b>13%</b>	<b>\$25,925</b>
	FY2015	400,000	55,520		25,832
	FY2014 Sust Communities Carryover	6,460	94		94
	FY2015 Sust Communities	10,000	0		0
<b>II.</b>	<b>Transportation Improvement Program</b>	<b>\$164,680</b>	<b>\$46,101</b>	<b>28%</b>	<b>\$18,669</b>
	FY2014 Carryover	14,680	14,592		0
	FY2015	150,000	31,509		18,669
<b>III.</b>	<b>Continuing Planning &amp; Data Collection</b>	<b>\$232,097</b>	<b>\$30,864</b>	<b>13%</b>	<b>\$16,462</b>
	Transportation System Update				
	FY2014 Carryover	64,087	20,862		10,274
	FY2015	100,000	0		0
	Physical, Social, Economic & Environmental Characteristics Update				
	FY2014 Carryover	18,010	10,002		6,188
	FY2015	50,000	0		0
<b>IV.</b>	<b>Long Range Plan Activity</b>	<b>\$286,210</b>	<b>\$32,204</b>	<b>11%</b>	<b>\$17,039</b>
	FY2014 Carryover	36,210	32,204		17,039
	FY2015	250,000	0		0
<b>V.</b>	<b>Service</b>	<b>\$400,000</b>	<b>\$72,398</b>	<b>18%</b>	<b>\$45,336</b>
	FY2015	400,000	72,398		45,336
<b>VI.</b>	<b>OhioRideshare and AQ Advocacy</b>	<b>\$119,205</b>	<b>\$50,212</b>	<b>42%</b>	<b>\$19,882</b>
	FY2014 OhioRideshare Carryover	18,460	10,340		4,804
	FY2015 OhioRideshare	40,000	0		0
	FY2014 Air Quality Carryover	745	687		0
	FY2015 Air Quality	60,000	39,185		15,078
<b>VII.</b>	<b>Local</b>	<b>\$15,000</b>	<b>\$2,867</b>	<b>19%</b>	<b>\$291</b>
	AMATS local Costs	15,000	2,867		291
<b>VIII.</b>	<b>AMATS Transportation Quarterly</b>	<b>\$31,861</b>	<b>\$5,947</b>	<b>19%</b>	<b>\$2,614</b>
	FY2015	31,861	5,947		2,614
<b>IX.</b>	<b>GRAND TOTAL AMATS BUDGET</b>	<b>\$1,665,513</b>	<b>\$296,206</b>	<b>18%</b>	<b>\$146,218</b>

**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:** September 10, 2014

FY 2014 Ending Balance

Fiscal year ended in a positive balance for AMATS project funding. However, the ending balance exceeded the allowable carry forward amount that ODOT has set for MPOs in Ohio. This large balance is due to a combination of factors that include delayed project schedules, low bid amounts and most significantly, the accumulation of funds for future year projects.

In order to avoid a potential lapse in funds, funding trades totaling approximately \$6,000,000 have been made with three MPOs in Ohio and is reflected in the attached Funding Program and Balances sheet. These funds will be returned to AMATS by FY 2016.

Annual Project Cost Increases

The Funding Policy Guidelines allow a one-time 15% increase in funding for projects based on the availability of funds. Each year a budget is set aside in the overall funding program to account for these increases. To demonstrate the need for additional funds, project sponsors must submit a revised project cost estimate. Funding increases for all eligible projects are shown on the funding balances table as they are requested.

PCR update

As you may recall, ODOT has resumed collecting PCR data on the federal-aid roadway system as they have in the past. The TAC TIP Subcommittees briefly discussed how this decision impacts the effort that was begun to collect PCR data in the AMATS area without ODOT's involvement.

Consequently, the Summit County Engineers office has sent out a letter to all jurisdictions in the AMATS area to gauge the level of interest in moving forward with a regional PCR data collection program. Once the level of interest is known, the TAC TIP Subcommittee will discuss what options are available going forward.

#### Statewide CMAQ Funding Program for Ohio MPOs

Eleven projects from the AMATS area were submitted for funding under the new Statewide CMAQ funding program. As in our normal rounds of funding, the TAC TIP Subcommittee and the Staff have processed the applications and are recommending a prioritized list of projects to submit to the statewide CMAQ committee in mid-September. These projects from the AMATS area will then be compared to all other projects submitted from around the state. Once all the projects are evaluated and ranked, the statewide CMAQ committee will issue final project funding approvals, which are expected by the end of calendar year 2014.

#### New TIP for Fiscal Years 2016-2019

The Staff will soon begin the process of developing the update to the Transportation Improvement Program. It will include all federally funded projects scheduled for implementation in fiscal years 2016 through 2019. A first draft of the list of projects will likely be prepared for the December Committee meetings for approval. A second draft will be completed and a public involvement period will follow with the final version of the complete TIP document being presented for approval in May 2015.

<div>AMATS TRANSPORTATION IMPROVEMENT PROGRAM</div> <div>Funding Program and Balances</div> <div>September 15, 2014</div>												
ODOT PID	PROJECT NAME	SPONSOR	PHASE	FY 2014	FY 2015	Quarter	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Funding Source
95260	Air Quality Advocacy Program FY 2014	AMATS		\$60,000								CMAQ
90473	Rideshare Program	AMATS		\$40,000								CMAQ
	Loan Transfer to MORPC and OKI	AMATS		\$5,503,910								CMAQ
	Loan Transfer to KYOVA	AMATS		\$403,232								CMAQ
84398	Eagle Street	Akron	C	\$148,886								STP
77198	Tallmadge Ave (SR 261)	Akron	C	\$81,167								STP
94277	Greensburg Rd East Resurfacing	Green	C	\$417,642								STP
92665	Barlow-Terex Rd Resurfacing	Hudson	C	\$48,794								STP
81785	Hudson Drive Reconstruction	Stow	(R) & C	\$23,009								STP
84396	Englewood Street	Akron	R & (C)	\$81,207								STP
92675	Hudson Dr Resurfacing	Stow	C	\$11,377								STP
92666	Commerce Dr Resurfacing	Stow	C	\$46,858								STP
92719	State St south Resurfacing	Barberton	C	\$388,783								STP
93806	Depeyster St Resurfacing	Kent	C	\$141,398								STP
84995	Freedom Secondary Trail- Ph 1 Tallmadge Trail	MetroParks	C	\$700,000								TEP
92671	Hines Hill Rd Resurfacing	Hudson	C	\$23,090								STP
18710	Broadview Rd (I-271) bridge widening	Richfield	C	\$118,574								TEP
94282	North Chestnut St sidewalks	Ravenna	P & (C)	\$10,330								TEP
93805	Fairchild Ave Resurfacing	Kent	C	\$149,040								STP
85078	SR 91- phase 1 (Darrow Rd)	Twinsburg	P(R)(C)	\$11,500								STP
93817	Cleve-Mass Rd Resurfacing	Summit Co Eng	C	\$800,000								STP
93760	Liberty Rd Trail	Twinsburg	P(R)(C)	\$61,134								TEP
88544	Norton Rd Resurfacing	Hudson	C	\$7,416								STP
85078	SR 91- Ph 1 (Darrow Rd)	Twinsburg	(P)R(C)	\$540,000								STP
82914	SUM-SR 303-10.54 pavement repairs	Hudson	C	\$44,168								STP
84396	Englewood Street	Akron	(R) & C	\$2,245,230								STP
95710	Akron SRTS School Travel Plan	Akron	P	\$80,513								TAP
84977	Graham Rd turn lanes/signal coordination	Stow/Cuy Falls	(R) & C	\$2,976,000								CMAQ
84977	Graham Rd turn lanes/signal coordination	Stow/Cuy Falls	(R) & C	\$473,800								STP
86923	31st St	Barberton	R & (C)	\$84,534								STP
86923	31st St	Barberton	(R) & C	\$1,548,390								STP
87783	SUM-SR 18-10.65 E. Market St signals	Akron	C	\$83,212								CMAQ
76436	SUM-SR 93/SR 619	New Franklin	(R) & C	\$0								STP
92721	State St north Resurfacing	Barberton	C	\$270,573								STP
92729	Wooster Rd West Resurfacing	Barberton	C	\$263,786								STP
81605	State Rd	Cuy Falls	C	\$833								STP
82913	SR 44 sidewalks	Mantua	C	\$109,653								TEP
92674	Hudson Dr Resurfacing	Hudson	C	\$326,507								STP
92677	Ravenna St Resurfacing	Hudson	C	\$299,908								STP
92706	Tallmadge Ave (SR 261)	Cuy Falls	C	\$3,009								STP
93815	Riverview Rd ph 2 Resurfacing	Summit Co Eng	C	\$506,000								STP
93816	Riverview Rd ph 3 Resurfacing	Summit Co Eng	C	\$488,750								STP
88550	Freedom Secondary Trail-Ph 2 Northside	MetroParks	C	\$547,976								TEP
84397	Seiberling Way Ph 1	Akron	P(R)(C)		\$335,000							STP
84397	Seiberling Way Ph 1	Akron	(P)R(C)		\$1,500,000							STP
81656	SR 82-4.65	Macedonia	R & (C)	\$354,200								STP
93823	Headwaters Trail-Hiram Extension	Hiram	P(R)(C)		\$0							TEP
84546	East Summit St	Kent	R & (C)	\$648,000								CMAQ
82956	SR 91/Fishcreek	Stow	R & (C)	\$0								CMAQ
88548	SR 91/Prospect St	Hudson	R & (C)		\$92,000							STP
93809	Franklin Ave Resurfacing	Kent	C	\$211,600								STP
94282	North Chestnut St sidewalks	Ravenna	(P) & C	\$61,443								TEP
95257	Air Quality Advocacy Program FY 2015	AMATS			\$48,000	1						CMAQ
90474	Rideshare Program FY 2015	AMATS			\$40,000	1						CMAQ
	Loan return to KYOVA	AMATS			-\$403,232	1						CMAQ
	Loan return form LACRPC	AMATS			-\$630,000	1						CMAQ
	Loan return from MORPC	AMATS			-\$4,100,000	1						CMAQ
	Loan to OKI	AMATS			\$413,250	1						CMAQ
94282	North Chestnut St sidewalks	Ravenna	(P) & C		\$10,691	1						TAP
88529	Towpath Trail - Park East	Akron	C		\$42,166	1						TAP
81605	State Rd	Cuy Falls	C		\$21,689	1						STP
88552	Towpath Trail - Northside Train Station Connector	Akron	C		\$40,997	1						TAP
83067	SR 18 pavement repairs/ramps	Fairlawn	C		\$25,000	1						STP
86938	SR 93 pavement repairs/ramps	New Franklin	C		\$25,000	1						STP
85076	Cleveland-Massillon Rd Ph 1	Norton	R & (C)		\$142,600	1						STP
93444	SR 91 (North Ave)	Tallmadge	R & (C)		\$325,000	1						CMAQ
93444	SR 91 (North Ave)	Tallmadge	R & (C)		\$393,576	1						STP
96672	SR 261 pavement repairs/ramps	Tallmadge	C		\$25,000	1						STP
93822	SR 91 (Darrow Rd)	Hudson	R & (C)		\$89,056	2						STP
93823	Headwaters Trail-Hiram Extension	Hiram	(P)R(C)		\$0	3						TEP
93452	SR 91/Norton Rd	Hudson	R & (C)		\$165,600	3						STP
81656	SR 82-4.65	Macedonia	(R) & C		\$4,043,400	3						STP
86840	SR 57 pavement repairs	Rittman	C		\$31,000	3						STP
88528	Arlington Rd	Summit Co Eng	R & (C)		\$184,000	3						CMAQ
88548	SR 91/Prospect St	Hudson	(R) & C		\$669,760	4						STP
93820	SR 91 (North Main - downtown)	Hudson	R & (C)		\$41,400	4						STP
78278	SR 14/SR 59	ODOT	C		\$3,000,000	4						STP
92707	Highland Ave/Diamond St resurfacing	Ravenna	C		\$136,505	4						STP
94287	Cleveland Rd resurfacing	Ravenna	C		\$256,680	4						STP
85078	SR 91- phase 1 (Darrow Rd)	Twinsburg	(R) & C		\$4,494,292	4						STP
86954	SR 91 pavement repairs/ramps	Twinsburg	C		\$25,000	4						STP
93760	Liberty Rd Trail	Twinsburg	(P)R(C)		\$13,800	4						TAP
93760	Liberty Rd Trail	Twinsburg	(P)(R)C		\$380,765	4						TAP
95258	Air Quality Advocacy Program FY 2016	AMATS					\$48,000					CMAQ
95255	Rideshare Program FY 2016	AMATS					\$40,000					CMAQ
	Loan return from OKI	AMATS					-\$1,403,910					CMAQ
	Loan return from OKI	AMATS					-\$413,250					CMAQ
88968	SR 162-Copley Rd signals	Akron	C				\$2,100,000					CMAQ
88990	W. Exchange St/Cedar St signals	Akron	C				\$2,400,000					CMAQ
88990	W. Exchange St/Cedar St signals	Akron	C				\$1,424,800					STP
93433	Canton Rd/East Market St	Akron	R & (C)				\$400,000					CMAQ
93435	West/East Market St signals	Akron	C				\$1,120,000					CMAQ
88556	Tallmadge Ave/Dayton St	Akron	R & (C)				\$320,000					STP
93439	Tallmadge Ave signals	Akron	C				\$760,000					CMAQ
93432	Brittain Rd signals	Akron	C				\$920,000					CMAQ
84397	Seiberling Way Ph 1	Akron	(P)(R)C				\$4,124,830					STP
75436	SR 59 Innerbelt Rerouting	Akron	C				\$5,000,000					STP
97635	Buchholzer Blvd sidewalks	Akron	C				\$176,000					TAP
93819	Howe Rd	Cuy Falls	R & (C)				\$480,000					STP
90415	SR 241 (Massillon Rd)	Green	R & (C)				\$1,600,000					STP
93825	Hiram Village sidewalks	Hiram	(P) & C				\$271,200					TAP
93823	Headwaters Trail-Hiram Extension	Hiram	C				\$700,000					TAP
93452	SR 91/Norton Rd	Hudson	(R) & C				\$1,856,000					STP
93820	SR 91 (North Main - downtown)	Hudson	(R) & C				\$1,496,000					STP
93822	SR 91 (Darrow Rd)	Hudson	(R) & C				\$1,742,400					STP
84546	East Summit St	Kent	(R) & C				\$5,352,000					CMAQ
84546	East Summit St	Kent	(R) & C				\$500,000					TAP
93442	SR 43 (South Water St)	Kent	R & (C)				\$120,000					CMAQ
85076	Cleveland-Massillon Rd Ph 1	Norton	(R) & C				\$1,640,000					STP
97705	Prospect St resurfacing	Portage Co. Eng.	C				\$360,000					STP
97705	Prospect St sidewalks	Portage Co Eng	C				\$120,000					TAP
93441	West Side Signals	Ravenna	C				\$1,308,300					CMAQ
82956	SR 91/Fishcreek	Stow	(R) & C				\$640,000					CMAQ

AMATS TRANSPORTATION IMPROVEMENT PROGRAM													
Funding Program and Balances													
September 15, 2014													
ODOT PID	PROJECT NAME	SPONSOR	PHASE	FY 2014	FY 2015	Quarter	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Funding Source	
92561	Frost Rd	Streetsboro	C				\$3,969,200					CMAQ	
88528	Arlington Rd	Summit Co Eng	(R) & C				\$880,000					CMAQ	
88528	Arlington Rd	Summit Co Eng	(R) & C				\$720,000					STP	
93444	SR 91 (North Ave)	Tallmadge	(R) & C				\$3,800,000					CMAQ	
93444	SR 91 (North Ave)	Tallmadge	(R) & C				\$698,240					STP	
92032	SR 91- phase 2 (Darrow Rd)	Twinsburg	R & (C)				\$160,000					STP	
95259	Air Quality Advocacy Program FY 2017	AMATS						\$48,000				CMAQ	
95256	Rideshare Program FY 2017	AMATS						\$40,000				CMAQ	
93433	Canton Rd/East Market St	Akron	(R) & C					\$800,000				CMAQ	
93436	West Market St signals	Akron	C					\$1,600,000				CMAQ	
88556	Tallmadge Ave/Dayton St	Akron	(R) & C					\$2,436,000				STP	
93819	Howe Rd	Cuy Falls	(R) & C					\$2,800,000				STP	
93442	SR 43 (South Water St)	Kent	(R) & C					\$2,240,000				CMAQ	
93759	The Portage Trail - SR 59 segment	Kent	C					\$700,000				TEP	
97638	Cleveland-Massillon Rd Ph 2	Norton	(R) & C					\$3,100,880				STP	
92923	PARTA CNG Fueling Station	Parta	C					\$1,600,000				CMAQ	
93854	SR 303	Streetsboro	C					\$2,068,248				STP	
92032	SR 91- phase 2 (Darrow Rd)	Twinsburg	(R) & C					\$3,440,000				STP	
	Canton Rd/US 224	Summit Co Eng	R					\$915,545				STP	
	Akron-Cleveland Rd resurfacing	Boston Heights	C					\$248,000				STP	
	Canton Rd resurfacing	Summit Co Eng	C					\$800,000				STP	
98366	E. Mennonite Rd resurfacing	Aurora	C					\$185,520				STP	
98364	Hopocan Rd resurfacing	Barberton	C					\$356,000				STP	
	Olde Eight Rd-Ph 1 resurfacing	Boston Heights	C					\$696,000				STP	
	Olde Eight Rd-Ph 2 resurfacing	Boston Heights	C					\$768,000				STP	
	Riddle Ave-Ph 2 resurfacing	Ravenna	C					\$255,840				STP	
98362	Robinson Ave resurfacing	Barberton	C		\$528,000							STP	
	S. Medina Line Rd-Ph 1 resurfacing	Norton	C					\$268,480				STP	
	S. Medina Line Rd-Ph 3 resurfacing	Norton	C					\$113,200				STP	
	State Rd resurfacing	New Franklin	C					\$240,000				STP	
97863	Steels Corners Rd resurfacing	Cuy Falls	C					\$300,000				STP	
98363	Van Buren Ave resurfacing	Barberton	C					\$540,000				STP	
98365	Wooster Rd North resurfacing	Barberton	C					\$468,000				STP	
97832	Air Quality Advocacy Program	AMATS							\$70,000			CMAQ	
97829	Rideshare Program	AMATS							\$50,000			CMAQ	
93438	Darrow Rd signals	Akron	C						\$0			CMAQ	
93437	East Exchange St signals	Akron	C						\$0			CMAQ	
93434	Waterloo Rd signals	Akron	C						\$0			CMAQ	
90415	SR 241 (Massillon Rd)	Green	(R) & C						\$3,520,000				
97833	Air Quality Advocacy Program	AMATS								\$70,000		CMAQ	
97830	Rideshare Program	AMATS								\$60,000		CMAQ	
97855	Freedom Secondary Trail-Ph 3	MetroParks	C							\$500,000		TAP	
97856	Veterans Trail-Ph 1	Hudson	C							\$500,000		TAP	
	Moore Rd sidewalks	Green	C							\$500,000		TAP	
97834	Air Quality Advocacy Program	AMATS									\$80,000	CMAQ	
97831	Rideshare Program	AMATS									\$60,000	CMAQ	
	Canton Rd/US 224	Summit Co Eng	C								\$2,233,929	STP	
	Raber Rd sidewalks	Green	C								\$500,000	TAP	
	Canton Rd sidewalks	Summit Co Eng	R & (C)								\$80,000	TAP	
	Canton Rd sidewalks	Summit Co Eng	(R) & C								\$224,000	TAP	
97864	Springdale Rd bike lanes	Stow	C								\$266,519	TAP	
	Headwaters Trail-Hiram Extension Ph 2	Portage Co Eng	(P)(R)C								\$500,000		
P = preliminary engineering				TOTAL ANNUAL EXPENDITURES			\$21,445,432	\$12,405,995	\$45,429,810	\$27,027,713	\$3,640,000	\$1,630,000	\$3,944,448
R = right-of-way													
C = construction													
				CARRY OVER BALANCE			\$12,076,082	\$7,181,875	\$11,150,003	-\$18,535,684	-\$29,819,274	-\$22,719,053	-\$13,608,832
Annual Allocations for				STP/CMAQ/TEP			\$16,551,225	\$16,374,123	\$15,744,123	\$15,744,123	\$10,740,221	\$10,740,221	\$10,740,221
				TOTAL FUNDS AVAILABLE			\$28,627,307	\$23,555,998	\$26,894,126	-\$2,791,561	-\$19,079,053	-\$11,978,832	-\$2,868,611
				BALANCE			\$7,181,875	\$11,150,003	-\$18,535,684	-\$29,819,274	-\$22,719,053	-\$13,608,832	-\$6,813,059

**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:** Traffic Crashes 2011-2013 Technical Memorandum

**DATE:** September 10, 2014

The attached Traffic Crashes 2011-2013 technical memorandum has been updated from previous versions and is now divided into two sections. The first section is *location oriented* and similar to previous crash memos. All crashes that occurred on non-freeway roadways in the AMATS study area were analyzed. All the segments and intersections that meet the minimum criteria of ten or more crashes and a crash rate of one or more within the three-year period being studied are listed. This is also the minimum criterion required for a project to be considered for funding under ODOT's Highway Safety Program.

