

Public Meeting

SR15 & Cleveland Avenue Improvement

DEF-15-16.56 (PID 103689)

December 18, 2018 (6:00pm – 8:00pm)

OPENING REMARKS:

Mayor Mike McCann - City of Defiance

PRESENTATION:

Mr. Patrick Etchie, AICP - The Mannik & Smith Group

QUESTIONS SESSION:

Ms. Melinda Sprow, PE - City of Defiance Engineer

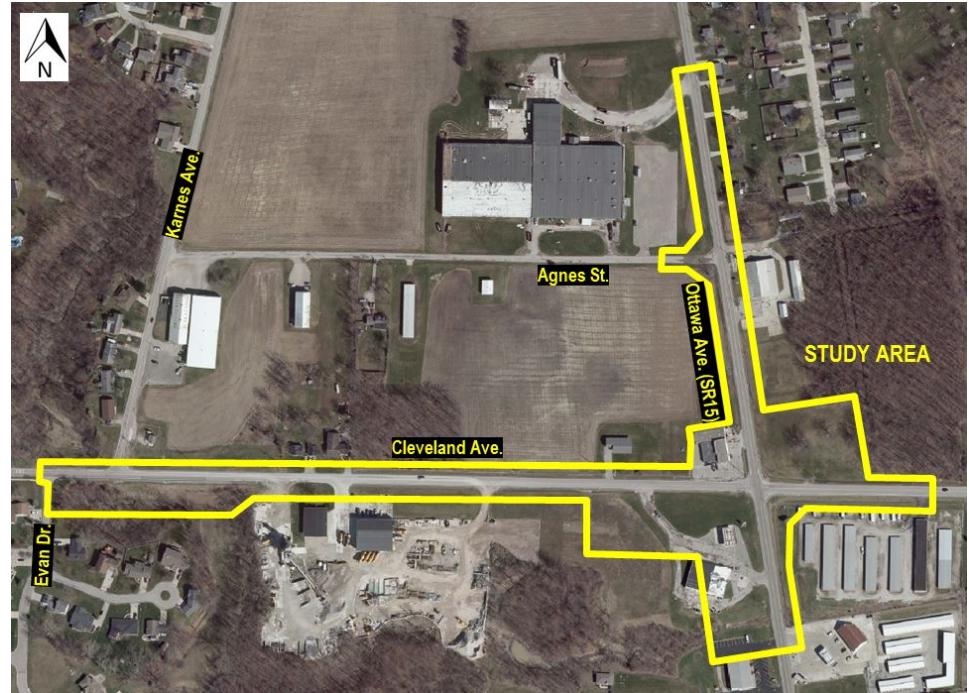
Mr. Raymond Luk, PE - The Mannik & Smith Group

Public Meeting Purpose

- ❑ The purpose of this meeting is to present and discuss the planned improvements of the SR15 (Ottawa Avenue) and Cleveland Avenue intersection as well as the non-motorized facilities along Cleveland Avenue to solicit input from the public on the project.
 - Provide summary of project history
 - Previous countermeasures at project location
 - Summary of alternatives that were considered
 - Discuss proposed project
 - Solicit input from public on project

Project Location

Defiance is the Project Sponsor for the proposed roadway improvements in partnership with the Ohio Department of Transportation (ODOT) for SR15 at the Cleveland Avenue intersection, including a roundabout and the addition of a northbound left turn lane at Agnes Street, as well as non-motorized facilities along Cleveland Avenue westward to Evan Drive, in the City of Defiance in Defiance County, Ohio.



