NOTES FROM THE TMACOG
SYSTEM PERFORMANCE & MONITORING COMMITTEE MEETING

The meeting was held on September 11, 2017 at 2:00 p.m. in the TMACOG Boardroom, 300 Martin Luther King, Jr. Drive, Suite 300, Toledo OH 43697-9508.

I. **Call to Order** – Chair of the System Performance and Monitoring committee, Andy Langenderfer, called the meeting to order. Attendees included Pete Bick, Brooke Biniker, Jamie Blazeovich, Andy Langenderfer, Gary Stookey, Mike Stormer, Lisa Householder, and Marc VonDeylen.

II. **Functional Classification/NHS changes approved** – Lisa provided an update to the committee that FHWA has approved the revisions to the 2010 functional classification (FC) and National Highway System (NHS) networks. The committee reviewed two maps highlighting these changes (routes that were upgraded or downgraded in classification) and Lisa will update a final version of the map when she receives the necessary GIS files from ODOT.

III. **TMACOG System Preservation list** – Lisa provided a brief update to the committee that she is continuing to update the list of pavements with poor condition ratings (bridges will be reviewed at a future meeting). Since the committee last reviewed the pavement list at the May meeting, she has made changes based on comments from Stephanie (City of Toledo) and Brooke (City of Oregon), and updated ratings in Monroe and Wood counties. She requested Mike (ODOT) and Doug (Lucas County) to provide comments for routes under their jurisdiction. When the 2017 PCR data becomes available in 2018, Lisa will make further updates. In the meantime, she will remove any projects that have been completed through the end of 2017, but provide comment on routes with anticipated repaving/reconstruction for 2018 and beyond. These updated lists will be used in the long range transportation plan.

IV. **Crash diagram review: Broadway from South to Summit** – The committee reviewed the prepared crash diagrams for the section of Broadway Street from South Avenue to Summit Street in the City of Toledo containing 2013-2015 crash data. This section connects south Toledo towards the downtown area and contains several intersections. There were 84 total crashes along this segment. Most of the crash types were Rear End due to following too closely. Some issues to note:

- Many intersections are wide and have an odd geometric shape due to Broadway running in a diagonal fashion (SW to NE).
- 26% of crashes are injury related but there are no fatalities.
- In addition to the Rear End (24) crashes at many intersections, there are also many Angle (20) crashes.
- Several Sideswipe – Passing (12) crashes occur along the segment and at some intersections.
- Nearly 40% of crashes occurred on wet, snow, or icy pavement.
- The intersection of Newton Road had the greatest number of crashes (18) along the entire section. Seven of these crashes are attributed to a driver running the red light.
- Speed may be a factor in this section.

Recommendations made at this time include:

- The City of Toledo is considering a road diet from South Avenue to the Norfolk-Southern railroad bridge (near the I-75 bridge).
- Add backplates and all red clearance interval at intersections, especially Newton Road.

V. **Pedestrian & bicycle crash trends** – This agenda item will be pushed back to the November meeting.

VI. **Other Business**

- The TMACOG Planning Committee discussed roundabouts at a recent meeting. In the future, it is requesting some intersections be evaluated for pre and post roundabout construction crash data. Examples given were SR 64 at Finzel Road, McCord at Hall/Mall, and the (former) 1000 Islands area.

VII. **Next meeting date:** November 6, 2017 at 1:30 p.m. in the TMACOG Boardroom.

VIII. **There was no further business, the meeting was adjourned.**