The crash locations are ranked by a composite score. The composite score is derived from where the location ranks according to number of crashes, crash rate, and severity. Tables one and two list all the segments and intersections according to their composite score.

The second section of the crash memo focuses on bicycle and pedestrian crashes. These crashes tend to occur more randomly and are usually not concentrated at specific locations. Therefore this section of the memo is *trend oriented*. It highlights some of the characteristics of all the bicycle crashes and all the pedestrian crashes.

The Staff requests that the attached technical memorandum be approved by motion as documentation of work completed. Once this memorandum has been approved, local governments may use it as an initial step in the process of applying for Highway Safety Program funds through ODOT or planning bicycle and pedestrian improvements.

More information about crashes, including bicycle and pedestrian, at any specific location or for any community can be requested.



# **TECHNICAL MEMORANDUM**

## **TRAFFIC CRASHES 2011-2013**

September 2014

Akron Metropolitan Area Transportation Study  
806 CitiCenter Bldg./146 S. High St./Akron, Ohio 44308-1423  
Phone: (330) 375-2436  
FAX: (330) 375-2275

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.

# Traffic Crashes

## 2011 - 2013

### Section 1: All Crashes

#### Overview

Over the past decade the number of crashes and injuries has been steadily declining in the AMATS area and statewide. However over the past three years that this memo covers the number has remained nearly steady. It should be noted that there have been two changes that have affected the total number of crashes being analyzed.

- Beginning in 2013, police agencies do not have to report crashes where there are no injuries and the damage to a vehicle is less than \$1,000.
- The addition of Milton Township and the city of Rittman to the AMATS study area. This new study area added 441 additional crashes over the three year period.

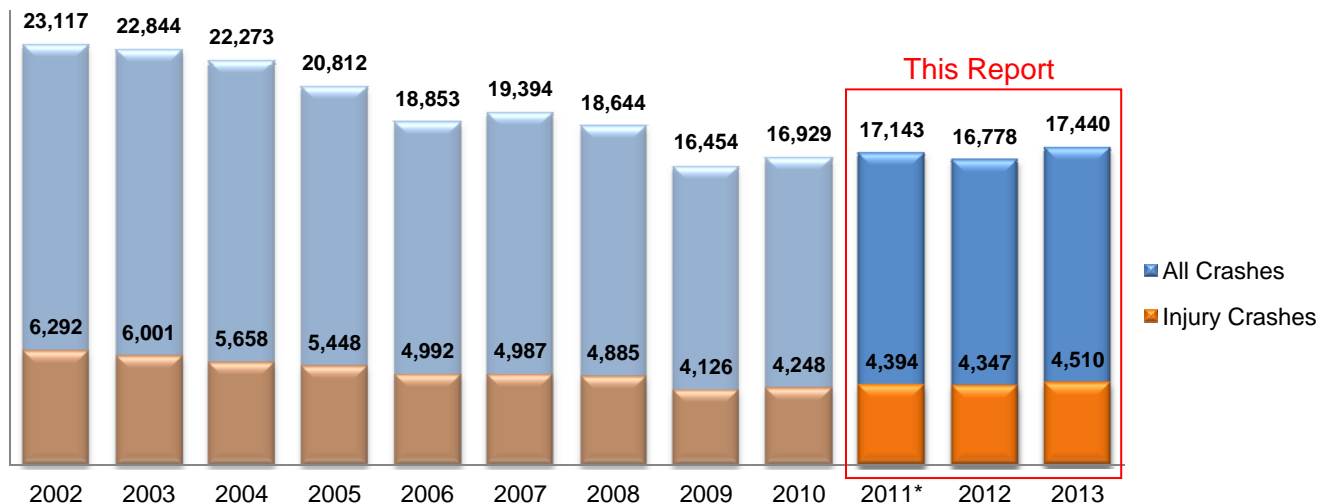
Between the years of 2011 and 2013, AMATS extracted 54,838 records from the Ohio Department of Public Safety (ODPS). Crashes that do not relate to the characteristics of the roadway are removed.

- 2,664 animal related crashes
- 813 construction zone crashes

The remaining 51,361 crashes were then separated into those that occur on roadway sections, intersections, and freeways.

- 19,291 roadway section crashes
- 23,666 intersection crashes
- 8,404 freeway related crashes.

The following graph shows the number of crashes and injuries (with animal and construction zone removed) in the AMATS area since 2002.



\* In 2011 Milton Twp and Rittman crash data was added

## **Methodology**

The first step in producing a list of high crash roadway sections and intersections is identifying the locations that meet the minimum thresholds based on number of crashes.

- The criteria for roadway sections is 10 or more crashes per mile per year.
- The criteria for intersections is 10 or more crashes in the three-year period.

Once this initial group of high crash locations is identified a crash rate is calculated. The crash rate takes into account the average daily traffic volume. For example, ten crashes per year at a location that averages 1,000 vehicles per day has a worse crash rate than ten crashes per year at a location that averages 30,000 vehicles per day. The formula is given in the Appendix.

- A minimum crash rate of 1.0 is required for a roadway section or an intersection to be included in the list of high crash locations.

Next the severity index is calculated for locations that meet the minimum number of crashes and crash rate. The severity index is a ratio of how many fatal and injury crashes happen compared to total crashes. This measure is useful when determining which locations should have priority in order to not only reduce crashes but to also reduce fatalities and injuries. The formula is given in the Appendix.

Finally a composite score is calculated based on how a location scores according to number of crashes, crash rate and severity index. This score defines the final rank of the location.

## **High Crash Sections**

A section is defined as a length of roadway between two logical termini such as an intersection with another roadway. The length of a section is usually between 0.5 miles in an urban area to a maximum of 4.0 miles in a rural area. All roads in the AMATS area were considered, including those that are not federally classified.

- AMATS has identified 124 high crash roadway sections.
- Table 1 lists the 124 high-crash roadway sections ranked by composite score. Map 1 shows the location of the top 50 high-crash sections.

## **High Crash Intersections**

Crashes that occur within a radius of 0.05 miles (260 feet) from the center of an intersection and involve at least two vehicles are considered an intersection related crash. All intersections in the AMATS area were considered, including those that were not federally classified.

- AMATS has identified 271 intersections that have a minimum of 10 crashes and a crash rate of one or more over the three-year period.
- Table 2 lists the 271 high-crash intersections ranked by composite score. Map 2 shows the location of the top 50 high-crash intersections.

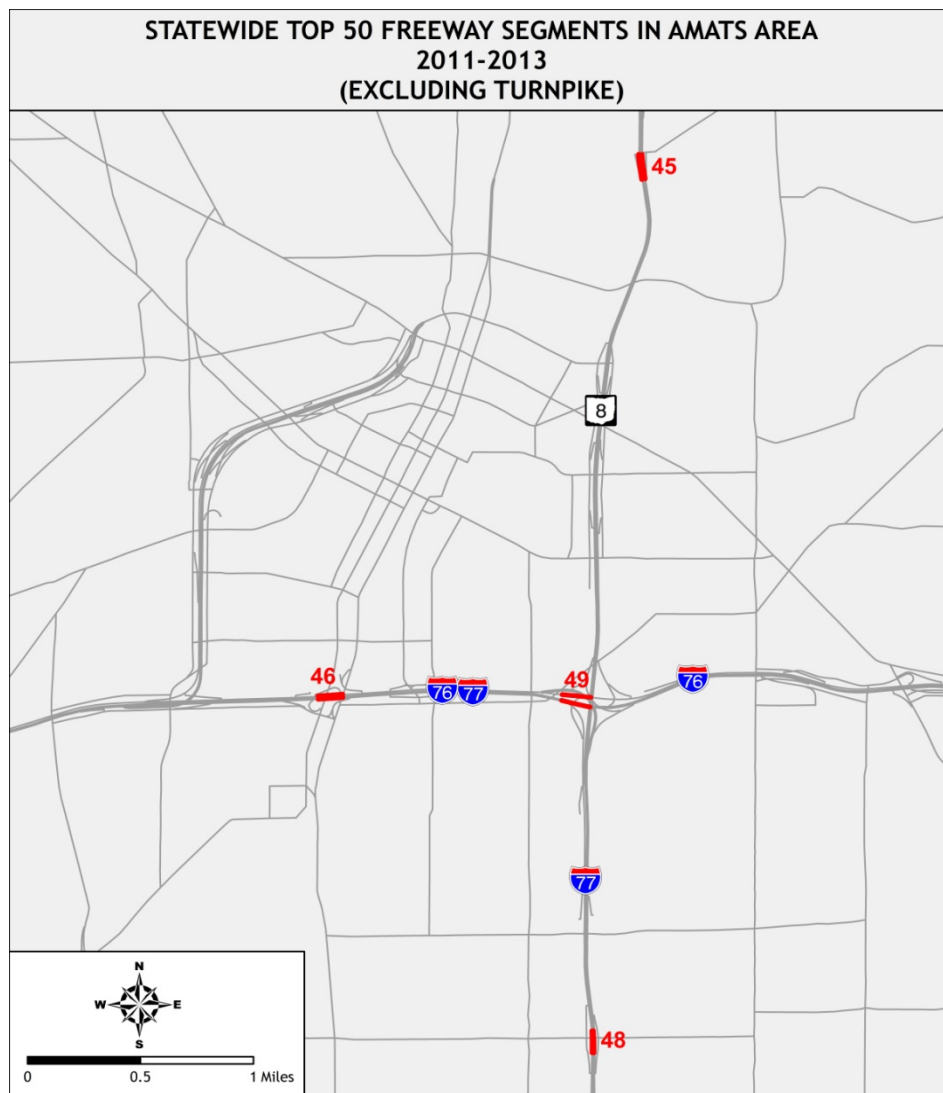
## **High Crash Freeway Locations**

The analysis of freeway crashes in the AMATS area is done by the central office of the Ohio Department of Transportation (ODOT) in Columbus.

- A freeway is defined as a limited access divided highway. This includes all state routes with interstate characteristics such as SR 8 and SR 21.

ODOT's analysis of freeways is done using methodology from the recently released Highway Safety Manual. The freeway system is divided into rural and urban and is analyzed by examining segments that are one-tenth of a mile long. There were 83 freeway locations in the AMATS area that had a "higher than predicted crash frequency". ODOT only considers the top 50 rural and top 50 urban locations statewide for further study.

- Only eight freeway locations in the AMATS area appeared on the top 50 lists and four of those were on the Ohio Turnpike. The other four are shown on the map below along with their statewide rank.



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## Section 2: Bicycle and Pedestrian Crashes

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### **Overview**

As biking and walking becomes a more popular and viable means of transportation, there is growing concern about the safety of bike riders and pedestrians. Determining how and where these incidents occur can help plan for future bike lanes, sidewalks, lighting, and educational outreach. Bike and pedestrian related crashes tend to happen more randomly and usually do not have the characteristic of being concentrated at specific locations like other vehicular crashes. Because of this it is sometimes more practical to make improvements system wide or to a corridor rather than to a specific location.

The Ohio Revised Code considers a bicycle a slow moving vehicle and generally speaking is subject to the same laws and responsibilities as a motor vehicle. Bike riders can be issued a citation if they are guilty of breaking laws. Local governments have the ability to make some of their own rules and laws which may be inconsistent between communities.

Education is an important tool to help curb bike and pedestrian related crashes. Many bike riders and pedestrians, especially those under the driving age, may not be aware of the rules that they must observe.

Bike and pedestrian related crashes have a high percentage of injuries.

- Out of the 349 bicycle related crashes that occurred between 2011 and 2013, 281 or nearly 80% of them resulted in an injury and two of them in a fatality.
- There were 488 pedestrian related crashes in this same time period with 430 or 88% of them resulting in an injury and 13 of them in a fatality.

By comparison slightly over 25% of all vehicular crashes for the same three year period resulted in an injury.

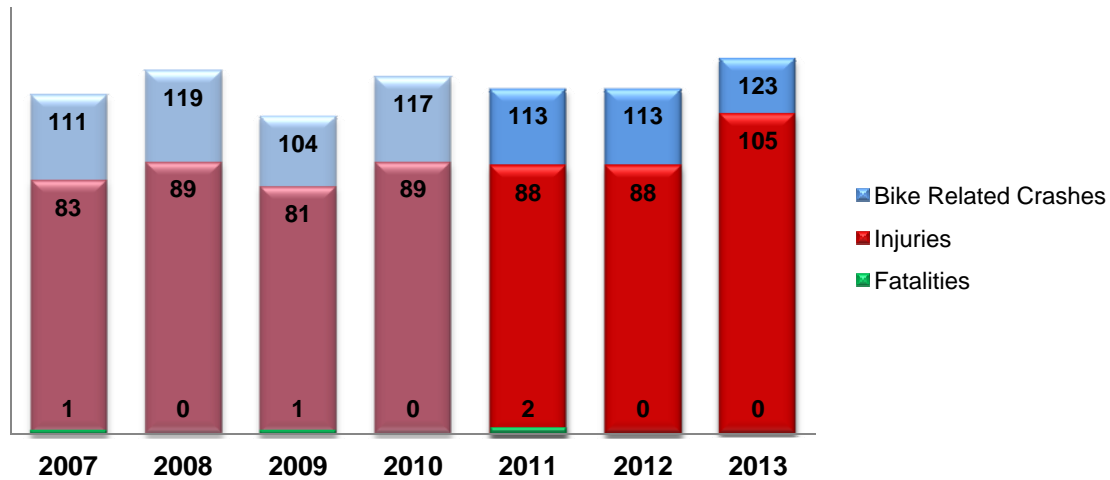
### **Methodology**

The bicycle or pedestrian crashes were already part of the data that was extracted from the Ohio Department of Public Safety for the first section of this memo. The bicycle and pedestrian crashes were pulled from the data and a complete police report was downloaded for each crash. The police report was important because it showed a crash diagram and description of what happened. Data from the police reports was compiled and used to identify trends and patterns.

The following pages highlight some of the trends for bicycle and pedestrian related crashes.

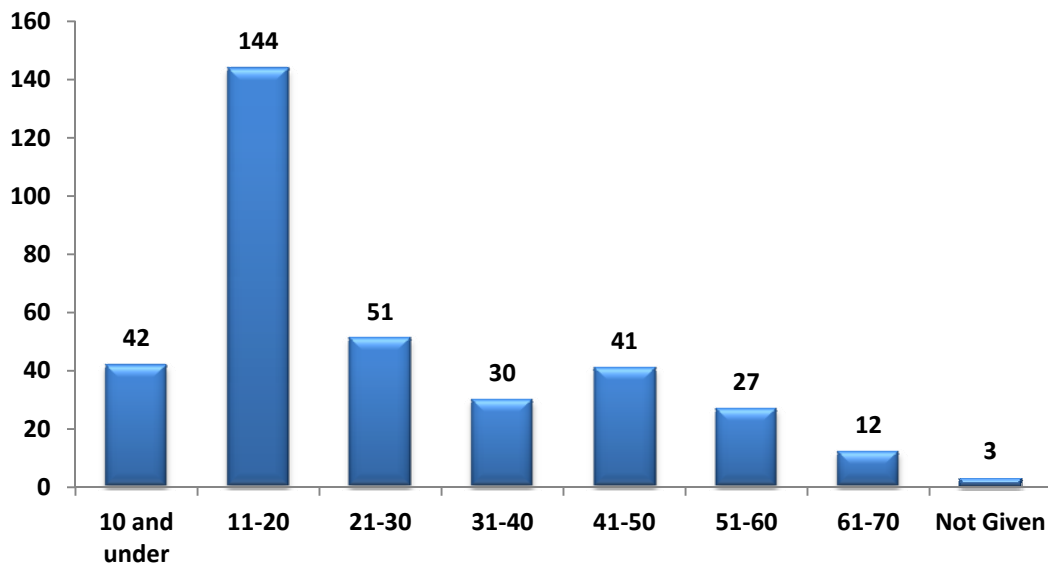
## Bicycle Related Crashes

Bicycle Related Crashes by Year

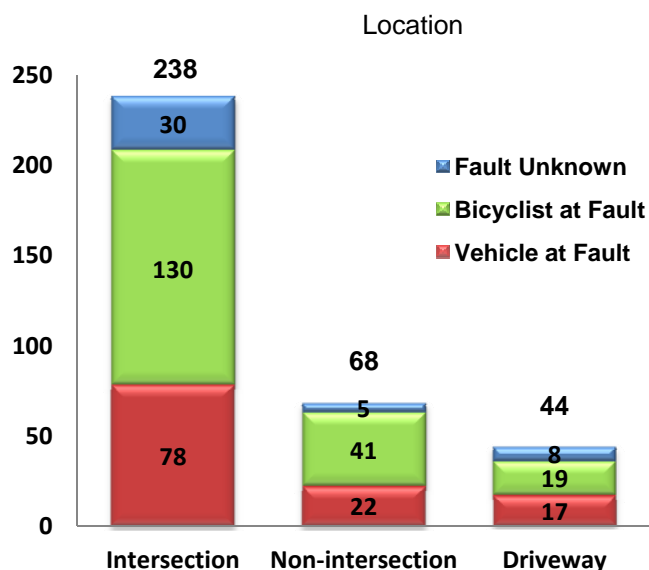


Bicycle related crashes fluctuate up and down slightly over the years. The number of crashes and injuries were steady between 2011 and 2012 and then were up some in 2013. Between 2011 and 2013 there were 349 bicycle related crashes with 281 injuries and two fatalities.