DEF-SR15-16.56

PID-103689

Public Meeting Format

❑ Presentation and Q&A (6:00pm to 6:30pm)

- Project History
- Purpose & Need
- Existing Conditions & Alternatives Considered
- Recommended Preferred Alternative
- Funding and Next Steps
- Opportunity to ask questions and provide comments

❑ Open House (6:30pm to 8:00pm)

- Review materials and ask questions at informational stations
- Submit written comments here at the meeting
- Mail back comments by January 18, 2019
- Email comments to msprow@cityofdefiance.com

Project History

- ❑ 2004 - Signal Warrant Study Conducted (no warrants met)
- ❑ 2010 - Signal Warrant Study Conducted (no warrants met)
- ❑ 2015 - Safety Study conducted (resulted in Safety grant)
- ❑ 2017 - Feasibility Study conducted for the Ottawa Avenue and Ayersville Avenue Area (resulted in Small City grant)
- ❑ 2017 - A stakeholder & neighborhood informational meeting held at Defiance Christian Church on 3/21/17 to present Feasibility Study findings and other area initiatives
- ❑ 2018 - Consultant selected to conduct preliminary engineering, environmental studies, and design plans
- ❑ 2018 - Stakeholders meeting held on 8/16/18

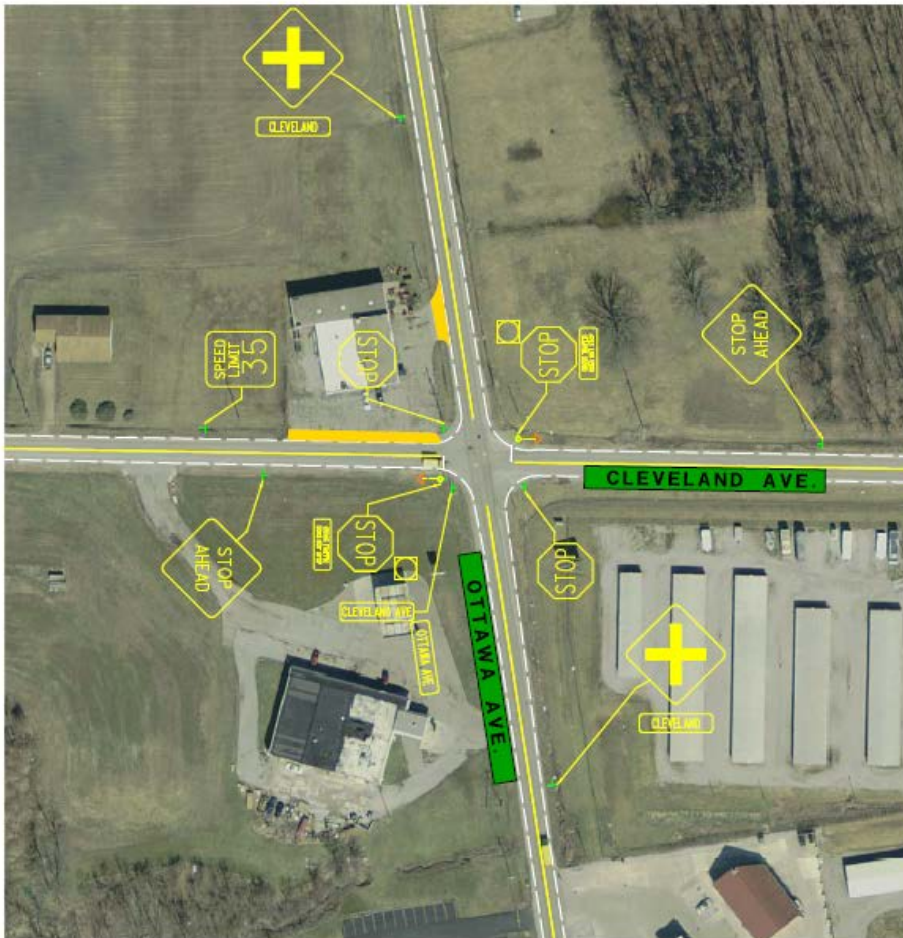
Purpose & Need

- ❑ The PURPOSE of the project is to enhance safety for motorized and non-motorized traffic; to improve intersection safety to alleviate angle and left turn crashes; improve non-motorized mobility and connectivity; improve roadways to current design standards; and to enhance roadway drainage and aesthetics.
- ❑ The NEED elements identified include:
 - Crash history patterns
 - Intersection and geometric issues
 - Lack of non-motorized facilities
 - Planning document support

