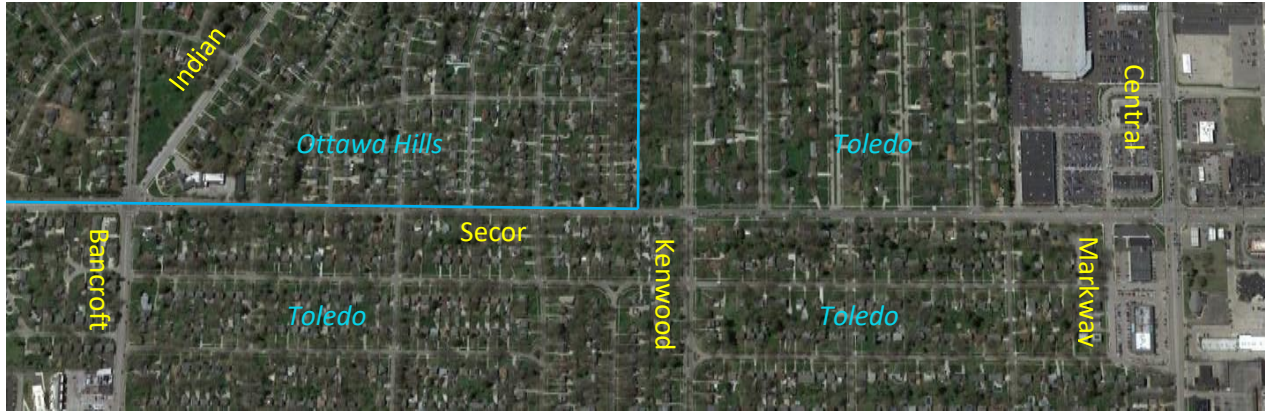


FACT SHEET - Secor Road Safety Study

Study Area – The project starts at the Secor-Bancroft-Indian intersection and end at the Secor-Markway intersection (just south of Central Avenue). Approximately 75% of the project is located in the City of Toledo with the remaining portion in the Village of Ottawa Hills.



Safety Issues – Secor Road from Bancroft to Markway has recorded 199 crashes in 2013-2014-2015 and is the 42nd highest crash corridor in Northwest Ohio. The intersection of Secor-Bancroft-Indian is the 22nd highest high crash intersection in Northwest Ohio. A summary of the 199 crashes is shown below:

No. of Crashes	CRASH TYPE
41	Left Turn/Angle at Unsignalized Intersections
35	Sideswipe/Passing
28	Rear End not at an intersection
28	Rear End at Unsignalized Intersections
17	Left Turn at Signalized Intersections
14	Angle at Signalized Intersections
13	Rear End at Signalized Intersections
13	Sideswipe/Meeting
10	Fixed Object/Backing/Head On/Parked Vehicle/Other
199	Total

No. of Crashes	SEVERITY
135	Property Damage Crash (68%)
64	Injury Crash (32%)
0	Fatal Crash (0%)
199	Total
	OTHER FACTORS
167	Daylight (84%)
129	Dry Pavement (65%)
103	At an intersection (52%)

Safety Solutions – Many countermeasures to improve safety were studied and the ones that provide the most potential to reduce crashes are:

COUNTERMEASURE	CRASH REDUCTION POTENTIAL	PROJECTED REDUCTION BY TYPE
Convert to Intersections to Roundabouts	71%	-35/intersection crashes
Install medians	39%	-41/sideswipe & left turns
Widen Through Lanes	28%	-14/sideswipe

Alternatives Studied – Many alternatives have been studied. The goal of the study is the selection of a preferred alternative that can be submitted for ODOT Safety Funding.

ALTERNATIVE –10’ MEDIAN	
TWO LANES IN EACH DIRECTION WITH 10’ MEDIAN + TURN LANES + 2 LANE ROUNDABOUTS	
Pros	Cons
Improves safety	Left turns not permitted to/from some side streets
Reduces delay at major intersections by 35%	All drive access Right In-Right out
Provides pedestrian amenities	Requires right-of-way acquisitions & relocations
Potential for bike facilities	Revenue loss to Ottawa Hills Village and Schools
Potential for beautification for entire project	
Turns provided at some side streets	
Meets criteria for federal funding	
Costs within current established project budget	
Potential for additional grant dollars reducing local match	
Permits closure of some side streets West of Secor to create green space	
ALTERNATIVE –4’ MEDIAN	
TWO LANES IN EACH DIRECTION WITH 4’ MEDIAN + 2 LANE ROUNDABOUTS	
Pros	Cons
Improves safety	Left turns not permitted to/from side streets
Reduces delay at major intersections by 35%	All drive access Right In-Right out
Improves pedestrian amenities	Sidewalks adjacent to curb
Potential for beautification north of Kenwood	No potential for bike facilities
Meets criteria for federal funding	Requires right-of-way acquisitions & relocations
Potential for additional safety grant dollars reducing local match	Revenue loss to Ottawa Hills Village and Schools
ALTERNATIVE - 3 LANE (ROAD DIET)	
ROAD DIET – ONE LANE IN EACH DIRECTION WITH CENTER TURN LANE + 1 LANE ROUNDABOUTS	
Pros	Cons
Minor right-of-way acquisition	Limited safety benefits
No residential relocations	4 times more intersection delay than No Build
Roundabouts provide some safety benefits	Traffic diverted to side streets due to backups
	Does not improve pedestrian facilities
	Loss of \$8.44M in federal grant funds
	Project cost at 100% local funds

ALTERNATIVE - NO BUILD (DO NOTHING)	
FOUR 9' LANES + EXISTING SIGNALS	
Pros	Cons
No project cost	Does not improve safety
No right-of-way acquisition	Does not improve pavement conditions
No residential relocations	Does not improve pedestrian facilities
	No potential for bike facilities
	Does not beautify the corridor
	Loss of \$8.44M in federal grant funds
	Defers improvements & costs until future date

OPTION	INTERSECTION LEVEL OF SERVICE				SIDE ROAD LEVEL OF SERVICE			
	Secor, Bancroft & Indian		Secor & Kenwood		Between Bancroft & Kenwood		Between Kenwood & Markway	
	2016	2036	2016	2036	2016	2036	2016	2036
No Build	E (60.1 sec)	E (70.9 sec)	D (35.5 sec)	D (50.5 sec)	LOS D	LOS D-E	LOS D-E	LOS D-E
3 Lane (Road Diet)	F (256.1 sec)	F (327.6 sec)	D (49.6 sec)	F (95.4 sec)	LOS C-F	LOS C-F	LOS C-F	LOS C-F
4' Median	E (38.0 sec)	E (65.9 sec)	B (10.2 sec)	B (11.7 sec)	LOS B-D	LOS B- E	LOS B	LOS B
10' Median	E (39.8 sec)	E (68.5 sec)	B (10.3 sec)	B (11.9 sec)	LOS B-C	LOS B- E	LOS B	LOS B