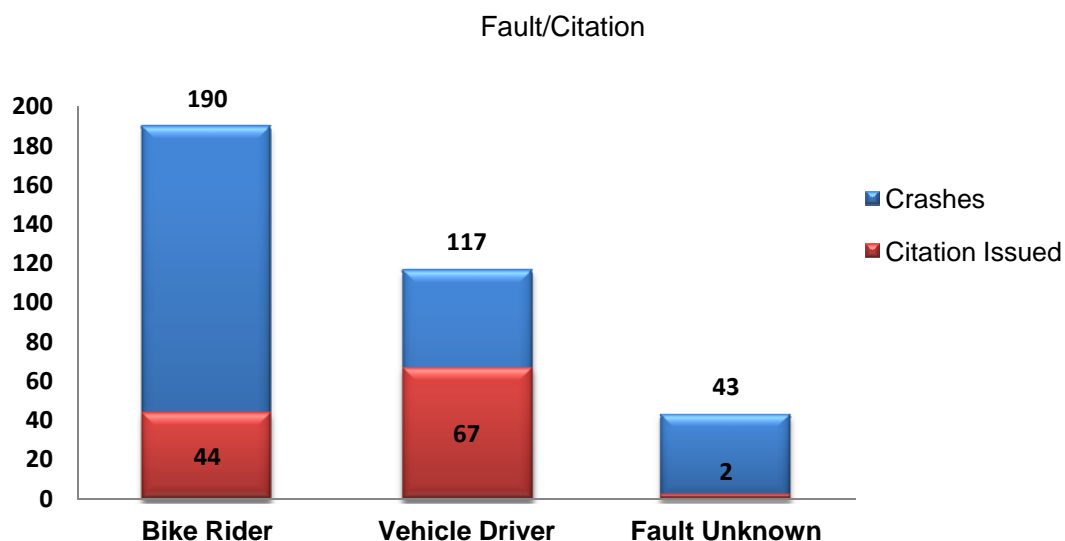
Ages of Bike Riders Involved



The 11-20 age group was involved in the most incidents. A more detailed look at that age group revealed that 12 year olds were in 22 incidents, the most of any single age.



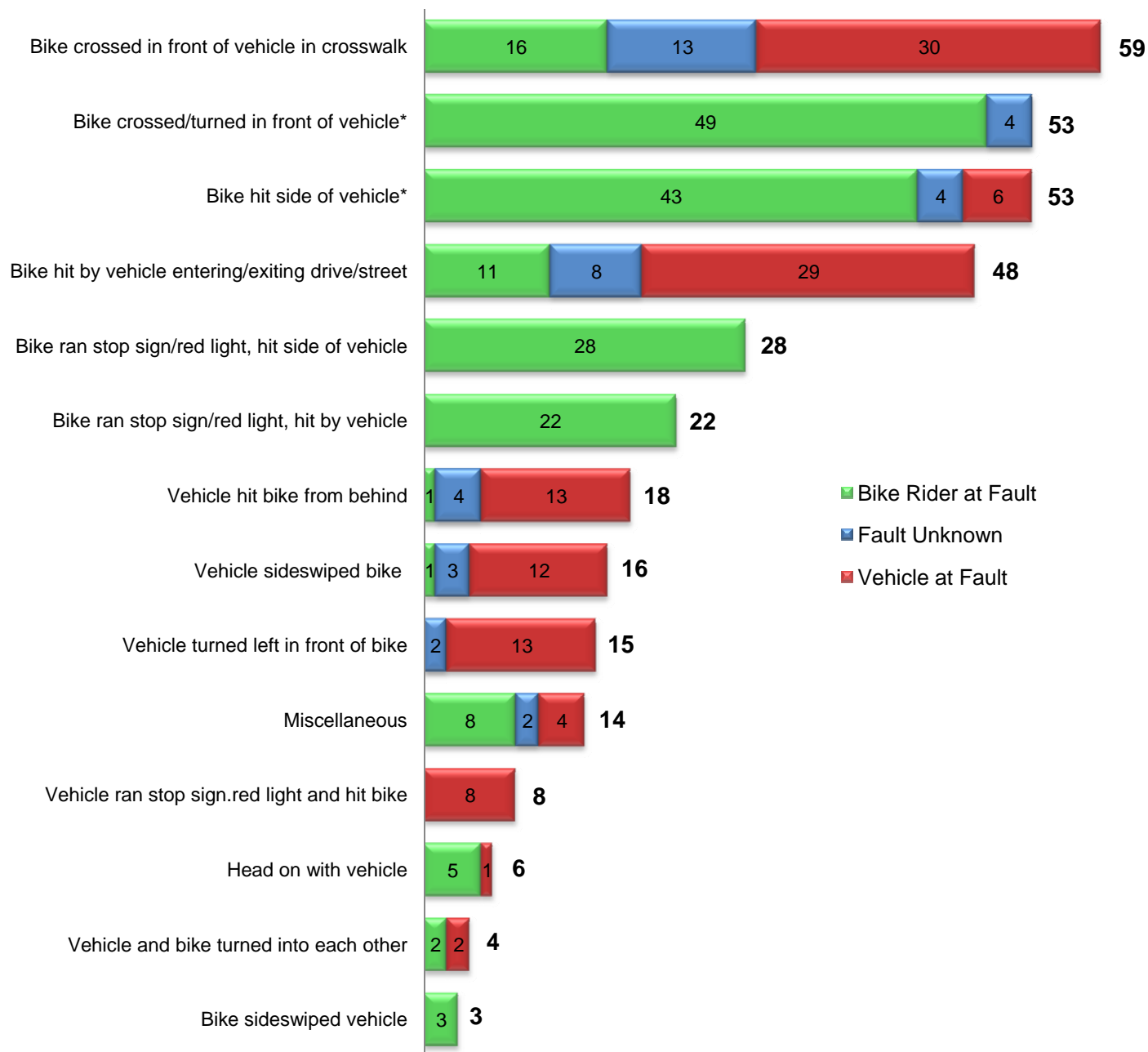
Most bicycle related crashes occur at intersections (nearly 69%). Bicycle riders are at fault in nearly 55% of the incidents. Sometimes bike riders, especially younger ones, do not obey stop signs and traffic signals. Often a vehicle does not see a bicycle and turns into it. Many times a driver is not expecting a bicycle in the crosswalk or misjudges its speed. If a bicycle rider is biking against traffic a driver may not look that direction when turning.



It is important to distinguish between fault and citation. In most cases one of the units is at fault for causing a crash. A citation is a ticket issued by the police officer if they felt the unit at fault actually broke a law. The graph above shows that in 190 or 54% of the incidents the bike rider was at fault but most of the time they were not issued a citation. Sometimes this was because they were a minor or didn't actually break any written laws. By comparison a higher percentage of drivers, nearly 58%, were cited for an improper action when they were at fault. Sometimes the fault was hard to determine because one of the units left the scene or the report was filed at the police station.

## Primary Types of Bicycle Related Crashes and Fault

The following graph shows the types of bicycle related crashes that occurred and who was considered at fault according to the police reports. Regardless of fault, two actions that contributed to many of the bike related crashes was riding against traffic (100 crashes) and riding on the sidewalk (113 crashes).

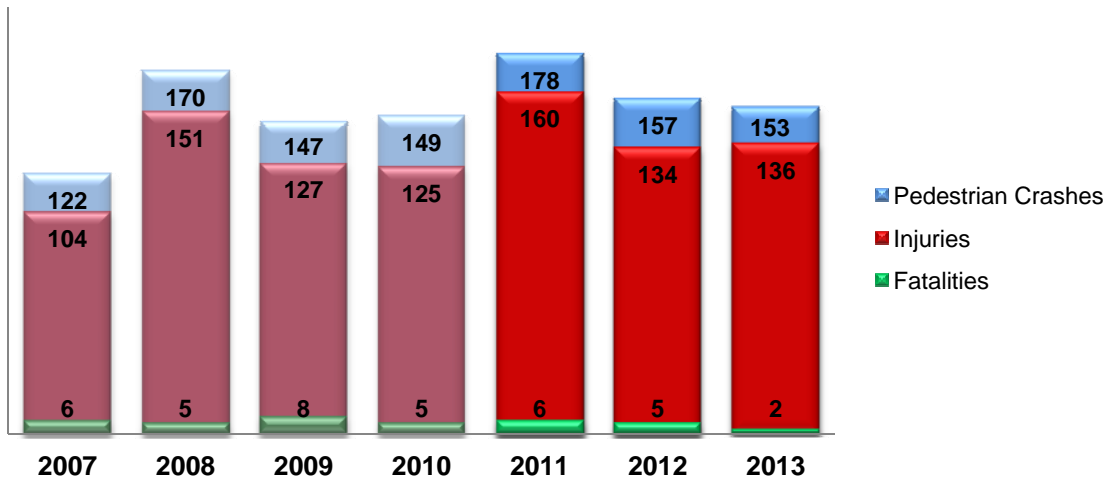


\* Occurred at intersections, segments, and driveways



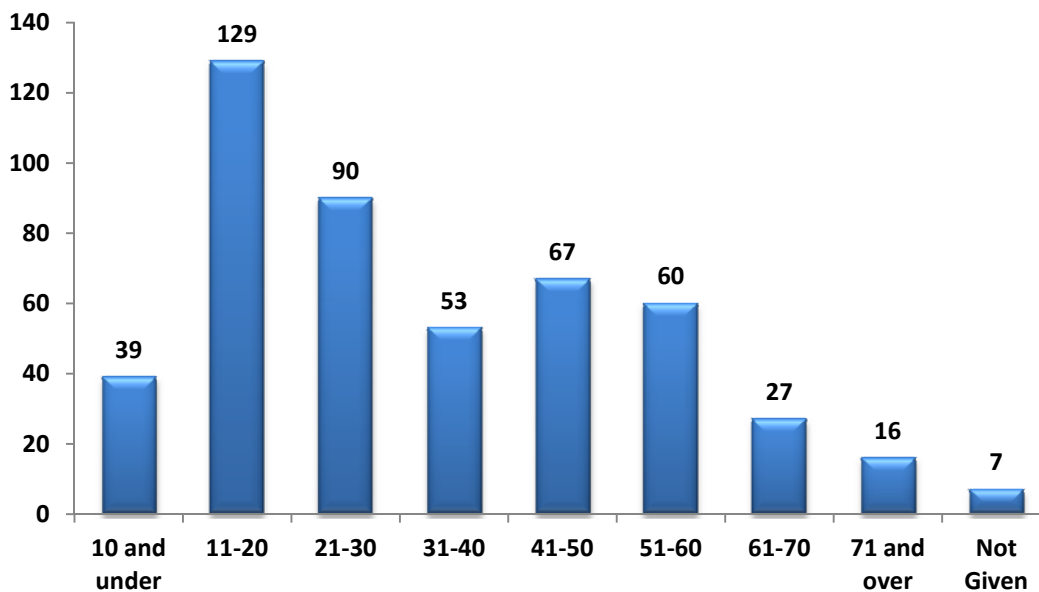
## Pedestrian Related Crashes

Pedestrian Related Crashes by Year

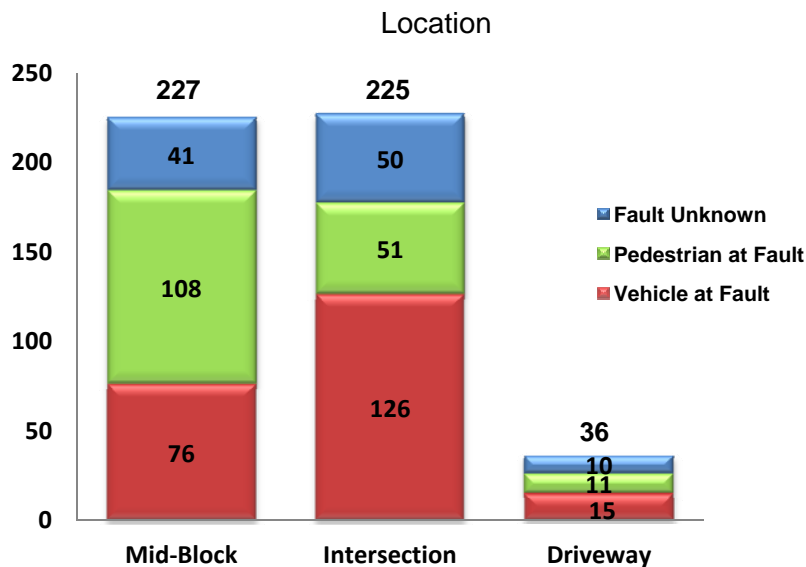


Similar to bike related crashes, the number of pedestrian related crashes are up and down slightly over the years. There was a small decrease between 2011 and 2012 with barely any change between 2012 and 2013. Between 2011 and 2013 there were 488 pedestrian related crashes with 430 injuries and 13 fatalities.

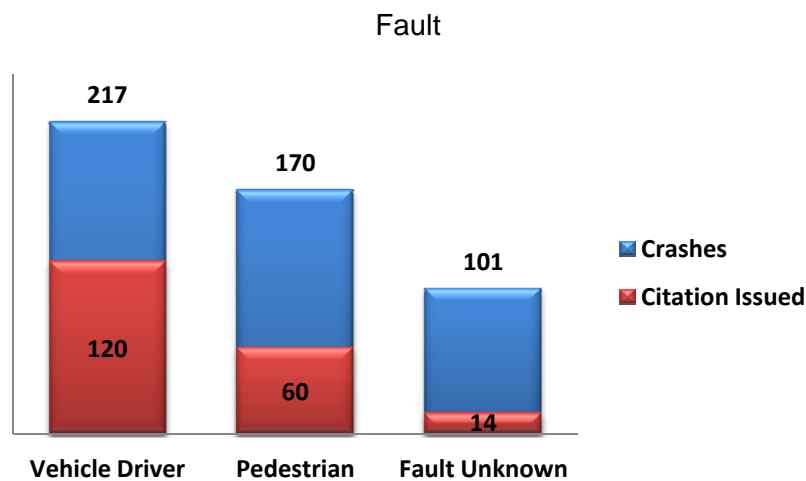
Ages of Pedestrians Involved



The 11-20 age group was again involved in the most incidents. A closer look at the 11-20 age group revealed that 17 year olds and 19 year olds tied for most incidents with 18 each.



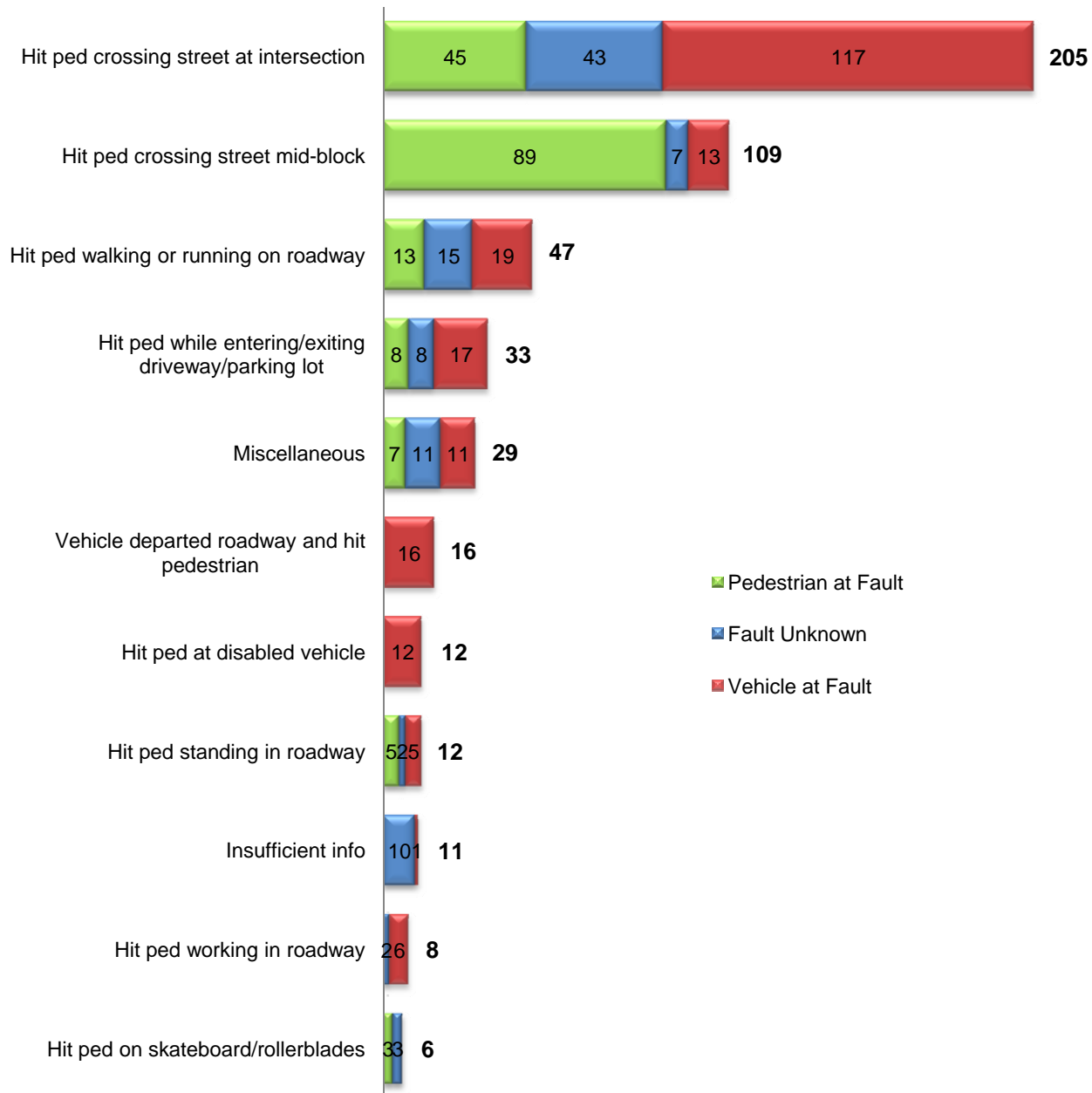
Pedestrian crashes are almost evenly split between intersections and mid-block. Pedestrians are at fault in most mid-block crashes while vehicles are at fault in most intersection crashes.