Existing Conditions

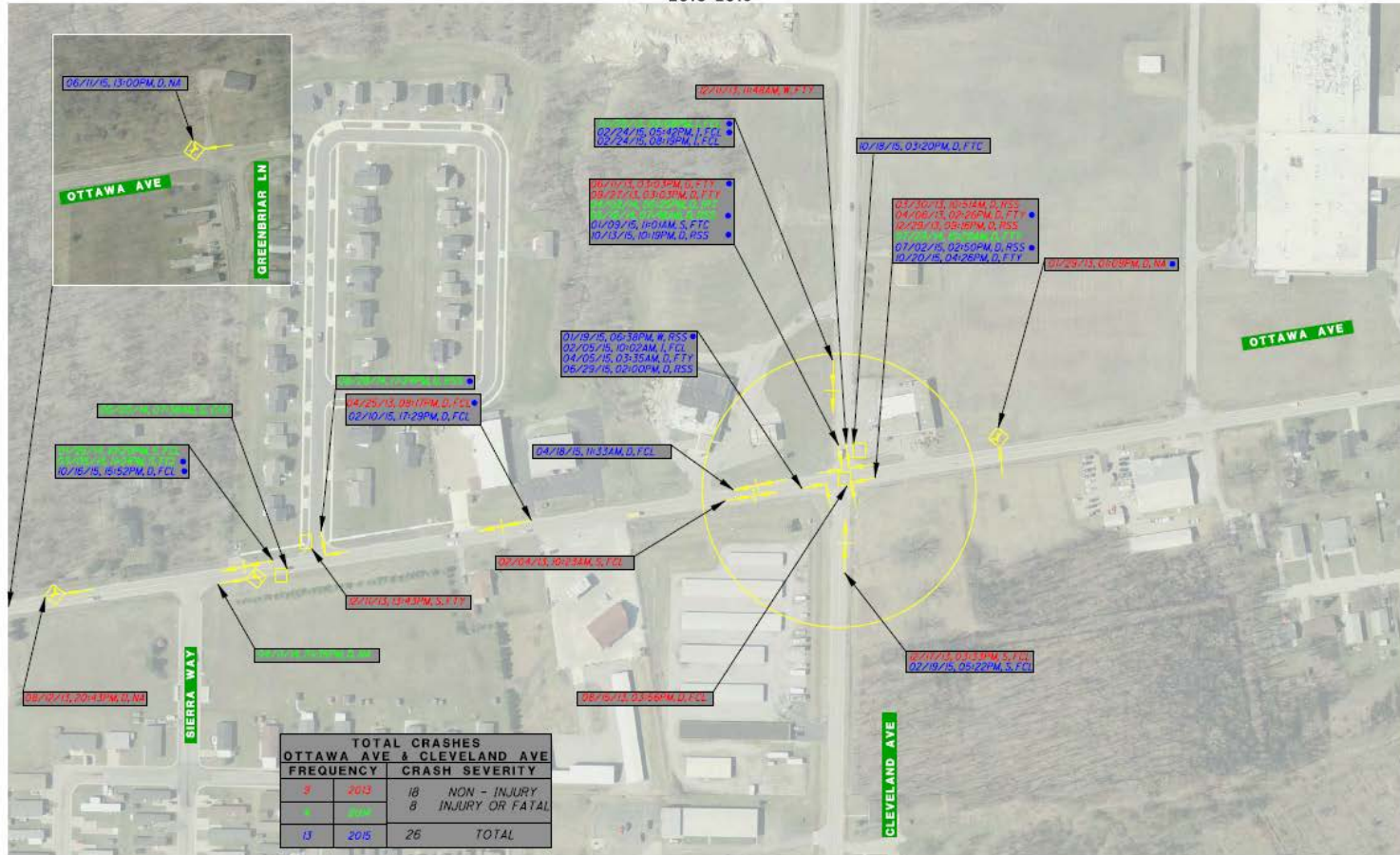


EXISTING CONDITIONS
OTTAWA AVE. (DEF-15-16.60) AT CLEVELAND AVE.



