



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 04
2088 SOUTH ARLINGTON RD. • AKRON, OH 44306 • 330-786-3100

Environmental Document

for

SUM E Cuyahoga Falls Ave (Akron) PID 124955

Environmental Document Level: C1

Approved: 3/11/2026

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020, and executed by FHWA and ODOT.

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C1

PID 124955
Project Sponsor Akron, City of
ODOT District 4
Funding Source Federal

Project Description:

The city of Akron proposes improvements to approximately four miles of East Cuyahoga Falls Avenue between North Main Street and Front Street in the city of Akron, Summit County. Proposed improvements will include curb ramp upgrades to comply with the latest Americans with Disabilities Act (ADA) requirements and new pavement markings in response to the documented safety issues in the corridor.

The western part of the project from North Main Street to Patterson Avenue has an existing traffic pattern consisting of overly wide travel lanes, one in each direction, intermittent on-street parking and few marked crosswalks. The proposed traffic pattern will clearly define one through lane in each direction, a center two way left turn lane and marked crosswalks connecting the new curb ramps. On the north side of the road, a westbound bike lane will be marked along the entire section. On the south side of the road, on-street parking will be marked between North Main Street and Woodrow Court and an eastbound bike lane will be marked from Woodrow Court to Front Street.

The eastern section of the project from Patterson Avenue to Front Street has two narrow travel lanes in each direction and no marked crosswalks. The proposed traffic pattern will be made consistent as described above. Crash data in this section shows a total of 113 crashes between 2020 and 2025. The highest of which are Rear End (35), Angle (21) and Sideswipe Passing (23) crashes. The new pattern would alleviate the sideswipes and rear end crashes. Fewer travel lanes on the main roadway means fewer conflict points. The proposed layout will maintain traffic flow while providing more consistent drive lanes with the remainder of the entire corridor. The reduction in travel lanes is not expected to have any detrimental effects on travel time.

To further enhance and promote safer pedestrian crossings, median refuge islands will be constructed between Sawyer Avenue and Columbia Avenue and between Boyle Street and Big Falls Avenue.

Due to the proposed travel lane reduction and other new features, Akron issued a news release and sent a letter to local property owners and residents with project details and public commenting information. Fifteen public comments were received with most involving concerns about traffic flow with the lane reduction and lack of use of existing bike lanes. Akron responded to all comments by email. See the public involvement materials for the project in the Project File/Public Involvement/Project Information subsection.

The Ohio Department of Transportation (ODOT) certifies that this action meets 23 CFR 771.117(c) and will not result in significant impacts to the environment. This project will not exceed any of the thresholds listed for Certified CEs in the ODOT NEPA Assignment CE Guidance.

The next phase of the proposed project is listed on the STIP: Yes

Ellis STIP Details

Phase	Current STIP Reference
CO	124955: 26-29 STIP

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications: Yes

Cultural Resources Coordination: Minimal Potential to Cause Effect
Appendix A



Cultural Resources Coordination Date:

03/10/2026

Since no Tribe was interested in this project based on their customized preferences, no further Tribal consultation was conducted.

Supporting documentation has been uploaded to Project File:

Yes

Select the appropriate project type (more than one can be selected):

(8) Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur. ***Examples include: The installation or maintenance of signs, pavement markings/raised pavement markers/sensors, traffic calming activities, and/or new or replacement fencing (right-of-way, vandal, etc.); General pavement marking or "line painting" projects.***

(22) Projects, as defined in 23 U.S.C. 101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way. ***Examples include: Tower lighting within the existing operational right-of-way; Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated; Improvements to existing ODOT/County maintenance facilities; Construction of new ODOT/County maintenance facilities within existing operational right-of-way; Environmental mitigation activities within existing operational right-of-way; Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals within existing operational right-of-way; Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)***

Environmental Commitments:

No



Environmental Document Level: C1
PID 124955 SUM E Cuyahoga Falls Ave (Akron)
Submitted for Approval Printed 3/11/2026

Environmental Commitments



Preparers and Approvals

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Supporting Form Preparer(s): Robert Lang

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Edward Deley (PROGRAM ADMIN 3)	3/11/2026



Appendix

Purpose and Need

District Acceptance - Road Diet.pdf

Traffic Data - Road Diet.pdf

Ecological

ODNR Scenic River MOA Conditions

Public Involvement

Press Release.pdf

Property Owner Notification Letter.pdf

Public Notification Mailing List.pdf

Response to Public Comments.pdf