The vehicle driver was at fault in 217 or 44% of the pedestrian related crashes. A citation was issued to the driver 55% of the time. The pedestrian was at fault in 170 or 35% of the crashes and received a citation 35% of the time. The most common action by a pedestrian was darting out in front of a vehicle. In 21% of the crashes the fault was hard to determine because either the vehicle or pedestrian left the scene or witnesses gave conflicting stories. Nearly 38% of the pedestrian related crashes occurred in dark conditions and many times the pedestrian was wearing dark clothing.

## Primary Types of Pedestrian Related Crashes and Fault

The following graph shows the types of pedestrian a related crash that occurred and who was considered at fault according to the police reports.



## **Summary**

AMATS is committed to following a planning process that recognizes the importance of safety. This is accomplished by incorporating the results of safety studies into the development of transportation recommendations for the Regional Transportation Plan and used as evaluation criteria for selecting projects for funding. The *Traffic Crashes 2011-2013* technical memorandum was developed to further this goal by identifying locations and trends.

- The total number of crashes (without animal and construction zone crashes) remained nearly the same in 2011 and 2012 and increased slightly in 2013.
- The locations identified in this technical memorandum meet the minimum criteria that ODOT has established to define a high-crash location.
- The locations listed in this memorandum may be used by a community as a first step in the process of applying for federal Highway Safety Program funding through ODOT.

The Ohio Revised Code considers a bicycle a slow moving vehicle and generally speaking is subject to the same laws and responsibilities as a motor vehicle. Many drivers are not used to sharing the road with bike riders. And as biking gains momentum and cyclists start using roads more, the potential for vehicle/bike conflicts increase. Education, for bike riders, pedestrians, and drivers could have a significant impact on safety as these transportation alternatives become popular.

Younger bike riders and pedestrians are more likely to be involved in an accident. Many times they are not aware of rules they should be following. Although a bike rider may feel safer on a sidewalk, in reality it may actually be more dangerous because drivers are not expecting a cyclist to be there. Another issue is cyclists riding against traffic. The opposite direction rule may apply to pedestrians but not bike riders. Often a driver does not expect a bike to be coming from the opposite direction.

Table 1  
**HIGH CRASH ROADWAY SECTIONS**  
 RANKED BY COMPOSITE SCORE  
 2011-2013

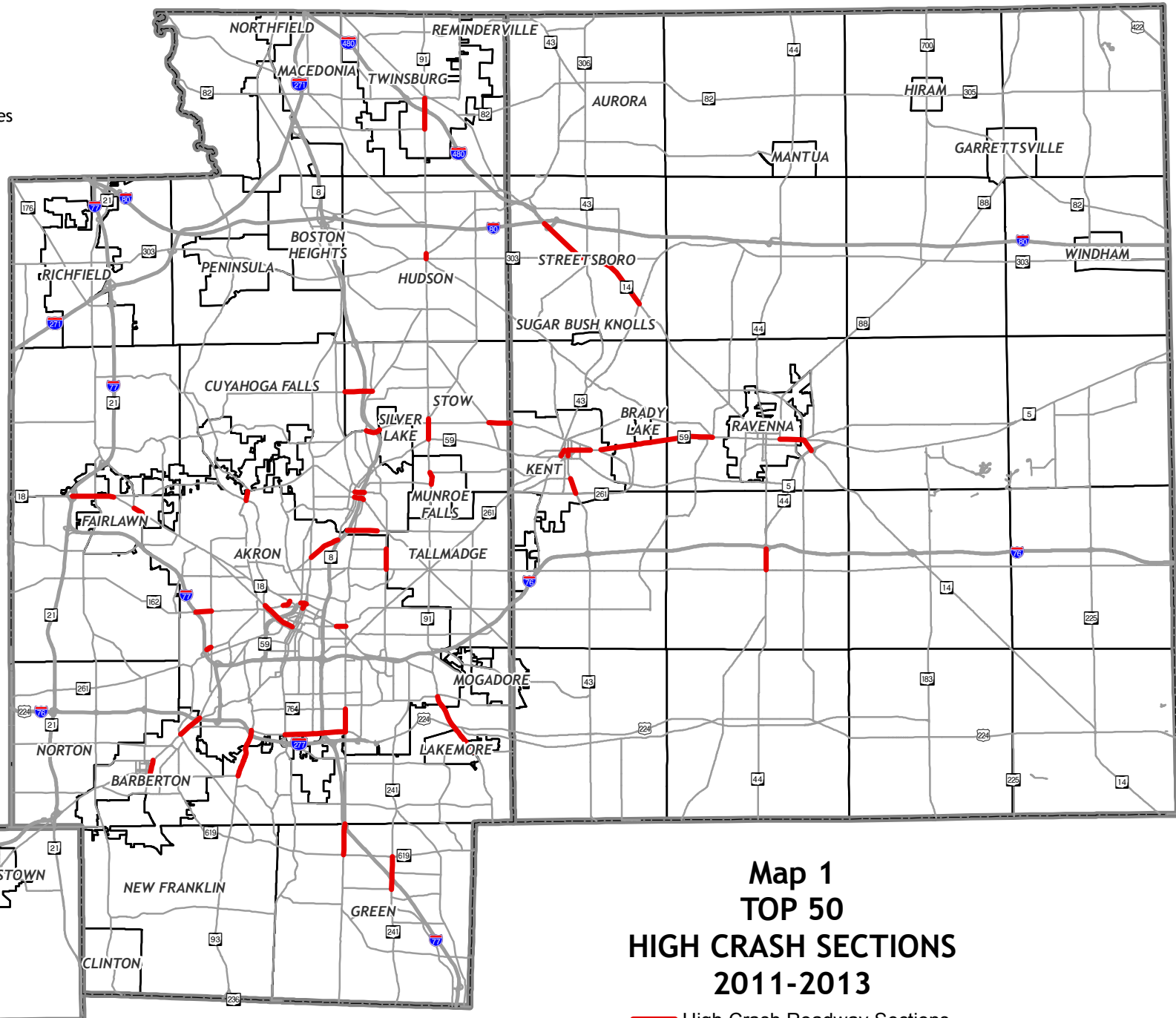
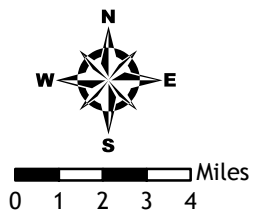
Rank	Roadway Section	From	To	Length (miles)	Average Daily Traffic	Total Crashes	Crash Rate	Severity Index	Composite Score	Location
1	M.L. King Blvd (SR 59)	W Market St (SR 18) overpass	N Broadway St	0.18	18,385	48	13.2	1.9	2.6	Akron
2	Manchester Rd (SR 93)	Carnegie Ave	Waterloo Rd	0.44	22,410	49	4.5	1.8	16.9	Akron
3	Exchange St	Rhodes Ave	Dart Ave	0.53	8,770	59	11.6	1.6	18.8	Akron
4	Howe Ave	Cuyahoga Falls Corp Line	Main St	0.23	36,670	68	7.4	1.5	20.2	Cuyahoga Falls
5	Water St	Haymaker Pkwy (SR 59)	E Main St	0.17	5,260	12	12.3	1.7	21.8	Kent
6	SR 14/44	SR 59	SR 5	0.39	18,660	30	3.8	1.8	23.8	Ravenna Twp
7	Canton Rd (SR 91)	Akron South Corp Line	Triplett Blvd	0.33	20,040	32	4.4	1.7	24.9	Akron
8	Medina Rd (SR 18)	I-77	Cleveland-Massillon Rd (CR 17)	0.70	30,650	116	4.9	1.5	25.3	Copley Twp
9	Main St	Water St	Willow St	0.27	9,070	32	11.9	1.4	26.4	Kent
10	Wooster Rd N	Wooster Rd W	Hopocan Ave	0.41	9,265	24	5.8	1.8	26.8	Barberton
11	Brittain Rd	E Tallmadge Ave (SR 261)	Independence Ave	0.61	13,985	35	3.7	2.0	30.2	Akron
12	Arlington Rd	Turkeyfoot Lake Rd (SR 619)	Green North Corp Line	0.95	20,305	136	6.4	1.4	30.4	Green
13	SR 44	Tallmadge Rd (CR 18)	I-76	0.63	14,780	43	4.2	1.7	31.0	Rootstown Twp
14	Broad Blvd	Second St	Newberry St	0.29	16,170	74	14.4	1.3	32.7	Cuyahoga Falls
15	Main St (SR 91)	Munroe Falls Ave	N River Rd	0.39	18,370	37	4.7	1.5	32.8	Munroe Falls
16	Portage Path	Merriman Rd	Portage Trail	0.28	18,620	20	3.5	1.7	33.4	Akron
17	Main St (SR 59)	Horning Rd	Kent East Corp Line	0.50	17,350	37	3.9	1.6	34.3	Kent
18	Wooster Rd N (SR 619 part)	State St	Barberton Corp Line	0.77	19,030	50	3.1	1.9	34.9	Barberton
19	Diagonal Rd	Frederick Blvd	S Hawkins Ave	0.16	5,000	7	8.0	1.9	35.1	Akron
20	Canton Rd (SR 91)	Waterloo Rd (US 224)	Akron South Corp Line	0.72	18,950	50	3.3	1.7	35.8	Springfield Twp
21	Main St (SR 59)	Willow St	Luther Av	0.42	21,790	65	6.5	1.3	35.9	Kent
22	Canton Rd (CR 66)	Sanitarium Rd (CR 136)	Waterloo Rd (US 224)	1.02	20,415	78	3.4	1.6	38.0	Springfield Twp
23	Market St (SR 18)	Cleveland-Massillon Rd	Smith Rd	0.57	30,500	67	3.5	1.5	38.2	Fairlawn
24	Copley Rd (SR 162)	St Micheals	S Hawkins Ave	0.49	13,520	25	3.4	1.8	39.7	Akron
25	Market St (SR 18)	Ghent Rd	Miller Rd	0.30	27,380	35	3.9	1.4	39.8	Fairlawn
26	Massillon Rd (SR 241)	Boettler Rd	Turkeyfoot Lake Rd (SR 619)	1.01	21,413	151	6.4	1.3	40.2	Green
27	Darrow Rd (SR 91)	E Highland Rd	Aurora Rd (SR 82)	0.95	25,305	90	3.4	1.5	40.4	Twinsburg
28	Graham Rd	Hudson Dr	Silver Lake West Corp Line	0.44	28,680	61	4.4	1.4	40.7	Stow
29	Howe Ave	Main St	Buchholzer Blvd	0.69	22,540	78	4.6	1.4	41.4	Cuyahoga Falls
30	Main St (SR 59)	Freedom St (SR 88)	SR 14/SR 44	0.75	12,000	40	4.1	1.6	42.8	Ravenna
31	Maple St	Glendale Ave	W Market St (SR 18)	0.27	4,710	11	7.9	1.7	43.1	Akron
32	Waterloo Rd	S Main St	Brown St	0.87	13,485	41	3.2	2.0	43.6	Akron
33	SR 59	Alpha Dr	SR 261	0.41	17,350	31	4.0	1.4	44.4	Franklin Twp
33	SR 14	SR 303 (East Intersection)	Diagonal Rd	2.01	21,130	141	3.0	1.6	44.4	Streetsboro
35	SR 59	SR 261	Brady Lake Rd (CR 162)	2.55	17,100	135	2.8	1.9	44.5	Ravenna Twp
36	Buchtel Ave	E Market St (SR 18)	N Arlington St	0.28	5,320	10	6.1	2.0	45.8	Akron
37	Darrow Rd (SR 91)	Kent Rd (SR 59)	Stow Rd	0.63	21,770	43	2.9	1.7	46.3	Stow
38	Graham Rd	Fishcreek Rd	Stow East Corp Line	0.66	11,870	44	5.1	1.4	47.5	Stow
39	Arlington St	E Waterloo Rd	E Wilbeth Rd (SR 764)	0.70	14,830	34	3.0	1.8	47.7	Akron
40	Steels Corners Rd	Stow West Corp Line	Hudson Dr	0.85	21,840	62	3.1	1.5	47.9	Stow
41	Portage Trail	Second St	Newberry St/Munroe Falls Ave	0.29	18,960	26	4.3	1.3	48.6	Cuyahoga Falls
41	Water St (SR 43)	SR 261	Cherry St	0.48	14,400	33	4.4	1.4	48.6	Kent
43	River St (SR 43)	Haymaker Pkwy (SR 59)	W Main St	0.21	4,250	11	11.3	1.4	49.1	Kent
44	Waterloo Rd	Brown St	S Arlington St	1.00	15,180	48	2.9	1.8	51.3	Akron
45	Cuyahoga Falls Ave	N Main St	Front St	0.99	12,660	46	3.4	1.7	52.8	Akron
46	High St (SR 261)	E Market St (SR 18)	M.L. King Blvd (SR 59)	0.16	6,210	10	9.2	1.0	53.9	Akron
47	SR 14	I-480 ramp to Turnpike	SR 303 (West Intersection)	1.62	32,730	112	1.9	1.7	54.2	Streetsboro
48	Manchester Rd (SR 93)	Robinson Ave	Carnegie Ave	1.04	21,315	56	2.3	1.7	54.5	Coventry Twp
49	Exchange St (SR 261 part)	Dart Ave	S Main st	0.55	10,317	23	3.7	1.7	54.8	Akron
50	Main St (SR 91)	Streetsboro St (SR 303)	Aurora St	0.15	17,590	9	3.1	1.4	54.9	Hudson
51	Market Square	SR 303	SR 43	0.72	7,670	32	5.3	1.4	56.8	Streetsboro
52	Main St	Bartges St	Exchange St	0.54	5,150	27	8.9	1.3	57.0	Akron

Table 1  
**HIGH CRASH ROADWAY SECTIONS**  
 RANKED BY COMPOSITE SCORE  
 2011-2013

Rank	Roadway Section	From	To	Length (miles)	Average Daily Traffic	Total Crashes	Crash Rate	Severity Index	Composite Score	Location
53	Manchester Rd (SR 93)	State St (CR 162)	Robinson Ave (CR 54)	0.89	14,640	44	3.1	1.5	57.6	Coventry Twp
54	Kent Rd (SR 59)	Fishcreek Rd	Stow East Corp Line	0.35	18,930	17	2.3	1.7	58.5	Stow
55	Medina Rd (SR 18)	S Hametown Rd (CR 253)	I-77	0.89	27,030	58	2.2	1.6	59.1	Copley Twp
56	Wooster Rd W	31st St	14th St NW	1.01	13,313	50	3.4	1.4	59.9	Barberton
57	Aurora Rd (SR 82)	SR 8	N Bedford Rd	0.72	24,920	47	2.4	1.5	60.2	Macedonia
58	Market St (SR 18)	Miller Rd	Fairlawn East Corp Line	0.68	21,960	49	3.0	1.3	60.9	Fairlawn
58	Market St (SR 18)	Merriman Rd	Maple St	0.72	20,717	36	2.2	1.7	60.9	Akron
60	Hill St/E Buchtel Ave	University Ave	S Union St	0.33	9,963	15	4.2	1.4	61.1	Akron
61	Arlington Rd (CR 15)	Green North Corp Line	Killian Rd (CR 135)	0.62	17,570	42	3.5	1.3	61.2	Springfield Twp
61	High St (SR 261)	E Exchange St	E Market St (SR 18)	0.66	8,903	34	5.3	1.2	61.2	Akron
63	Merriman Rd/Riverview Rd	N Portage Path	Smith Rd	0.99	15,210	42	2.5	1.8	61.8	Akron
64	5th St SE (SR 619)	Barberton Corp Line	Robinson Ave	0.81	9,205	31	3.8	1.6	62.7	Barberton
65	M.L. King Blvd/Perkins St (SR 59)	N Broadway St	N Adolph Ave	0.61	17,480	27	2.3	1.7	62.9	Akron
66	Buchtel Ave	Fountain St	E Market St (SR 18)	0.41	5,020	13	5.8	1.6	64.8	Akron
67	SR 43	SR 303	Frost Rd	1.51	20,140	68	2.0	1.8	66.2	Streetsboro
68	Main St	Mantua St	Water St	0.23	10,515	10	3.8	1.4	66.4	Kent
69	Market St (SR 18)	Seiberling St	Mogadore Rd	0.82	9,337	30	3.6	1.6	66.5	Akron
70	SR 59	Brady Lake Rd (CR 162)	Ravenna West Corp Line	0.45	12,710	18	2.9	1.7	66.7	Ravenna Twp
71	Main St (SR 59)	Kent West Corp Line	Spaulding Dr	0.28	20,455	16	2.6	1.4	67.5	Kent
72	Streetsboro St (SR 303)	Boston Mills Rd	Main St (SR 91)	0.54	16,630	29	2.9	1.3	68.4	Hudson
73	Aurora Rd (SR 82)	Olde Eight Rd	SR 8	0.82	16,700	46	3.1	1.3	68.8	Macedonia
74	Main St	Exchange St	Bowery St	0.35	6,855	15	5.7	1.3	70.4	Akron
75	Main St	S Broadway St	Bartges St	0.96	11,877	34	2.7	1.7	71.5	Akron
76	Market St (SR 18)	Portage Path	Merriman Rd	0.59	15,840	30	2.9	1.3	72.8	Akron
77	SR 14/44	Ravenna NE Corp Line	SR 59	1.00	16,240	38	2.1	1.7	73.3	Ravenna Twp
78	Tallmadge Rd (CR 18)	Summit County Line	Sunnybrook Rd (CR 11)	1.07	11,580	39	2.9	1.6	74.1	Brimfield Twp
79	Darrow Rd / S Main St (SR 91)	Hudson Dr	Streetsboro St (SR 303)	1.22	21,120	65	2.3	1.4	74.1	Hudson
80	SR 5/44	I-76	Prospect St	0.44	22,690	18	1.6	1.8	74.5	Rootstown Twp
81	Main St	E Tallmadge Ave	E Cuyahoga Falls Ave	0.36	13,170	12	2.3	1.8	74.7	Akron
82	Wooster Rd W	14th St NW	Wooster Rd N	0.76	11,813	32	3.3	1.4	74.8	Barberton
83	Main St	Bowery St	M.L. King Blvd (SR 59)	0.44	7,970	14	3.6	1.6	75.2	Akron
84	SR 43	Tallmadge Rd (CR 18)	I-76	0.52	10,870	21	3.4	1.4	75.3	Brimfield Twp
85	Franklin Ave	W Summit St	E Main St	0.27	4,940	10	6.8	1.2	76.8	Kent
86	Market St (SR 18)	Sand Run Rd	Hawkins Ave	1.12	23,797	60	2.1	1.4	77.2	Akron
87	Broadway St	S Main St	Bartges St	0.94	12,057	35	2.8	1.5	78.1	Akron
88	Aurora Rd (SR 82)	N Bedford Rd	Macedonia East Corp Line	1.71	13,360	67	2.7	1.5	78.3	Macedonia
89	SR 43	Kent North Corp Line	Streetsboro South Corp Line	2.40	15,320	85	2.1	1.7	79.5	Franklin Twp
90	SR 14	Cleveland Rd (CR 171)	Infirmary Rd (CR 164)	0.47	16,520	16	1.9	1.9	79.6	Ravenna Twp
91	Main St (SR 59)	Diamond St	Sycamore St	0.37	14,690	18	3.0	1.1	80.0	Ravenna
92	Market St (SR 18)	Smith Rd	Ghent Rd	0.71	21,930	32	1.9	1.5	80.4	Fairlawn
93	Tallmadge Ave (SR 261)	N Main St	Gorge Blvd	0.57	16,040	22	2.2	1.5	80.9	Akron
94	Main St (SR 59)	Spaulding Dr	Longmere Dr	0.50	20,460	23	2.1	1.4	81.4	Kent
95	Wooster Rd N	Norton Ave	State St	0.50	12,240	15	2.2	1.8	81.7	Barberton
96	Arlington St (SR 764 part)	E Wilbeth Rd (SR 764)	E Archwood Ave	0.49	17,393	24	2.6	1.3	82.0	Akron
97	Copley Rd (SR 162)	Collier Rd	St Micheals	0.50	12,090	16	2.4	1.6	82.7	Akron
98	Tallmadge Ave (SR 261)	Gorge Blvd	Home Ave	0.59	16,870	23	2.1	1.5	83.5	Akron
99	Mantua St (SR 43)	Haymaker Pkwy (SR 59)	W Main St	0.19	6,320	6	4.6	1.3	85.6	Kent
100	Brittain Rd	Eastwood Ave	E Tallmadge Ave (SR 261)	1.18	12,757	36	2.2	1.7	85.7	Akron
101	Graham Rd	Oakwood Dr/Wyoga Lake Rd	Hudson Dr	0.71	23,930	32	1.7	1.4	85.8	Stow
101	Exchange St	S Broadway St (SR 261)	Spicer St	0.76	21,317	34	1.9	1.4	85.8	Akron
103	Vernon Odom Blvd (SR 261)	Romig Rd	S Hawkins Ave	0.77	14,685	29	2.3	1.4	87.0	Akron
104	Brown St	E Wilbeth Rd (SR 764)	E Archwood Ave	0.47	6,155	15	4.7	1.1	88.5	Akron