Existing Conditions

FIGURE 2.3 COLLISION DIAGRAM 3 OF 4
(CLEVELAND AVE TO OTTAWA AVE)
2013-2015



	ANGLE		INJURY
	TURNING		FATAL
			PARKED VEHICLE
			PEDESTRIAN
			BICYCLE

FCL = FOLLOWED TOO CLOSELY
 FTY = FAILURE TO YIELD
 IPB = IMPROPER BACKING
 IPC = IMPROPER CROSSING
 IPT = IMPROPER TURN
 LOC = LEFT OF CENTER
 NA = NOT APPLICABLE
 ODE = OPERATING DEFECTIVE EQUIPMENT
 OIA = OTHER IMPROPER ACTION
 URN = UNKNOWN

USS = UNSAFE SPEED
 RSS = RAN STOP SIGN
 STA = SWERVING TO AVOID

TOTAL CRASHES ON PAGE			
FREQUENCY	CRASH SEVERITY		
13	2013	25	NON - INJURY
9	2014	13	INJURY OR FATAL
16	2015	38	TOTAL

Existing Conditions

Crash Data Updates



TABLE 11. TOP 50 CRASH LOCATIONS FOR URBAN AND NON-URBAN INTERSECTIONS 2012-2014

URBAN AND NON-URBAN INTERSECTIONS			CRASH SEVERITY				RATES				RANKS			
Overall Rank & Location	Place	Crash Freq.	Fatal	Inc. Inj.	PDO	ADT	EPDO	Crash Rate	Crash Freq.	EPDO Rate	Crash Rate	Sum		
1 Clinton @ Davidson/Williams	Defiance	25		2	6	19	5,717	4.64	3.99	8	17	9	34	
2 SR 34 @ CR 24	Henry County	14		1	5	9	2,153	5.08	5.94	27	15	3	45	
3 Ottawa @ Cleveland	Defiance	19		1	5	14	5,716	3.76	3.04	17	21	16	54	
4 Second @ Wayne	Defiance	30		1	4	26	12,382	2.78	2.21	4	28	33	65	
5 SR 106 @ Co Rd D	Wauseon	12	1	2	5	6	4,813	11.65	2.28	34	4	31	69	
6 Clinton @ US 24 Ramp (S)	Defiance	30			7	23	9,176	1.85	2.99	5	47	17	69	
7 Scott @ Lagrange	Napoleon	22			4	18	4,944	1.76	4.06	12	52	8	72	
8 Clinton @ Stadium	Defiance	35		1	5	30	16,158	2.57	1.98	1	33	40	74	
9 Main @ Mulberry	Bryan	15		1	4	11	6,650	4.57	2.06	21	18	36	80	
10 High @ Union	Bryan	23			3	20	6,020	1.57	3.49	11	60	12	83	
11 Shoop @ Airport	Wauseon	25		2	11	14	17,224	6.19	1.33	7	13	64	84	
12 Douglas @ Second	Defiance	31		1	5	26	16,114	2.70	1.76	3	29	52	84	
13 Scott @ Freedom	Napoleon	15			5	10	5,154	2.50	2.66	25	36	23	84	
14 USR 20 @ SR 49	Williams County	10		1	2	8	3,206	5.19	2.85	50	14	21	85	
15 Clinton @ Elliott	Defiance	32			8	24	14,470	1.98	2.02	2	44	39	85	
16 SR 107 @ Whitaker	Montpelier	10			4	6	2,549	2.89	3.58	51	26	11	88	
17 Clinton @ Perry	Napoleon	25			2	23	5,453	1.29	4.19	30	72	7	89	
18 Main @ Broadway	Swanton	13			2	11	1,775	1.56	6.69	32	61	1	94	
19 SR 66 @ Thwp U	Henry County	8		2	5	3	2,901	1.247	2.52	66	2	28	95	
20 USR 6 @ CR 24	Henry County	8			2	4	2,682	1.202	2.54	66	3	26	95	
21 US 127 @ Fountain Grove	Williams County	13			5	8	5,132	2.57	2.31	31	34	30	95	
22 SR 106 @ CR J	Fulton County	11			3	8	3,232	2.19	3.11	41	40	14	95	
23 Walnut @ High	Bryan	12			2	10	3,158	1.79	3.47	35	51	13	99	
24 Shoop @ Oak	Wauseon	13		1	4	9	7,127	4.95	1.67	30	16	54	100	
25 Perry @ Washington	Napoleon	11			1	10	5,204	4.47	1.93	38	19	44	101	
26 Second @ Jefferson	Defiance	25			1	6	21,540	3.34	1.06	9	24	71	104	
27 CR 15-D @ US 127	Williams County	8			1	2	2,876	6.51	2.54	70	10	25	105	
28 Main @ South	Bryan	28			4	24	13,483	1.68	1.90	6	53	46	105	
29 Dornersville @ Deerwood	Defiance	10			2	5	5,742	9.95	1.59	49	5	56	110	