Table 1  
**HIGH CRASH ROADWAY SECTIONS**  
 RANKED BY COMPOSITE SCORE  
 2011-2013

Rank	Roadway Section	From	To	Length (miles)	Average Daily Traffic	Total Crashes	Crash Rate	Severity Index	Composite Score	Location
105	State Rd	Portage Trail	Graham Rd	0.27	21,530	13	2.0	1.3	89.0	Cuyahoga Falls
106	Summit St	S Lincoln St	Loop Rd	1.03	12,525	37	2.6	1.4	89.8	Kent
107	South St	Wolf Ledges Pkwy/Bellows St	Brown St	0.49	7,670	17	4.1	1.0	89.9	Akron
108	Miller Rd	Ridgewood Rd	W Market St (SR 18)	0.98	23,120	46	1.9	1.3	90.5	Akron
108	Mantua St (SR 43)	Gougler Ave	Kent North Corp Line	1.02	19,630	40	1.8	1.5	90.5	Kent
110	Market St (SR 18)	E Buchtel Ave	E Exchange St	0.53	10,000	16	2.8	1.5	90.6	Akron
111	Market St (SR 18)	Forge St	E Buchtel Ave	0.60	16,930	21	1.9	1.6	91.2	Akron
112	Gougler Ave (SR 43)	W Main St	N Mantua St	0.30	8,270	10	3.7	1.2	92.3	Kent
113	Main St / Darrow Rd (SR 91)	Aurora St	Valley View Rd	0.97	13,870	32	2.2	1.5	92.8	Hudson
114	SR 43	Frost Rd	Streetsboro North Corp Line	1.02	14,700	32	1.9	1.6	92.9	Streetsboro
115	Cleveland-Massillon Rd	I-77	Elgin Rd	0.53	17,660	20	2.0	1.4	93.5	Fairlawn
116	Water St (SR 43)	Cherry St	Haymaker Pkwy (SR 59)	0.72	15,820	30	2.4	1.1	93.9	Kent
117	Wooster Rd W	Johnson Rd	31st St	0.29	12,090	9	2.3	1.4	95.1	Barberton
118	Chillicothe Rd (SR 43)	Aurora-Hudson Rd	Aurora Rd (SR 43)	0.43	19,150	16	1.8	1.4	100.1	Aurora
119	Main St (SR 303)	Riverview Rd	Locust St/Akron-Peninsula Rd	0.36	8,830	11	3.2	1.0	103.0	Peninsula
120	Tallmadge Ave/West Ave (SR 261)	Brittain Rd	Tallmadge Circle	1.26	14,917	44	2.1	1.3	104.2	Tallmadge
121	Kent Rd (SR 59)	Stow West Corp Line	Darrow Rd (SR 91)	0.57	15,360	20	2.1	1.3	105.8	Stow
122	Copley Rd (SR 162)	S Hawkins Ave	Storer Ave	0.69	15,555	22	1.9	1.4	108.4	Akron
123	Kent Rd (SR 59)	Darrow Rd (SR 91)	Fishcreek Rd	2.22	17,510	76	1.8	1.3	108.9	Stow
124	Haymaker Pkwy (SR 43/59)	S Mantua Ave (SR 43)	S Water St (SR 43)	0.30	22,145	11	1.5	1.2	111.4	Kent



**Map 1  
TOP 50  
HIGH CRASH SECTIONS  
2011-2013**

— High Crash Roadway Sections



**Table 2**  
**HIGH CRASH INTERSECTIONS**  
**RANKED BY COMPOSITE SCORE**  
**2011-2013**

Rank	Street	Intersecting Street	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Composite Score	Location
1	E Market St (SR 18)	Mogadore Rd/I-76 EB Exit Ramp	20,980	56	2.44	1.75	27.0	Akron
2	S Arlington St	E Waterloo Rd	23,960	55	2.10	1.80	29.1	Akron
3	Waterloo Rd (US 224)	Canton Rd (CR 66)	38,120	92	2.20	1.61	38.9	Sum Co-Springfield Twp
4	Manchester Rd (SR 93)	W Waterloo Rd	25,420	63	2.26	1.63	39.5	Akron
5	Martin Luther King Jr Blvd (SR 59)	N Howard St/N Main St	29,680	55	1.69	1.84	41.7	Akron
5	Darrow Rd (SR 91)	Graham Rd	41,210	103	2.28	1.56	41.7	Stow
7	E Tallmadge Ave (SR 261)	Brittain Rd	26,890	57	1.94	1.70	41.8	Akron
8	N Main St (SR 261)	E Tallmadge Ave (SR 261)	26,180	60	2.09	1.63	43.0	Akron
9	S Maple St (SR 162)	Rhodes Ave	13,590	31	2.08	2.10	44.0	Akron
10	Bailey Rd/Brittain Rd	Howe Ave/Northwest Ave/Tallmadge Rd	30,670	94	2.80	1.51	44.2	Cuyahoga Falls
11	E Waterloo Rd (US 224)	Geroge Washington Blvd (SR 241)	31,940	77	2.20	1.52	48.6	Akron
12	W Cedar St	Dart Ave	11,780	47	3.64	1.51	53.8	Akron
13	SR 14/303	SR 43	48,400	120	2.26	1.47	55.7	Streetsboro
14	SR 261	Franklin Ave/Sunnybrook Dr	11,850	28	2.16	1.86	58.4	Kent
15	Fishcreek Rd	Graham Rd	28,080	74	2.41	1.43	61.7	Stow
16	S Broadway St	E South St	13,930	37	2.43	1.54	63.0	Akron
17	Howe Ave	Main St	42,230	76	1.64	1.55	63.1	Cuyahoga Falls
18	W Portage Trail	State Rd	32,360	70	1.98	1.49	63.1	Cuyahoga Falls
19	S Main St	Waterloo Rd	26,680	44	1.51	1.73	64.2	Akron
20	Canton Rd (SR 91)	Mogadore Rd	21,750	36	1.51	1.78	67.9	Akron
21	SR 14/44	N Freedom St (SR 88)	22,750	37	1.49	1.76	69.6	Ravenna
22	Tallmadge Circle		43,710	269	5.62	1.29	69.7	Tallmadge
23	Prospect Rd (CR 74)	Summit Rd St (CR 148)	12,450	28	2.05	1.71	71.3	Por Co-Ravenna Twp
24	Brittain Rd	Eastland Ave/Eastwood Ave	23,790	47	1.80	1.51	71.8	Akron
25	N Howard St	North St	21,720	40	1.68	1.60	72.3	Akron
26	Bartges St	S Main St	5,025	29	5.27	1.55	72.5	Akron
27	W Exchange St (SR 261)	Locust St (SR 261)	12,510	41	2.99	1.44	72.9	Akron
28	Aurora Rd (SR 82)	S Bedford Rd/Freeway Dr	30,310	66	1.99	1.42	73.0	Macedonia
29	Brown St	E Waterloo Rd	22,510	41	1.66	1.59	74.4	Akron
30	S Main St	Thornton St	18,230	30	1.50	1.87	74.6	Akron
31	S Main St	E Voris St	14,120	29	1.88	1.69	74.7	Akron
32	Broad Blvd/Tallmadge Rd	Newberry St	23,130	56	2.21	1.39	74.9	Cuyahoga Falls
33	S Maple St (SR 162)	W Cedar St	18,590	38	1.87	1.53	76.6	Akron
34	Dart Ave	Euclid Ave	6,430	19	2.70	2.16	76.9	Akron
35	E Tallmadge Ave (SR 261)	Home Ave	26,950	57	1.93	1.42	77.8	Akron
36	W Exchange St	Dart Ave	14,840	31	1.91	1.58	79.1	Akron
37	S Broadway St (SR 261)	E Exchange St	31,640	48	1.39	1.63	79.8	Akron
38	W Cedar St (SR 261)	W Bowery St	11,910	26	1.99	1.69	81.3	Akron
39	N Wooster Rd (SR 619)	State St (SR 619)	27,570	47	1.56	1.51	82.3	Barberton
40	Medina Rd (SR 18)	Crystal Lake Rd/Montrose West Ave	49,800	74	1.36	1.54	82.4	Sum Co-Bath Twp/Copley Twp
41	SR 585	Eastern Rd	17,560	31	1.61	1.65	82.7	Norton
42	South St	Bellows St/Wolf Ledges Pkwy	8,310	19	2.09	2.16	82.9	Akron
43	W Cedar St (SR 261)	Locust St (SR 261)	13,200	27	1.87	1.67	83.7	Akron
44	S Water St (SR 43)	SR 261	30,340	67	2.02	1.30	85.8	Kent
45	E Summit St	S Lincoln St	16,100	47	2.67	1.30	85.9	Kent
46	S Arlington St	E Archwood Ave	20,500	35	1.56	1.57	87.1	Akron
47	Bellows St	E Crosier St	3,230	15	4.24	2.33	87.7	Akron
48	Cleveland Massillon Rd (CR 17)	I-77 NB Exit Ramp	22,170	50	2.06	1.32	87.9	Fairlawn

**Table 2**  
**HIGH CRASH INTERSECTIONS**  
**RANKED BY COMPOSITE SCORE**  
**2011-2013**

Rank	Street	Intersecting Street	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Composite Score	Location
49	Aurora Rd (SR 82)	Shepard Rd	17,410	32	1.68	1.56	88.1	Macedonia
50	S Broadway St	E Voris St	13,940	29	1.90	1.55	88.4	Akron
51	2nd St	Chestnut Blvd	6,780	20	2.69	1.70	88.7	Cuyahoga Falls
52	W Portage Trail	Northampton Rd	20,220	40	1.81	1.45	88.8	Cuyahoga Falls
53	Merriman Rd	N Portage Path	25,930	49	1.73	1.41	89.2	Akron
54	SR 8	Aurora Rd (SR 82)	35,210	68	1.76	1.32	90.8	Macedonia
55	Newton Falls (CR 177)	Woodbine Rd (TR 564)	2,540	15	5.39	1.93	91.3	Por Co-Ravenna Twp
56	Howe Ave	Buchholzer Blvd	26,010	49	1.72	1.37	95.5	Cuyahoga Falls
57	East Ave (SR 93)	Vernon Odom Blvd (SR 261)	12,150	30	2.25	1.40	96.8	Akron
58	S Hawkins Ave	Courtland Ave	9,080	20	2.01	1.70	97.1	Akron
59	Darrow Rd (SR 91)	E Aurora Rd (SR 82)	32,340	42	1.19	1.67	97.5	Twinsburg
60	State Rd	Steels Corners Rd	22,185	38	1.56	1.47	97.9	Cuyahoga Falls
61	Portage Trail	2nd St	28,250	47	1.52	1.43	98.2	Cuyahoga Falls
62	S Arlington St	E Exchange St	18,445	32	1.58	1.50	98.6	Akron
63	Massillon Rd (SR 241)	Boettler Rd	28,700	36	1.15	1.75	99.1	Green
64	Vernon Odom Blvd (SR 261)	Frederick Blvd	12,000	22	1.67	1.73	99.1	Akron
65	N Wooster Rd	Robinson Av/W Wooster Rd	19,270	29	1.37	1.69	99.5	Barberton
66	E Market St (SR 18)	Broadway St (SR 261)	26,895	47	1.60	1.38	100.0	Akron
67	S Broadway St (SR 261)	E Mill St	12,940	21	1.48	2.05	100.6	Akron
68	Medina Rd (SR 18)	Herritage Woods Dr	31,521	54	1.56	1.37	101.0	Sum Co-Bath Twp/Copley Twp
69	W Market St (SR 18)	W Exchange St/Hawkins Ave	35,310	58	1.50	1.38	101.3	Akron
70	Darrow Rd (SR 91)	Eastwood Ave	21,805	39	1.63	1.41	102.0	Akron
71	Graham Rd	Hudson Dr	34,065	61	1.64	1.26	102.3	Stow
72	SR 303	SR 700	6,035	14	2.12	2.00	102.5	Por Co-Freedom Twp
73	Medina Rd (SR 18)	Springside Dr	37,155	56	1.38	1.43	103.2	Sum Co-Bath Twp/Copley Twp
74	Dart Ave	Russell Ave	7,002	16	2.09	1.75	104.2	Akron
75	Manchester Rd (SR 93)	Carnegie Ave/Nesbitt Ave	28,400	33	1.06	1.97	104.3	Akron
76	S Hawkins Ave	Diagonal Rd	17,150	27	1.44	1.67	104.4	Akron
77	E Tallmadge Ave	N Howard St	18,530	30	1.48	1.53	105.2	Akron
78	Grant St	N Conn St/I-76/77 WB Exit Ramp	14,890	25	1.53	1.64	106.0	Akron
79	Miller Rd	Ridgewood Rd	25,225	33	1.19	1.67	106.7	Akron/Copley Twp/Fairlawn
80	E Wilbeth Rd (SR 764)	Hammel St	13,270	22	1.51	1.73	106.9	Akron
81	Turkeyfoot Lake Rd (SR 619)	S Main St	23,720	35	1.35	1.51	107.2	Green
82	E Market St (SR 18)	Buchtel Ave/Cotter Ave	20,755	29	1.28	1.69	107.3	Akron
83	W Market St (SR 18)	Pershing Ave	23,751	33	1.27	1.61	107.6	Akron
84	S Broadway St	E Thornton St	17,100	26	1.39	1.69	107.7	Akron
85	Doylestown Rd (CR 70)	Seville Rd (CR 60)	2,210	10	4.13	2.20	107.9	Way Co-Milton Twp
86	E Market St (SR 18)	Main St	27,400	42	1.40	1.43	108.6	Akron
87	S Rhodes Ave	Crosby St	4,140	14	3.09	1.71	110.0	Akron
88	Corporate Woods Circle	Corporate Woods Pkwy	6,351	23	3.31	1.43	110.4	Green
89	SR 43	Frost Rd	25,785	37	1.31	1.49	111.0	Streetsboro
90	E Tallmadge Ave (SR 261)	Gorge Blvd	22,110	35	1.45	1.46	111.4	Akron
91	Carroll St	Fountain St	16,120	31	1.76	1.39	111.5	Akron
92	East Ave	IR 76/77 WB Exit Ramp	10,710	19	1.62	1.74	112.9	Akron
93	Aurora Rd (SR 43)	Garfield West Rd (SR 82)	21,270	36	1.55	1.39	112.9	Aurora
94	E Tallmadge Ave (SR 261)	Dayton St	15,165	24	1.45	1.67	113.4	Akron
95	Cleveland Massillon Rd	Greenwich/Norton Rd	24,110	40	1.52	1.35	113.4	Norton
96	W Cedar St	Wabash Ave	12,500	19	1.39	2.11	113.8	Akron