TOP 10 URBAN INTERSECTIONS

TOP 10 NON-URBAN INTERSECTIONS

SR15 (Ottawa Ave.) from Logan Street to just south of Cleveland Avenue Crashes for Years 2015-2017

CRASH_SEVERITY	Number	%
Fatal Crash	1	2.6%
Injury Crash	13	34.2%
Property Damage Crash	24	63.2%
Grand Total	38	100.0%

Statewide Avg. = 0.3%
24.5%

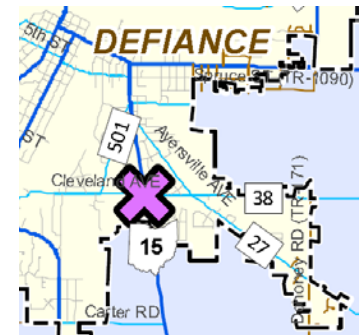
TYPE_OF_CRASH	Number	%
Angle	15	39.5%
Rear End	9	23.7%
Left Turn	6	15.8%
Fixed Object	5	13.2%
Animal	2	5.3%
Head On	1	2.6%
Grand Total	38	100.0%

Statewide Avg. = 15.0%
4.0%
0.6%

2016 Highway Safety Improvement Program (HSIP) Priority Locations - Defiance County

Safety Priority Category

- Rural Intersections
- Urban Intersections



Existing Conditions

Intersection & Geometric Issues

Sight Distance Issues at Intersection



Despite low cost countermeasures implemented at the intersection over the past several years, crashes continue to occur, especially those crashes such as angle type crashes, which tends to result in higher severity crashes.

Intersection Issues:

- ❑ Skewed intersection angles
- ❑ Driver difficulty judging on-coming traffic speeds & gaps
- ❑ Sight distance limited by fixed objects and parked vehicles
- ❑ Lack of safe bicycle & pedestrian crossings/facilities

Existing Conditions

Lack of Non-Motorized Facilities

SR15 (Ottawa Ave.) from Hopkins Street to Greenbriar Lane
Crashes for Years 2008-2017

CRASH_SEVERITY	Number	%
Fatal Crash	1	0.4%
Injury Crash	78	29.3%
Property Damage Crash	187	70.3%
Grand Total	266	100.0%

TYPE_OF_CRASH	Number	%
Rear End	89	33.5%
Angle	65	24.4%
Fixed Object	27	10.2%
Left Turn	22	8.3%
Animal	20	7.5%
Right Turn	11	4.1%
Sideswipe - Passing	10	3.8%
Backing	9	3.4%
Head On	4	1.5%
Pedalcycles	3	1.1%
Parked Vehicle	2	0.8%
Sideswipe - Meeting	2	0.8%
Other Non-Collision	1	0.4%
Pedestrian	1	0.4%
Grand Total	266	100.0%