**Table 2**  
**HIGH CRASH INTERSECTIONS**  
**RANKED BY COMPOSITE SCORE**  
**2011-2013**

Rank	Street	Intersecting Street	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Composite Score	Location
96	W Cedar St	Rand Ave	14,790	21	1.30	1.95	113.8	Akron
98	E Wilbeth Rd (SR 764)	Allendale Ave	12,486	25	1.83	1.48	114.7	Akron
99	N Diamond St	Highland Ave	4,321	11	2.33	1.91	115.0	Ravenna
100	S Maple St (SR 162)	W Exchange St	16,715	23	1.26	1.87	115.2	Akron
101	E Market St (SR 18)	Canton Rd (SR 91)/Robindale Ave	21,041	30	1.30	1.53	115.4	Akron
102	SR 8	Valleyview Rd	17,540	24	1.25	1.83	116.4	Macedonia
103	Garman Rd	Castle Blvd	6,320	13	1.88	1.92	117.0	Akron
104	Brown St	E South St	14,290	27	1.73	1.44	117.0	Akron
105	Lakeshore Blvd	W South St	8,820	20	2.07	1.50	117.2	Akron
106	Aurora Rd (SR 82)	Hadden Rd/Wilcox Dr	20,665	27	1.19	1.74	117.6	Twinsburg
107	W Bartges St	Rhodes Ave	6,690	13	1.77	2.08	117.9	Akron
108	S Arlington Rd	Killian Rd	24,960	43	1.57	1.23	118.3	Sum Co-Coventry Twp
109	Bailey Rd	Munroe Falls Ave	20,375	28	1.26	1.64	118.4	Cuyahoga Falls
110	Copley Rd (SR 162)	Frederick Blvd	14,920	21	1.29	1.86	118.6	Akron
111	Home Ave/North St	Eastwood Ave	10,785	18	1.52	1.78	118.7	Akron
112	Graham Rd	State Rd	26,160	35	1.22	1.51	118.9	Cuyahoga Falls
113	W Exchange St	Rand Ave	14,905	27	1.65	1.44	119.3	Akron
114	Grant St	E South St	12,470	27	1.98	1.37	119.4	Akron
114	Carroll St	Goodkirk St	16,890	27	1.46	1.52	119.4	Akron
116	Northeast Ave (SR 261)	E Howe Rd/N Munroe Rd	15,820	34	1.96	1.12	119.7	Tallmadge
116	Manchester Rd (SR 93)	W Wilbeth Rd (SR 764)	16,980	27	1.45	1.52	119.7	Akron
118	S Rhodes Ave	W Thornton St	9,740	18	1.69	1.67	119.9	Akron
119	Vernon Odom Blvd (SR 261)	Rhodes Ave	11,600	19	1.50	1.74	120.2	Akron
120	SR 88	SR 305	4,410	10	2.07	2.00	120.4	Por Co-Hiram Twp
121	E Archwood Ave	Inman St	9,560	21	2.01	1.48	121.3	Akron
122	E Tallmadge Ave (SR 261)	Patterson Ave	16,855	29	1.57	1.41	121.4	Akron
123	Martin Luther King Jr Blvd (SR 59)	N Broadway St (SR 261)	22,330	28	1.15	1.71	122.3	Akron
124	E Archwood Ave	Hammel St	8,420	15	1.63	1.80	122.5	Akron
125	Broad Blvd	Front St	19,170	29	1.38	1.48	122.6	Cuyahoga Falls
126	E Wilbeth Rd (SR 764)	Virginia Ave	14,095	20	1.30	1.80	123.1	Akron
127	Buchtel Ave	Fountain St	17,701	25	1.29	1.64	123.2	Akron
128	Brookwall Dr (CR 538)	Flight Memorial Dr	4,740	20	3.85	1.40	123.5	Sum Co-Copley Twp
129	Manchester Rd (SR 93)	State/State Mill Rd (CR 74)	17,240	30	1.59	1.33	124.4	Sum Co-Coventry Twp
130	Dart Ave	W State St	3,320	18	4.95	1.44	126.2	Akron
131	W Exchange St	Wabash Ave	12,800	25	1.78	1.40	126.4	Akron
132	Grant St	S Conn St/I-76/77 EB Entrance Ramp	11,270	23	1.86	1.43	126.6	Akron
133	N Mantua St (SR 43)	Fairchild Ave	29,360	37	1.15	1.49	127.8	Kent
134	Vernon Odom Blvd (SR 261)	S Hawkins Ave	20,055	33	1.50	1.30	128.0	Akron
135	Munroe Falls Ave/Newberry St	E Portage Trail	24,010	27	1.03	1.89	128.1	Cuyahoga Falls
136	E Summit St	Morris Rd/Janik Dr	16,340	22	1.23	1.73	129.1	Kent
137	Aurora Rd (SR 82)	Macedonia Commons Blvd/I-271 Ramp	33,205	47	1.29	1.26	131.5	Macedonia
138	2nd St	Northland St	6,601	15	2.08	1.53	132.7	Cuyahoga Falls
139	Medina Rd/W. Market St (SR 18)	Cleveland Massillon Rd (CR 17)	46,430	58	1.14	1.34	132.8	Sum Co-Bath Twp/Copley Twp/Fairlawn
140	N Wooster Rd (SR 619)	IR 76/US 224 Ramps/Kenmore Blvd	19,110	25	1.19	1.64	133.3	Barberton
141	Eastland Ave	Chapman Dr	6,715	12	1.63	1.83	133.7	Akron
142	Diagonal Rd (CR 155)	Frost Rd (TR 197)	1,501	10	6.08	1.60	134.9	Por Co-Shalersville Twp
143	E Main St (SR 59)	Lincoln St	21,380	29	1.24	1.48	135.5	Kent
144	Summit St	Risman Dr/Parking Lot	7,501	16	1.95	1.50	136.6	Kent

Table 2  
**HIGH CRASH INTERSECTIONS**  
RANKED BY COMPOSITE SCORE  
2011-2013

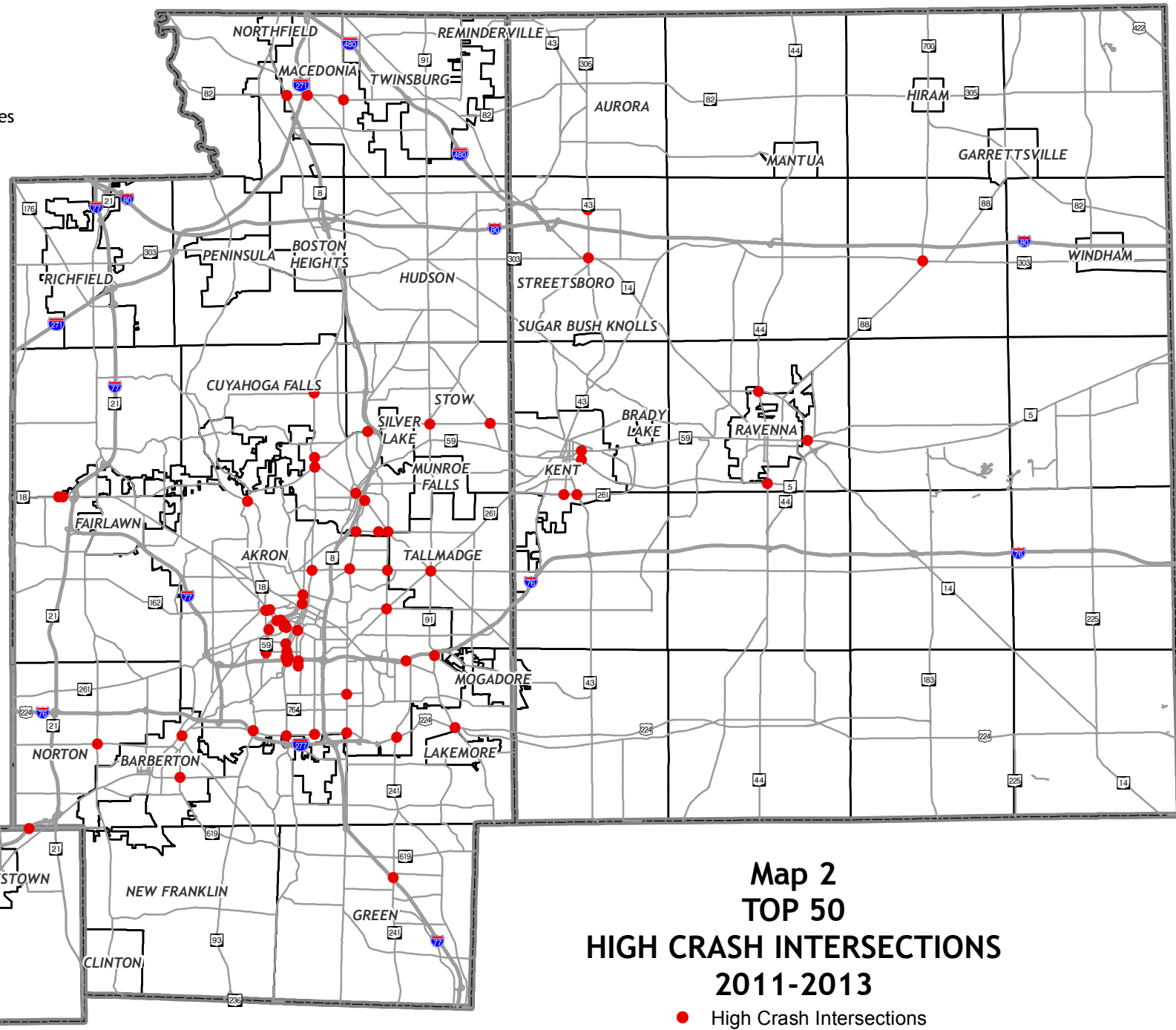
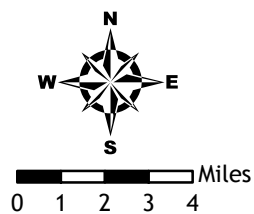
Rank	Street	Intersecting Street	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Composite Score	Location
145	E Main St (SR 59)	Horning Rd	23,220	31	1.22	1.45	136.7	Kent
146	Killian Rd	S Main St	16,580	25	1.38	1.48	137.2	Sum Co-Coventry Twp
147	2nd St	Broad Blvd	21,690	29	1.22	1.48	137.9	Cuyahoga Falls
148	Front St (SR 59)	Hudson Dr	33,585	46	1.25	1.26	138.2	Cuyahoga Falls
149	Aurora Rd (SR 82)	N Bedford Rd/Valleyview Rd	26,475	32	1.10	1.50	138.2	Macedonia
150	Arlington St (SR 764)	Triplett Blvd (SR 764)	21,326	25	1.07	1.72	138.4	Akron
151	Main St (SR 91)	Streetsboro St (SR 303)	33,080	43	1.19	1.33	139.9	Hudson
152	W Bath Rd (CR 48)	N Hametown Rd (CR 253)	3,525	10	2.59	1.60	140.0	Sum Co-Bath Twp
153	Manchester Rd (SR 93)	W Nimisila Rd	7,921	16	1.84	1.50	140.2	New Franklin
154	Copley Rd (SR 162)	S Hawkins Ave	23,195	33	1.30	1.30	140.6	Akron
155	N Howard St	E Glenwood Ave	13,340	18	1.23	1.78	141.5	Akron
156	Brookmont Dr	Brookwall Dr (CR 538)	6,020	18	2.73	1.33	141.8	Sum Co-Copley Twp
157	S Arlington St (SR 764)	E Wilbeth Rd (SR 764)	21,740	28	1.18	1.50	142.1	Akron
158	5th St (SR 619)	E Robinson Ave	20,655	25	1.11	1.64	142.6	Barberton
158	Brittain Rd	Independence Ave	14,890	21	1.29	1.57	142.6	Akron
160	E Exchange St	Sumner St	22,310	30	1.23	1.40	144.5	Akron
161	Ravenna Rd	Old Mill Rd	6,810	11	1.48	1.91	144.7	Sum Co-Twinsburg Twp
162	E Buchtel Ave	S Goodkirk St	18,960	29	1.40	1.28	146.6	Akron
163	Massillon Rd (SR 241)	Steese Rd	13,070	26	1.82	1.08	147.6	Green
164	E Archwood Ave	Sylvan Ave	7,360	11	1.36	2.09	148.3	Akron
165	E Steels Corners Rd	Wyoga Lake Rd	20,090	25	1.14	1.56	148.6	Cuyahoga Falls
166	Massillon Rd (SR 241)	E Turkeyfoot Lake Rd (SR 619)	23,130	30	1.18	1.40	149.0	Green
167	N Chestnut St	Lincoln Ave	8,571	12	1.28	2.17	149.3	Ravenna
168	East Ave	Morse St	10,656	14	1.20	2.00	151.1	Akron
169	Canton Rd (CR 66)	Springfield Lake Dr	19,000	23	1.11	1.61	151.7	Sum Co-Springfield Twp
170	Howe Ave	Cliffside St	25,235	28	1.01	1.57	152.6	Cuyahoga Falls
171	Manchester Rd (SR 93)	W Thornton St	5,490	12	2.00	1.50	152.7	Akron
172	S Canton Rd (SR 91)	Paxton Ave	16,705	20	1.09	1.70	153.5	Akron
173	S Case Ave	River St	6,841	11	1.47	1.73	154.0	Akron
174	SR 5/44	Lynn Rd (TR 99)	18,605	22	1.08	1.64	154.1	Por Co-Rootstown Twp
175	Independence Ave	Breiding Rd	6,880	11	1.46	1.73	154.3	Akron
176	Main St (SR 59)	Chestnut St	21,545	29	1.23	1.34	155.2	Ravenna
177	N Main St	Frances Ave	13,941	17	1.11	1.82	155.4	Akron
177	E Wilbeth Rd (SR 764)	S Firestone Blvd	11,790	17	1.32	1.59	155.4	Akron
179	Waterloo Rd (US 224)	Hilbish Ave (TR 139)	26,385	30	1.04	1.47	155.9	Sum Co-Springfield Twp
180	Chillicothe Rd (SR 306)	Garfield Rd (SR 82)	19,465	25	1.17	1.48	156.1	Aurora
181	State Rd	Valley Rd	18,230	20	1.00	1.80	156.2	Cuyahoga Falls
182	S Water St (SR 43)	Haymaker Pkwy (SR 59)	34,505	42	1.11	1.24	156.3	Kent
183	W Market St (SR 18)	Dart Ave	20,360	24	1.08	1.58	156.9	Akron
184	Kent Rd (SR 59)	Darrow Rd (SR 91)	33,810	41	1.11	1.24	157.1	Stow
185	Newton St	Iroquois St/Pondview Ave	5,241	10	1.74	1.60	157.2	Akron
186	W Main St (SR 59)	Sycamore St	17,140	24	1.28	1.42	158.1	Ravenna
187	Graham Rd	Lillis Dr	14,615	20	1.25	1.50	158.9	Cuyahoga Falls
188	Akron Peninsula Rd	W Steels Corners Rd	6,730	14	1.90	1.43	159.2	Cuyahoga Falls
189	Brittain Rd	Evans Ave/S Thomas Rd	16,715	23	1.26	1.43	159.3	Akron
190	Glenwood Dr	Liberty Rd	11,400	20	1.60	1.30	160.7	Reminderville/Twinsburg
191	S Arlington St	Case Ave/Johnston St	20,445	23	1.03	1.61	161.4	Akron
192	Manchester Rd (SR 93)	Center Rd	11,250	14	1.14	1.86	161.9	New Franklin

**Table 2**  
**HIGH CRASH INTERSECTIONS**  
**RANKED BY COMPOSITE SCORE**  
**2011-2013**

Rank	Street	Intersecting Street	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Composite Score	Location
193	Hudson Dr	Terex Rd	17,619	25	1.30	1.32	162.7	Hudson
194	E Wilbeth Rd (SR 764)	Coventry St	12,891	15	1.06	1.93	162.7	Akron
195	W Market St (SR 18)	Portage Path	18,540	28	1.38	1.07	163.4	Akron
196	Yellow Creek Rd (CR 33)	N Revere Rd (CR 114)	5,730	16	2.55	1.13	163.9	Sum Co-Bath Twp
197	Kelly Ave	E Archwood Ave	8,700	13	1.36	1.62	165.0	Akron
198	Dart Ave	Center St/Locust St	8,160	15	1.68	1.40	165.7	Akron
199	S Main St	South St	15,265	18	1.08	1.67	166.1	Akron
200	Copley Rd (SR 162)	Diagonal Rd/S Portage Path	13,985	16	1.04	1.75	167.2	Akron
201	Front St	Bailey Rd	27,080	33	1.11	1.24	167.3	Cuyahoga Falls
202	E Main St (SR 59)	New Milford Rd	15,625	20	1.17	1.50	167.3	Ravenna
203	N Wooster Rd	W Hopocan Ave	12,270	20	1.49	1.30	167.9	Barberton
203	Broad Blvd	State Rd	27,890	31	1.02	1.39	167.9	Cuyahoga Falls
205	River St (SR 43)	W Main St	14,765	21	1.30	1.38	168.4	Kent
206	State Rd	Sackett Ave	18,610	21	1.03	1.57	169.9	Cuyahoga Falls
207	E Glenwood Ave	Dan St/Fouse St	12,476	18	1.32	1.44	170.0	Akron
208	E Turkeyfoot Lake Rd (SR 619)	S Arlington Rd	28,165	34	1.10	1.18	170.3	Green
209	Market St (SR 18)	Hillbish Ave/Verdun Dr	18,765	21	1.02	1.57	171.1	Akron
210	W Wooster Rd	31st St	26,395	30	1.04	1.33	171.2	Barberton
211	S Water St (SR 43)	E Summit St	29,335	34	1.06	1.24	171.8	Kent
212	S Freeway Dr	Ledge Rd	8,140	16	1.80	1.25	172.6	Macedonia
213	S Arlington Rd	Arlington Ridge Rd	22,691	29	1.17	1.21	173.3	Green
214	S High St (SR 261)	E Exchange St (SR 261)	18,990	26	1.25	1.23	174.0	Akron
215	W Exchange St (SR 261)	S Main St	19,660	24	1.11	1.42	174.6	Akron
216	Front St	Wadsworth Ave	6,090	13	1.95	1.31	174.9	Cuyahoga Falls
217	E Archwood Ave	Coventry St	7,880	13	1.51	1.46	175.2	Akron
218	Wolf Ledges Pkwy	E Thornton St	12,490	15	1.10	1.67	175.6	Akron
219	Cuyahoga St/Lods St	N Howard St	14,780	20	1.24	1.40	175.7	Akron
220	Brittain Rd	Newton St	13,380	20	1.37	1.30	175.7	Akron
221	Greensburg Rd	Lauby Rd	11,425	18	1.44	1.33	176.6	Green
222	Fairchild/Graham Rd	Newcomer Rd	11,900	16	1.23	1.50	176.8	Stow
223	S Main St	Mill St	13,560	16	1.08	1.63	178.6	Akron
224	W Turkeyfoot Lake Rd (SR 619)	State Rd	7,980	10	1.14	1.80	178.7	New Franklin
225	N Arlington St	E Buchtel Ave	11,110	17	1.40	1.35	180.3	Akron
226	Shepard Rd	Ledge Rd	8,160	10	1.12	1.80	181.1	Macedonia/Twinsburg
227	Wadsworth Rd (SR 261)	Hametown Rd	8,100	12	1.35	1.50	182.3	Norton
228	S Cleveland Massillon Rd (CR 17)	Brookwall Rd (TR 538)	18,450	21	1.04	1.48	182.8	Sum Co-Copley Twp
229	Hudson Dr	Norton Rd/Seasons Rd	14,360	20	1.27	1.30	183.5	Stow/Hudson
230	Eastwood Ave	Morningview Ave	9,750	12	1.12	1.67	184.4	Akron
231	Broad Blvd	3rd St	14,350	16	1.02	1.63	185.8	Cuyahoga Falls
232	Carroll St	Spicer St	10,221	15	1.34	1.40	186.1	Akron
233	Garman Rd	N Hawkins Ave	9,945	11	1.01	1.91	187.6	Akron
234	W Exchange St (SR 261)	W Bowery St	12,710	15	1.08	1.53	192.1	Akron
235	E Main St (SR 59)	Prospect St	21,120	24	1.04	1.33	192.3	Ravenna
236	Kenmore Blvd	W Wilbeth Rd	10,500	12	1.04	1.67	192.8	Akron
237	Wadsworth Rd (SR 261)	Medina Line Rd (CR 2)	10,505	12	1.04	1.67	193.1	Norton
238	S Prospect St	Lake St	11,200	13	1.06	1.62	194.4	Ravenna
239	Greenwich Rd	Medina Line Rd	9,825	11	1.02	1.73	194.5	Norton
240	W Wooster Rd	2nd St	16,640	22	1.21	1.09	196.0	Barberton

**Table 2**  
**HIGH CRASH INTERSECTIONS**  
**RANKED BY COMPOSITE SCORE**  
**2011-2013**

Rank	Street	Intersecting Street	Approach Ave. Daily Traffic	Total Crashes	Crash Rate	Severity Index	Composite Score	Location
241	E Summit St	Campus Center Dr/Risman Dr	13,680	19	1.27	1.21	196.3	Kent
242	Frost Rd	Page Rd	7,580	12	1.45	1.33	198.5	Streetsboro
243	S Arlington St	5th Ave	15,115	19	1.15	1.32	199.6	Akron
244	Main St	Huddleston Ave	13,550	19	1.28	1.11	199.6	Cuyahoga Falls
245	Carroll St	Buckeye St	4,811	10	1.90	1.00	203.0	Akron
246	E Summit St	Terrace Dr	7,501	13	1.58	1.00	203.1	Kent
247	S High St	E Buchtel Ave	9,061	13	1.31	1.31	205.5	Akron
248	W Streetsboro St (SR 303)	Atterbury Blvd/Milford Rd	15,420	17	1.01	1.47	206.1	Hudson
249	S Main St	Miller Ave	14,805	19	1.17	1.21	206.2	Akron
250	W Portage Trail	Valley Rd	20,165	23	1.04	1.17	206.7	Cuyahoga Falls
251	W Market St (SR 18)	Elmdale Ave/Kenilworth Dr	18,911	22	1.06	1.18	206.8	Akron
252	N Mantua St (SR 43)	W Main St	13,190	18	1.25	1.11	207.5	Kent
253	Brown St	Lovers Lane	9,261	14	1.38	1.14	208.1	Akron
254	Steels Corners Rd	Bridgewater Pkwy/Steels Point Dr	15,500	19	1.12	1.21	210.7	Stow
255	S Cleveland Massillon Rd (CR 17)	Ridgewood Rd	13,550	16	1.08	1.38	211.3	Sum Co-Copley Twp
256	Bailey Rd	Myrtle Ave	10,945	13	1.08	1.46	211.5	Cuyahoga Falls
257	S Broadway St (SR 261)	E Cedar St (SR 261)	12,525	16	1.17	1.25	214.0	Akron
258	Copley Rd (SR 162)	St Michaels Ave	12,141	16	1.20	1.13	216.1	Akron
259	S High St (SR 261)	E State St	10,690	14	1.20	1.29	217.1	Akron
260	Newton St	The Brooklands St	10,925	12	1.00	1.50	218.6	Akron
261	Valley View Rd	Olde Eight Rd	19,100	21	1.00	1.10	220.6	Sum Co-Northfield Center Twp
262	Gougler Ave (SR 43)	Park Ave	8,421	12	1.30	1.17	220.7	Kent
263	E Buchtel Ave	S College St	11,325	14	1.13	1.29	224.0	Akron
264	Franklin Ave	W Summit St	10,880	14	1.18	1.14	227.3	Kent
265	N Portage Path	Garman Rd	9,785	13	1.21	1.15	227.4	Akron
266	Cedar St (SR 261)	S Main St	16,500	18	1.00	1.22	229.7	Akron
267	E Main St	Depeyster St	10,410	13	1.14	1.00	238.2	Kent
268	S Broadway St (SR 261)	E Buchtel Ave	13,650	15	1.00	1.00	246.1	Akron
269	Wolf Ledges Pkwy	S Conn St/I-76/77 EB Exit Ramp	12,615	14	1.01	1.00	248.6	Akron
270	E Buchtel Ave	Hill St	10,730	12	1.02	1.17	251.9	Akron
271	Bailey Rd	3rd St	8,841	10	1.03	1.20	256.1	Cuyahoga Falls



**Map 2**  
**TOP 50**  
**HIGH CRASH INTERSECTIONS**  
**2011-2013**  
● High Crash Intersections

## APPENDIX A – Crash Formulas

### Roadway Sections

$$\text{Crashes Per Mile} = \frac{(\text{3 year crash total})}{(\text{3 years})(\text{section length})} = \text{crashes per mile per year}$$

$$\begin{aligned}\text{Crash Rate} &= \frac{(\text{3 year crash total}) 1,000,000}{(\text{3 years})(\text{ADT})(\text{365 days/year})(\text{section length})} \\ &= \text{crashes per million vehicle miles traveled}\end{aligned}$$

### Intersections

$$\begin{aligned}\text{Crash Rate} &= \frac{(\text{3 year crash total}) 1,000,000}{(\text{3 years})(\text{intersection approach volume/day})(\text{365 days/year})} \\ &= \text{crashes per million approach vehicles}\end{aligned}$$

### Roadway Sections and Intersections

$$\text{Severity Index} = \frac{12 (\text{fatal crashes}) + 3 (\text{injury crashes}) + 1 (\text{property damage crashes})}{(\text{total crashes})}$$



## **APPENDIX B – Bicycle and Pedestrian Safety Tips**

### **Safety Tips for Drivers Encountering Bike Riders**

- Bicyclists are required to ride as far to the right of the road as practicable, but are legally permitted to utilize the full traffic lane when necessary to protect their own safety.
- Bicyclists should be treated like any other slow-moving vehicle: they should only be passed when there are no oncoming cars and sight lines are clear. When passing a bicyclist, ensure there is a minimum of 3 feet between your car and the bicycle.
- Beware of bicyclists who might be in your blind spot or are otherwise difficult to see.
- Exercise extra caution when approaching children on bikes and at multi-use path crossings.

### **Safety Tips for Bike Riders**

- Bicyclists are required to follow the same rules of the road as other drivers: stop at stop signs and red lights, and ride in the same direction as other traffic.
- Bicyclists should position themselves at least a few feet from the curb, and should especially avoid riding in the gutter. When parked cars are present, steer clear of the “door zone”.
- Bicyclists should not weave in and out of traffic or pass queued traffic at a stop sign or traffic light, unless a bike lane is provided.
- In most cases, bicyclists should not ride on sidewalks. This is especially important in urban areas, as motorists are less likely to see bicyclists behind parked cars, street trees, and other obstacles.
- Bicyclists should yield to pedestrians at crosswalks and on multi-use paths and sidewalks (where sidewalk riding is permitted).
- Bicyclists can promote safe interactions with motorists by being courteous yet assertive. Examples include riding single file or pulling over when cars are backed up behind your group, using hand signals and making eye contact, and using the full lane when it is unsafe for cars to pass.

### **Safety Tips for Drivers Encountering Pedestrians**

- Drivers must yield the right of way to pedestrians crossing in marked or unmarked crosswalks (there is technically a crosswalk at every street or road intersection, even if it's not marked).
- At signals, drivers must yield to pedestrians when the WALK signal is displayed.
- Distracted driving is an increasingly common cause of crashes and poses particular concerns for pedestrians, who are often less visible and more susceptible to injury than other motorists.

### **Safety Tips for Pedestrians**

- Pedestrians must cross at intersections or midblock crosswalks.
- Pedestrians must obey WALK/DON'T WALK signals where provided, and otherwise cross with the green light. A flashing DON'T WALK signal indicates that it is too late to begin crossing, but that if already in the crosswalk, you should continue walking to the other side.
- Pedestrian distraction is just as dangerous as driver distraction. Pedestrians should turn off their handheld devices, mp3 players, etc. when crossing the street or walking in busy areas.
- Pedestrians generally should not assume that they are visible to drivers, or that drivers will follow the rules of the road.
- Pedestrians should give drivers plenty of time to stop before entering a crosswalk.
- When a sidewalk is not available, pedestrians should walk facing traffic.
- At night, pedestrians should wear reflective clothing and also consider using flashing lights.

**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 2014-12 – Adopting the Revised AMATS Funding Policy Guidelines

**DATE:** September 10, 2014

The Technical Advisory Committee's Transportation Improvement Program (TAC TIP) Subcommittee is tasked with monitoring and providing recommendations for revisions to AMATS' funding programs and policies. This Subcommittee met in August and discussed needed updates to the Funding Policy Guidelines, recommending several changes. The major revisions to the funding policy include:

- The addition of the FTA Section 5339 Bus and Bus Facilities Program due to MAP-21, the current transportation law. This is a new program that provides funds to METRO RTA and PARTA for capital purchases;
- Revisions to the FTA Section 5310 Elderly and Disabled Program. Formerly administered by ODOT, the Section 5310 Program is now administered by the MPOs. Due to changes enacted in MAP-21, it was necessary for AMATS to develop a new Coordinated Plan for the area's social service agencies, as well as new scoring criteria and Program Management Plan (PMP) for this program. The Coordinated Plan was approved by the Policy Committee in May (Resolution 2014-06);
- Revisions to the FTA Section 5307 Urban Formula Program. This program provides capital funds to public transit agencies such as METRO RTA and PARTA, and the funds are allocated by urbanized area. As Medina County Public Transit (MCPT) serves a portion of the Akron Urbanized Area, they will receive a small portion of these funds every year. NOACA remains the MPO for MCPT.

The Funding Policy Guidelines have been edited to reflect these recommended revisions, and can be viewed on the AMATS website under the *Reports* section.

The TAC TIP Subcommittee and Staff recommend approval of the revised Funding Policy Guidelines.

### **Program Management Plan (PMP)**

Revised in conjunction with the Funding Policy Guidelines is the Program Management Plan (PMP). The purpose of the PMP is to document policies and procedures for administering the FTA Section 5310 Enhanced Mobility for the Elderly and Disabled Program, and is a requirement of the Coordinated Plan to improve transportation services for the elderly and persons with disabilities. As noted above, the Coordinated Plan was approved by the Policy Committee in May 2014 (Resolution 2014-06).

The PMP describes the competitive selection process used to determine which projects will be authorized and funded through the Elderly and Disabled Program. The evaluation, scoring and ranking of projects will be overseen by the TAC TIP Subcommittee. The AMATS Policy Committee is responsible for approving the Funding Policy Guidelines used to select all projects using federal funds in the area and for the final selection of projects that use Elderly and Disabled funds.

METRO and PARTA, as the designated recipients of FTA funds, are responsible for assisting in the development and maintenance of the Coordinated Plan and participating in the competitive selection process for projects. METRO is responsible for managing the program for all subrecipients of funds. As a result, METRO is responsible for applying for and receiving the FTA grants for these programs on behalf of any subrecipients. METRO will perform on-going project management and file the necessary reports with FTA.

METRO and PARTA, as the designated recipients of these funds, have also adopted the Coordinated Plan and PMP.

The Program Management Plan was finalized in conjunction with the revisions to the AMATS Funding Policy Guidelines. The AMATS Funding Policy Guidelines describe and incorporate the responsibilities of the TAC and Policy Committees in the project selection process. The PMP and Funding Policy Guidelines are posted on the AMATS website. The PMP will be submitted to FTA for final review.

There are two categories of eligible subrecipients of Elderly and Disabled Program funds:

1. Private non-profit organizations; or
2. A state or local governmental authority that:
  - a. is approved by a state to coordinate services for seniors and individuals with disabilities; or
  - b. certifies that there are no non-profit organizations readily available in the area to provide the service.

A call for project applications will be announced biennially with the application process under the review of the TAC TIP Subcommittee.

## **RESOLUTION NUMBER 2014-12**

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

#### **ADOPTING THE REVISED AMATS FUNDING POLICY GUIDELINES**

**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 and Milton Township areas of Wayne County; and

**WHEREAS**, AMATS is responsible for developing and maintaining the 20-year Regional Transportation Plan and the four-year Transportation Improvement Program (TIP); and

**WHEREAS**, the Policy Committee is responsible for administering the federal funding programs suballocated to the AMATS area; and

**WHEREAS**, the Policy Committee is responsible for selecting transportation projects eligible to receive funding through the Federal Highway Administration's Surface Transportation, Congestion Mitigation/Air Quality and Transportation Alternatives Programs and the Federal Transit Administration's Urban Formula (Section 5307), Elderly and Disabled (Section 5310), and Bus and Bus Facilities (Section 5339) Programs; and

**WHEREAS**, METRO RTA and PARTA are the agencies designated as recipients of FTA Section 5310 Elderly and Disabled Program Funds with the concurrence of the Governor of the State of Ohio, and whose status remains so; and

**WHEREAS**, a Program Management Plan is required as part of the Coordinated Plan, documenting the policies and procedures for administering the FTA Section 5310 Elderly and Disabled Program by the Metropolitan Planning Organization (AMATS) and the designated recipients of Elderly and Disabled funds; and

**WHEREAS**, the Technical Advisory Committee (TAC) advises the Policy Committee on all matters relating to Work Program, plans, policies, and programs, coordination and technical and financial progress; and

**WHEREAS**, the TAC appointed the TAC TIP Subcommittee to review AMATS funding policies on behalf of the Policy Committee; and

**WHEREAS**, the TAC TIP Subcommittee recommends that the Funding Policy Guidelines be revised to provide updates due to MAP-21, the current transportation act; and

**WHEREAS**, the Technical Advisory Committee (TAC) has reviewed the revisions to the AMATS Funding Policy Guidelines at their meeting held on September 18, 2014; and

**WHEREAS**, the Citizens Involvement Committee has reviewed the revisions to the AMATS Funding Policy Guidelines at their meeting held on September 18, 2014; and

## **RESOLUTION NUMBER 2014-12 - continued**

**WHEREAS**, the revised September 2014 AMATS Funding Policy Guidelines will supersede the previously approved September 2013 AMATS Funding Policy Guidelines.

### **NOW THEREFORE BE IT RESOLVED:**

1. That this Committee adopts the AMATS Funding Policy Guidelines dated September 2014.
2. That this Committee adopts the accompanying Program Management Plan.
3. That this Committee considers the public meeting held on September 18, 2014 as adequately providing for public involvement.
4. 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.

---

David Kline, 2014 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 2014-13 – Approving the FY 2014 Year End Completion Report

**DATE:** September 10, 2014

This memorandum discusses the status of activities and expenditures for transportation planning in the Akron Metropolitan Area for the state fiscal year ending June 30, 2014. The purpose of this resolution is to approve the Fiscal Year 2014 Year End Completion Report for transmittal to ODOT.

Each year AMATS prepares a Transportation Planning Work Program that is the basis for federal financial assistance for planning. ODOT requires AMATS, following the close of each fiscal year (June 30), to review the previous year's Work Program and compare the scope of work that was originally proposed to that which was completed. Completion of the Work Program is a prerequisite for certification of the planning process. This memorandum summarizes the Fiscal Year 2014 Year End Completion Report. The planning work necessary for FY 2014 was completed, and the expenditures were within the budgeted amounts. All items were completed by the end of the fiscal year on June 30.

Upon approval, this report will be submitted to the Ohio Department of Transportation (ODOT).

Attached is a financial summary of the Fiscal Year 2014 Year End Completion Report for all of the work elements scheduled during FY 2014. A number of significant products and activities were completed during FY 2014. These include:

1. An update to the Coordinated Plan for Elderly and Disabled Transportation
2. Development of the Statewide CMAQ Discretionary Program
3. Management and coordination of federally-funded projects
4. High Crash Locations (2010-2012) Report
5. Over 80 Traffic Counts
6. 2013 AMATS Annual Report
7. A round of funding for the Connecting Communities Planning Grant Program
8. Work on the HUD Sustainable Communities Grant - Northeast Ohio Sustainable Communities Consortium (NEOSCC)
9. The promotion of commuter alternatives through bicycle and pedestrian advocacy

10. Management of the OhioRideshare Program
11. Publication of *Transportation Outlook 2035*
12. Preliminary work on the upcoming 2040 Regional Transportation Plan

Because AMATS is well within budget, funds were able to be carried over from FY 2014. These funds total approximately \$158,652 (see the attached summary table) and must be expended by December 31, 2014.

Attached is Resolution Number 2014-13 approving the FY 2014 Year End Completion Report and authorizing its submission to ODOT and USDOT as evidence of completing the FY 2014 Transportation Planning Work Program. All work elements remain within budget. The Staff recommends approval.

**FINANCIAL PROGRESS REPORT  
AKRON METROPOLITAN AREA TRANSPORTATION STUDY  
YEAR END SUMMARY - FY 2014  
July 1, 2013 to June 30, 2014**

<b>Description</b>	<b>Annual Budget</b>	<b>Annual Expenses</b>	<b>% Budget Expended</b>	<b>Carryover to FY2015</b>
<b>I. Short Range Planning</b>	<b>\$395,930</b>	<b>\$389,493</b>	<b>98%</b>	<b>\$6,460</b>
FY2014	367,050	367,048		0
FY2013 Sust Communities Carryover	16,700	16,731		0
FY2014 Sust Communities	12,180	5,714		6,460
<b>II. Transportation Improvement Program</b>	<b>\$284,275</b>	<b>\$270,364</b>	<b>95%</b>	<b>\$14,680</b>
FY2013 Carryover	129,275	130,047		0
FY2014	155,000	140,318		14,680
<b>III. Continuing Planning &amp; Data Collection</b>	<b>\$314,655</b>	<b>\$227,143</b>	<b>72%</b>	<b>\$82,097</b>
Transportation System Update				
FY2013 Carryover	127,330	121,397		0
FY2014	150,000	85,908		64,087
Physical, Social, Economic & Environmental Characteristics Update				
FY2013 Carryover	2,325	2,853		0
FY2014	35,000	16,985		18,010
<b>IV. Long Range Plan Activity</b>	<b>\$265,000</b>	<b>\$228,783</b>	<b>86%</b>	<b>\$36,210</b>
FY2014	265,000	228,783		36,210
<b>V. Service</b>	<b>\$388,545</b>	<b>\$388,542</b>	<b>100%</b>	<b>\$0</b>
FY2014	388,545	388,542		0
<b>VI. OhioRideshare and AQ Advocacy</b>	<b>\$124,255</b>	<b>\$90,767</b>	<b>73%</b>	<b>\$19,205</b>
FY2013 Carryover	24,255	9,983		0
FY2014 OhioRideshare	40,000	21,534		18,460
FY2014 Air Quality	60,000	59,249		745
<b>VII. Local</b>	<b>\$15,000</b>	<b>\$28,336</b>	<b>189%</b>	<b>\$0</b>
AMATS local Costs	15,000	28,336		0
<b>VIII. AMATS Transportation Quarterly</b>	<b>\$45,329</b>	<b>\$45,325</b>	<b>100%</b>	<b>\$0</b>
FY2013 Carryover	9,500	9,500		0
FY2014	35,829	35,825		0
<b>IX. GRAND TOTAL AMATS BUDGET</b>	<b>\$1,832,989</b>	<b>\$1,668,752</b>	<b>91%</b>	<b>\$158,652</b>



**RESOLUTION NUMBER 2014-13**

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

**APPROVING THE FISCAL YEAR 2014 YEAR END COMPLETION REPORT**

**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 and Milton Township areas of Wayne County; and

**WHEREAS**, this Committee is responsible for directing, coordinating and administering the Transportation Planning Work Program for the AMATS area; and

**WHEREAS**, an AMATS Year End Completion Report that compares the scope of work proposed in the Transportation Planning Work Program to the work that was completed, must be prepared annually; and

**WHEREAS**, this Committee has reviewed and found acceptable the Fiscal Year 2014 Year End Completion Report containing the work scheduled in the FY 2014 Transportation Planning Work Program and a comparison with progress made on those products.