Non-Motorized Issues:

- ☐ No bicycle/pedestrian facilities
- ☐ Three bicycle corridor crashes from 2008-2017
- ☐ One pedestrian corridor crash from 2008-2017
- ☐ Defiance school complexes located ~0.6 miles west
- ☐ Both Ottawa & Cleveland Avenues are on School Travel Plan for needed Improvements
- ☐ City Secured a Grant to Extend Bike/Pedestrian Facilities westward to Evan Drive along Cleveland Avenue

Existing Conditions

Planning Document Support

Planning Documents:

☐ Moving Together 2040 Plan

- Lists Ottawa Avenue & Cleveland Avenue Roundabout
- Lists Ottawa Avenue corridor improvements (E. Second to S. Corp Limit)
- Lists needs for bike/pedestrian initiatives/improvements in area

☐ Safe Routes To School Travel Plan

- Cleveland Avenue listed for bike/pedestrian improvements
- Ottawa Avenue listed for bike/pedestrian improvements

☐ ODOT Highway Safety Improvement Plan (HSIP)

- Cleveland & Ottawa intersection listed as 2016 Priority Intersection
- Intersection higher percentages of injuries/fatalities than statewide average

Alternatives Considered

☐ No Build

Includes short-term minor maintenance activities and enhancing advanced warning of intersection only, and serves as a baseline against which other alternatives are compared

☐ All-Way Stop Control

Convert intersection to Stop Signs for all approaches at the intersection with upgraded traffic control signs/devices

☐ Traffic Signal

Install traffic signal at the intersection
(No signal warrants were met)

☐ Single Lane Roundabout

Construct a single lane roundabout at the intersection

No-Build Alternative

The no-build alternative included short-term minor maintenance activities only and serves as a baseline against which other alternatives can be compared

- ❑ Maintains the existing alignment and traffic control
- ❑ Minor improvements over time such as pavement markings, sign improvements, and resurfacing
- ❑ Did not meet the purpose and need of the project

Build Alternatives

☐ All-Way Stop Control

Convert intersection to Stop Signs for all approaches at the intersection with upgraded traffic control signs/devices

- Results in longer delays for Ottawa Ave. (SR15)
- Does not address non-motorized transportation needs
- Not consistent with existing transportation plans
- Did not fully satisfy Purpose and Need of project

☐ Traffic Signal

Install traffic signal at the intersection

- Traffic signal does not meet any signal warrants
- Would require left turn lanes to operate efficiently which would lead to higher adjacent property impacts than other alternatives
- Traffic signals can reduce angle crashes, but often result in more rear-end type crashes
- Not consistent with existing transportation plans
- Could not be proposed as no warrants were met