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee approves the FY 2014 Year End Completion Report.
2. That this Committee directs the AMATS Staff to transmit a copy of this resolution to the United States Department of Transportation and the Ohio Department of Transportation as evidence of completing the FY 2014 Transportation Planning Work Program.

---

David Kline, 2014 Chairman  
Metropolitan Transportation Policy Committee

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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 2014-14 - Approving Projects to be Submitted to the Statewide Congestion Mitigation/Air Quality (CMAQ) Funding Program.**

**DATE:**     **September 10, 2014**

In 2013, ODOT required that the individual MPO Congestion Mitigation/Air Quality (CMAQ) funding programs be combined into a single statewide competitive program. A committee of representatives from the Ohio MPOs was formed to manage this new program. Over the course of the past year, this Statewide CMAQ Program Committee developed the program's policies, procedures and project scoring criteria. These policies can be found on the AMATS website.

In May of this year, the first round of funding began with Ohio MPOs soliciting projects to be considered for the Statewide CMAQ Funding Program. In the AMATS local solicitation process, project applications were received through the end of June. Eleven applications were received totaling nearly \$30 million in requests for federal CMAQ funds – see the attached table. In August, the TAC TIP Subcommittee met to review the applications and apply the evaluation criteria. The Subcommittee then developed a prioritized list of the projects to be submitted to the Statewide CMAQ Funding Program for consideration.

The Statewide CMAQ Funding Program Committee will review and evaluate all projects submitted from around the state and, by the end of the calendar year, select which projects are to receive funding.

Attached to this memo is Resolution Number 2014-14 approving a prioritized list of projects from the AMATS area to be submitted to the Statewide CMAQ Funding Program for consideration. The TAC TIP Subcommittee and Staff recommend approval of this project list.

**RESOLUTION NUMBER 2014-14**

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

**Approving Projects to be Submitted to the Statewide Congestion Mitigation/Air Quality  
(CMAQ) Funding Program.**

**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**, this Committee reviews all potential transportation projects utilizing federal funds in the AMATS area; and

**WHEREAS**, this Committee has been requested to approve the following prioritized list of projects to be submitted to the Statewide CMAQ Funding Program as discussed in the accompanying memorandum:

Recommended CMAQ Projects

1. <b>Tallmadge Road Improvements</b> , Portage Co. Eng.	\$3,500,000
2. <b>Great Transit CNG Bus Buy</b> , PARTA/METRO RTA	\$6,880,000
3. <b>City Wide Signal Upgrade</b> , Streetsboro	\$3,026,000
4. <b>City Wide Signal Upgrade</b> , Macedonia	\$2,123,410
5. <b>Highland Rd/Valleyview Rd Improvement</b> , Macedonia	\$566,400
6. <b>Exchange St Signal Coordination</b> , Akron	\$3,872,800
7. <b>Darrow Rd Signal Coordination</b> , Akron	\$864,000
8. <b>Waterloo Rd Signal Coordination</b> , Akron	\$1,680,000
9. <b>Frost Road (Phase 2)</b> , Streetsboro	\$3,480,000
10. <b>Signals Upgrade</b> , New Franklin	\$2,366,445
11. <b>Statewide Managed Lanes Study</b> , ODOT	\$1,600,000

**WHEREAS**, the Citizens Involvement Committee held a meeting on September 18, 2014 to review this Resolution consistent with its Public Participation Plan; and

**WHEREAS**, this Committee has analyzed this request and found the projects to be consistent with Transportation Outlook, the Regional Transportation Plan.

## **RESOLUTION NUMBER 2014-14 (Continued)**

### **NOW THEREFORE BE IT RESOLVED:**

1. That this Committee agrees to submit the prioritized list of projects to the Statewide CMAQ Funding Program for consideration of funding.
2. That this Committee considers the Citizens Involvement Committee meeting held on September 18, 2014 as adequately providing for public involvement.
3. That this Committee affirms consistency with Transportation Outlook, the AMATS Regional Transportation Plan.
4. 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.

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Mayor David Kline, 2014 Chairman  
Metropolitan Transportation Policy Committee

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Date

# Statewide CMAQ Funding Program

## AMATS Project Priorities 2014

NO	SPONSOR	PROJECT	LOCATION & TERMINI	DESCRIPTION	TOTAL PROJECT COST	CMAQ FUNDS REQUESTED				TOTAL SCORE
						PE	ROW	CONST	TOTAL	
AM-1	Portage Co Eng	Tallmadge Road Improvement	CR-18 and I-76	Elimination or relocation of poorly aligned intersections, reconfigure interchange with I-76, interconnect traffic signals	\$9,638,888	\$0	\$500,000	\$3,000,000	\$3,500,000	52
AM-2	METRO/PARTA	Great Transit CNG Bus Buy of 2018/19	n/a	Transit bus replacement	\$8,600,000	\$0	\$0	\$6,880,000	\$6,880,000	45
AM-3	Streetsboro	City Wide Signal Upgrade	City-wide	Signal upgrade with fiber interconnection, upgrade central control equipment, emergency pre-emption	\$5,120,000	\$312,000	\$118,000	\$2,596,000	\$3,026,000	31
AM-4	Macedonia	City Wide Signal Upgrade	City-wide	Signal upgrade with interconnection and coordination where possible, emergency pre-emption	\$3,599,000	\$235,410	\$177,000	\$1,711,000	\$2,123,410	28
AM-5	Macedonia	Highland Rd/Valleyview Rd Improvement	Valleyview Rd/E Highland Rd Intersection	Intersection improvement by adding left turn lanes	\$960,000	\$56,050	\$38,350	\$472,000	\$566,400	23
AM-6	Akron	Exchange St Signal Coordination	Main St to Fountain St	Coordinated signal system, multi-use lane, crosswalk improvements, medians and fencing	\$5,241,000	\$0	\$320,000	\$3,552,800	\$3,872,800	23
AM-7	Akron	Darrow Rd Signal Coordination	Gilchrist Rd to Eastwood Ave	Coordinated signal system, ADA accessible equipment and ramps	\$1,230,000	\$0	\$0	\$864,000	\$864,000	21
AM-8	Akron	Waterloo Rd Signal Coordination	Main St to Arlington St	Coordinated signal system, new sidewalk, ADA accessible equipment and ramps	\$2,250,000	\$0	\$80,000	\$1,600,000	\$1,680,000	21
AM-9	Streetsboro	Frost Road (Phase 2)	I-480- and SR-43	Construct center two way left turn lane	\$5,142,000	\$0	\$400,000	\$3,080,000	\$3,480,000	21
AM-10	New Franklin	Signals Upgrade	SR-93 and SR-619/State St Intersection	Signal upgrade, center two way left turn lane	\$2,995,500	\$273,340	\$79,000	\$2,014,105	\$2,366,445	20
AM-11	ODOT	Statewide Managed Lanes Study		Study to assess Active Traffic Demand Management strategies to reduce congestion and emissions in worst areas of the state	\$2,000,000	\$1,600,000	\$0	\$0	\$1,600,000	0

Total Requested \$29,959,055

**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 2014-15-** Approving Amendment #15 to the Transportation Improvement Program FY 2014-2017 to add three new projects, combine two projects into one, and revise the scope of work, funding, or schedule of eight existing projects.

**DATE:** September 10, 2014

The following requests have been made to amend the FY 2014-2017 TIP:

New Projects

**Seiberling Way** - is a new demolition project in Akron to remove a structure. Demolition is scheduled in FY 2015 using \$470,400 in AMATS STP funds and \$117,600 in local funds.

**IR 76/77 Bridge Repairs** – is a new project in Coventry Twp and Akron to replace the bridge deck of the IR 77 NB ramp to US 224/IR 277 WB and the pedestrian bridge over IR 76 (Kenmore Leg) at Chester Ave. Construction is scheduled in FY 2016 using \$1,897,100 in federal funds and \$210,800 in state funds.

**IR 271 Slide Repair** - is a new project in Northfield Center Township to repair an embankment. Construction is scheduled in FY 2016 using \$1,867,500 in federal funds and \$207,500 in state funds.

Combine Projects

**Brandywine Dr and Blackberry Dr** – are two separate bridge repair projects in the City of Hudson. The city has requested to combine the two projects. They will be combined under the Brandywine Dr project.

Revise Scope of Work, Funding, or Schedule

**Cleveland Rd** – add sidewalks and drainage improvements to project and increase funding based on latest estimate for FY 2015

**Hiram Village Sidewalks** – move funds from construction to new engineering phase in FY 2015

**Ellsworth Hill SRTS** - increase funding based on latest estimate for FY 2015

**Liberty Rd Sidewalk** - increase funding based on latest estimate for FY 2015

**Ravenna Rd Bridge** - increase funding based on latest estimate for FY 2015

**Seiberling Way** (Phase 1) – decrease funding for right-of-way in FY 2015

**IR 76** - increase funding based on latest estimate for FY 2016

**SR 91/Prospect St** - increase funding based on latest estimate for FY 2015

### **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 new as well as the existing projects listed meet all amendment requirements mentioned above. Therefore this amendment does not cause any negative impact.

### **STAFF RECOMMENDATION**

Attached to this memo is Resolution Number 2014-15. This Resolution approves the amendment to the TIP FY 2014-2017. The Staff recommends approval.

## **RESOLUTION NUMBER 2014-15**

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

**Approving Amendment #15 to the Transportation Improvement Program FY 2014-2017 to add three new projects, combine two projects into one, and revise the scope of work, funding, or schedule to eight existing projects.**

**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 2014-2017 Transportation Improvement Program for the following projects as discussed in the accompanying memorandum:

- 1. POR-Cleveland Rd (PID #94287)** – Add sidewalks and drainage improvements and increase funding. Construction is scheduled in FY 2015.
- 2. POR-Hiram Village Sidewalks (PID #93825)** – Move funds from construction phase to new engineering phase in FY 2015.
- 3. SUM-Brandywine Dr/Blackberry Dr (PID #91974)** – Combine separate bridge projects into one. Construction is scheduled in FY 2015.
- 4. SUM-Ellsworth Hill SRTS (PID #96866)** - Increase funding for construction in FY 2015.
- 5. SUM-Liberty Rd Sidewalk (PID #93760)** – Increase funding for construction in FY 2015.
- 6. SUM-Ravenna Rd (PID #85159)** - Increase funding for construction in FY 2015.
- 7. SUM-Seiberling Way Phase 1 (PID #84397)** – Decrease funding for right-of-way in FY 2015.
- 8. SUM-Seiberling Way Demolition (PID #95566)** – Add new building removal project with demolition in FY 2015.
- 9. SUM-IR 76-6.31 (PID #84655)** – Increase funding for construction in FY 2016.
- 10. SUM-IR 76/77-7.58/9.59 (PID #98061)** - Add new bridge deck replacement project with construction scheduled in FY 2016.
- 11. SUM-SR 91/Prospect St (PID #88548)** - Increase funding for construction in FY 2015.
- 12. SUM-IR 271-10.22 (PID #92408)** – Add new slide repair project with construction scheduled in FY 2016.

**WHEREAS**, the AMATS Citizens Involvement Committee held a meeting on September 18, 2014 to review this amendment consistent with its 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,



## **RESOLUTION NUMBER 2014-15 - Continued**

**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.

### **NOW THEREFORE BE IT RESOLVED:**

1. That this Committee amends the Transportation Improvement Program FY 2014-2017 as previously specified.
2. That this Committee considers the Citizens Involvement Committee meeting held on September 18, 2014 as adequately providing for public involvement.
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.

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Mayor David Kline, 2014 Chairman  
Metropolitan Transportation Policy Committee

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Date

**AMENDMENT # 15 - 9/25/14**  
**AMATS TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017**  
**TABLE H-3**  
**HIGHWAY IMPROVEMENTS**

MAP #	PID #	CO-RTE -SECTION	LENGTH miles	LOCATION & TERMINI	TYPE OF WORK	FUND TYPE	P H A S E	FISCAL YEAR				TOTAL PROJECT COST (\$000)	PROJECT SPONSOR	AIR QUALITY STATUS
								2014	2015	2016	2017			
2	94287	<b>POR-CLEVELAND RD</b> (Revise Funding and Scope of Work)	0.70	RAVENNA CLEVELAND RD FROM HIGHLAND AVE/ SYCAMORE ST TO RAVENNA NORTH CORP LINE	RESURFACING <b>SIDEWALKS</b> <b>DRAINAGE</b>	STP-A LOCAL	C C		223.2 <del>55.8</del> <b>601.8</b>			<del>825.0</del> <b>279.0</b>	RAVENNA	EXEMPT
11	93825	<b>POR-HIRAM VILLAGE SIDEWALKS</b> (Revise Scope of Work)	1.10	HIRAM VARIOUS LOCATIONS ALONG SR 82, SR 305 AND SR 700	CONSTRUCT NEW SIDEWALKS	TAP-A LOCAL TAP-A LOCAL	P P C C		<b>34.8</b> <del>8.7</del>	<b>236.4</b> <del>271.2</del> <b>67.8</b> <del>59.1</del>		339.0	HIRAM	EXEMPT
41	91974 (91975)	<b>SUM-BRANDYWINE DR/BLACKBERRY DR.-Bridge</b> (Combine Projects)	0.01	HUDSON BRANDYWINE DR OVER BRANDYWINE CREEK BLACKBERRY DR OVER BRANDYWINE CREEK	BRIDGE REHABILITATION HYDRAULIC IMPROVEMENTS	BR LOCAL	C C		<del>600.0</del> <del>300.0</del> <del>75.0</del> <b>150.0</b>			<del>750.0</del> <b>375.0</b>	HUDSON	EXEMPT
	96866	<b>SUM-ELLSWORTH HILL SRTS</b> (Revise Funding)	N/A	HUDSON NEAR ELLSWORTH ELEMENTARY SCHOOL	CONSTRUCTION OF NEW MULTI PURPOSE PATH	SRTS LOCAL SRTS LOCAL	P P C C	4.0 <del>1.0</del>	<b>45.0</b> <del>99.6</del> <del>5.4</del> <b>92.0</b>			<del>142.0</del> <b>50.0</b>	HUDSON	EXEMPT
54	93760	<b>SUM-LIBERTY RD SIDEWALK</b> (Revise Funding)	0.68	TWINSBURG POST RD TO SOLON	CONSTRUCT SIDEWALK	TAP-A LOCAL TAP-A LOCAL TAP-A LOCAL	P P R R C C	62.1 <del>15.5</del>	<del>12.0</del> <del>3.0</del> <del>368.0</del> <del>92.0</del> <b>318.4</b>			<del>856.0</del> <b>537.6</b>	TWINSBURG	EXEMPT
56	85159	<b>SUM-RAVENNA RD-0.05</b> (CR 12) (Revise Funding)	0.01	HUDSON RAVENNA RD OVER TINKERS CREEK	BRIDGE REPLACEMENT	BR LOCAL	C C		982.3 <del>245.6</del> <b>534.0</b>			<del>1,516.3</del> <b>1,227.9</b>	SUMMIT COUNTY ENGINEER	EXEMPT
61	84397	<b>SUM-SEIBERLING WAY-Phase I</b> (Revise Funding)	0.44	AKRON SEIBERLING WAY FROM ENGLEWOOD ST TO EAGLE ST	CONSTRUCT NEW ROAD NEW BRIDGE OVER LITTLE CUYAHOGA RIVER	STP-A LOCAL STP-A LOCAL LOCAL STP-A LOCAL	P P R R C C		335.0 <del>83.7</del> <del>4,500.0</del> <b>1,029.6</b> <del>257.4</del>	<del>4,124.8</del> <del>1,031.2</del>		<del>6,861.7</del> <b>7,350.5</b>	AKRON	ANALYZE
62	95566	<b>SUM-SEIBERLING WAY-Demolition</b> (New Project)	0.44	AKRON SEIBERLING WAY FROM ENGLEWOOD AVE TO EAGLE ST	DEMOLITION OF STRUCTURE	STP-A LOCAL	C C		470.4 <del>117.6</del>			588.0	AKRON	EXEMPT
79	84655	<b>SUM-IR 76-6.31</b> (Revise Funding)	2.11	AKRON IR 76 FROM IR 277 TO IR 77 (KENMORE LEG)	RESURFACING	NHPP STATE	C C			<del>7,045.0</del> <del>3,730.5</del> <del>444.5</del> <b>1,005.0</b>		<del>8,050.0</del> <b>4,145.0</b>	ODOT	EXEMPT

**AMENDMENT # 15 - 9/25/14**  
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	98061	<b>SUM-I-76/77-7.58/9.59</b>  (New Project)	0.01	COVENTRY TOWNSHIP AND AKRON IR 77 NB RAMP TO US 224/IR 277 WB IR 76 PEDESTRIAN BRIDGE AT CHESTER AVE	BRIDGE DECK REPLACEMENT	NHPP STATE	C C		1,897.1 210.8			2,107.9	ODOT	EXEMPT
95	88548	<b>SUM-SR 91/PROSPECT ST</b> (Main St)  (Revise Funding)	0.42	HUDSON MAIN ST AT PROSPECT ST	TURN LANES UPDATE SIGNAL BIKE LANES SIDEWALKS	STP-A LOCAL STP-A LOCAL	R R C C	92.0 23.0	582.4 445.6 <b>297.6</b>			<b>995.0</b> <del>875.0</del>	HUDSON	EXEMPT
	92408	<b>SUM-IR 271-10.22 Slide</b>  (New Project)	0.18	NORTHFIELD CENTER TOWNSHIP IR 271	SLIDE REPAIR	NHPP STATE	C C			1,867.5 207.5		2,258.5	ODOT	EXEMPT

Amendment #15