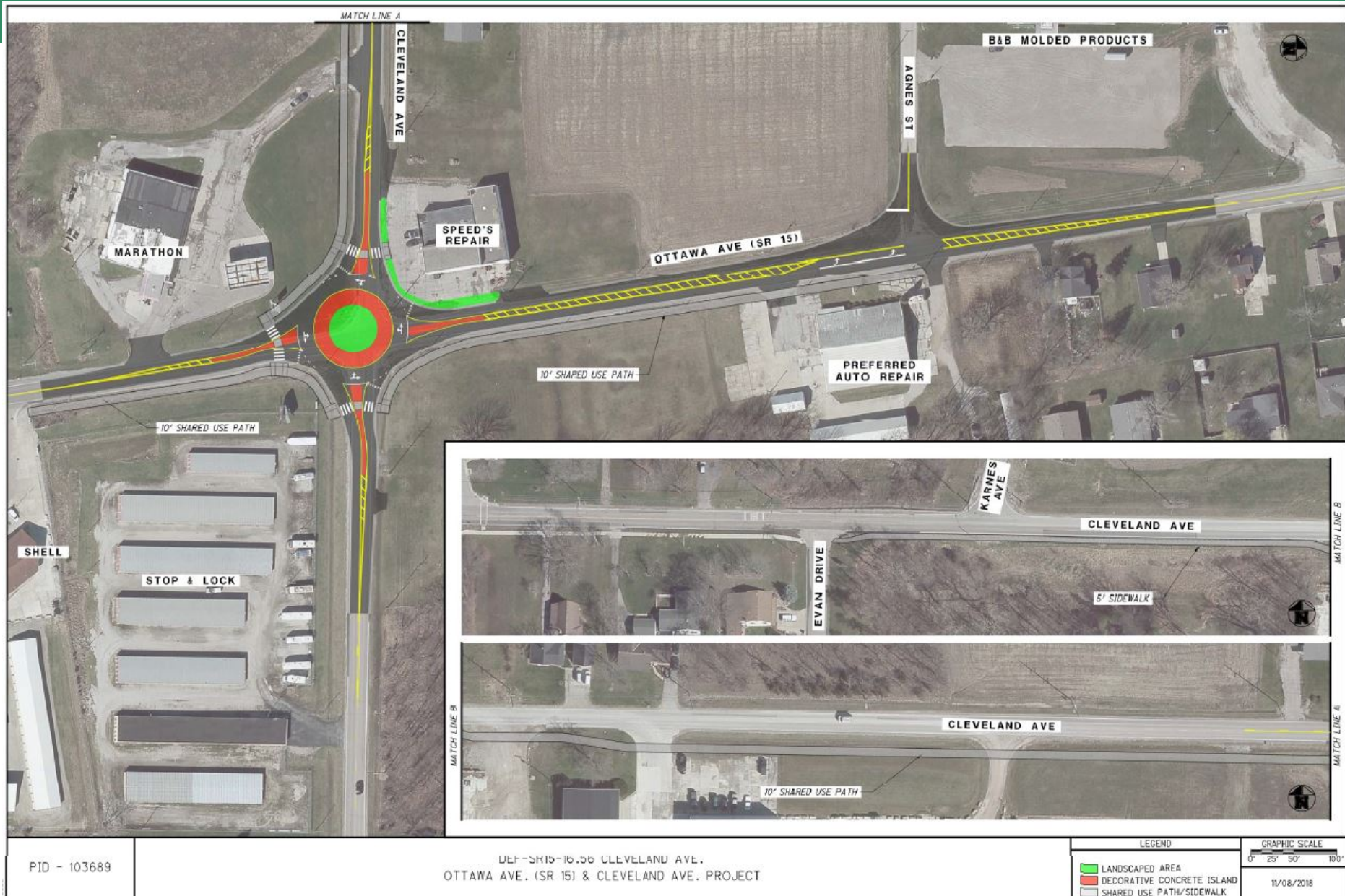
Build Alternatives

❑ Single Lane Roundabout

Construct a single lane roundabout at the intersection of Ottawa Avenue & Cleveland Avenue and construct a northbound left turn lane to Agnes Street.

- Reduces angle and intersection related crashes
- Provides speed change treatment from high speeds to south of intersection to the 35 mph of the urban area
- Provides multi-use path to safely cross pedestrians and bicycles through the intersection and plans for future connections
- Adequately services projected traffic volumes
- Provides improved sight distance and geometrics
- Minimizes impacts to adjacent properties (no relocations)
- Fully satisfies Purpose and Need of project

Planned Improvements



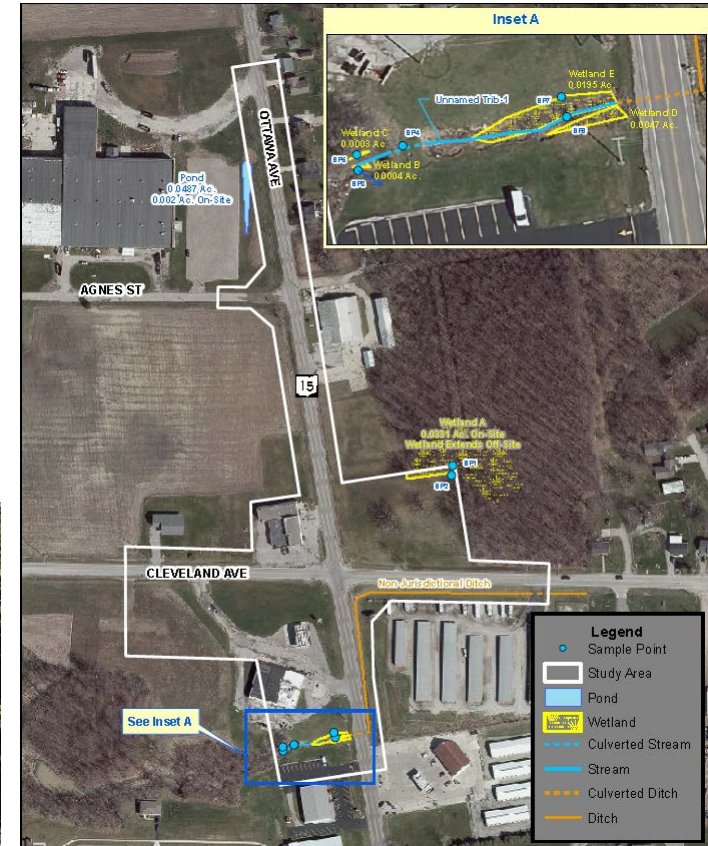
Project Timeframes

SCHEDULE & NEXT STEPS

Safety Study (COMPLETED)	2015 (August)
Safety Program Grant for \$500,000 (AWARDED)	2016 (April)
Feasibility Study (COMPLETED)	2017 (February)
Stakeholder Meeting on Feasibility Study (COMPLETED)	2017 (March)
Small City Program Grant for \$1,100,000 (AWARDED)	2017 (June)
Stakeholder Meeting (COMPLETED)	2018 (August)
Public Meeting	2018 (December)
Stage 1 Design Plans Approval	2019 (January)
Environmental Document Approval	2019 (March)
Stage 3 Design Plans Approval	2019 (July)
Right-of-Way Acquisition Completed	2019 (December)
Design Plan Package Finalized	2020 (January)
Sale of Project / Award of Project	2021 (March / April)
Estimated Begin / End Construction	2021 (June / October)

Environmental Impacts Considered

- ❑ Underserved Populations
- ❑ Property Impacts
- ❑ Ecological Resources
- ❑ Cultural History/Architecture Resources
- ❑ Social and Economic Resources
- ❑ Regulated Materials



Right-of-Way

- ❑ Specific impacts are undetermined at this time until detailed design is progressed further
- ❑ Additional right-of-way will be required. The take areas will be around the Ottawa Avenue and Cleveland Avenue intersection.



Project Funding Awards

State and federal funding secured:

- ❑ \$500,000 from Safety Program Grant
- ❑ \$1.1 Million from Small City Grant
- ❑ \$396,000 from Transportation Alternatives Program (TAP)

Note: The TAP funding award allows for the extension of pedestrian and bicycle facilities westward from the Cleveland & Ottawa intersection to Evan Drive to connect to existing sidewalks.

Next Steps

Next Step Item	Timeframe
End of Public Comment Period	January 18, 2019
Anticipated R/W Acquisition Completion	December 2019
Design Plan Package Finalized	January 2020
Estimated Begin/End Construction	June 2021/October 2021

Your Comments (Written)

- ❑ Tonight

By dropping form in comment box (at Station #4)

- ❑ Mail (postmarked no later than January 18, 2019) to:

Melinda Sprow - City Engineer

City of Defiance

631 Perry Street; Defiance, OH 43512

- ❑ Email (received no later than January 18, 2019) to:

mspro@cityofdefiance.com

Thanks!

Thank You for Attending
Please Provide Your Input!

Visit our Open House Stations for further Input

