

## NOTES FROM THE TMACOG SYSTEM PERFORMANCE & MONITORING COMMITTEE MEETING

The meeting was held on March 1, 2021 at 1:30 p.m. via GoToMeeting virtual format.

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- I. Call to Order** – Chair of the System Performance and Monitoring committee, Andy Langenderfer, called the meeting to order. Attendees included Stephanie Bartlett, Pete Bick, Brooke Biniker, Kim Coutcher, Andy Langenderfer, Corrinne Lochtefeld, Babar Stelzer, Gary Stookey, Sandy Wiechman, Natalie Zerucha, Lisa Householder, and Marc VonDeylen.
- II. Railroad Crossing Crash Stats** – TMACOG staff presented data for crashes occurring at rail grade crossings. The analysis was done to coincide with the Rail Grade Crossings safety campaign taking place March 22-April 12, 2021. Since 2016, crashes have declined significantly throughout the region. About 20% of crashes in the ten counties that comprise northwest Ohio involve a train and roadway departure is the greatest contributing factor. Gary noted the crossing of Norfolk-Southern at Wenz Road in the City of Toledo, the site of a fatal crash in 2017, will be getting upgrades to include a median on the road that will prevent vehicles from going around downed gates.
- III. Crash Diagram Review – Main Street/SR 25 at Gypsy Lane Road and at Napoleon Road (City of Bowling Green)** – The committee reviewed the prepared crash diagrams at the two intersections listed above, which are about a mile apart from each other, in the south end of Bowling Green. The period of review was between 2017-2020.
- At Gypsy Lane = There were 75 crashes, including 17 injuries (one serious). Rear end (35) crashes were the largest issue, followed by Angle (18).
    - i. Some issues to note:
      - 1. Nearly half of the crashes were Rear End, as well many Angle crashes occurred at the fast food driveways on the northwest corner.
      - 2. Blockages that occur on the Main SB approach are likely due to protective-permissive left turn signal timings. Corrinne noted all signals along the SR 25 corridor were retimed in July 2020, and Marc noted only four crashes occurred after that time.
      - 3. Some vehicles heading northbound will make U-turns to head southbound in order to arrive at a Wal-Mart driveway.
    - ii. Observations made at this time include:
      - 1. Examine access management, particularly at fast food establishments on northwest corner, such as right-in right-out driveways.
      - 2. Install refuge islands on Main to offset left turns.
  - At Napoleon = There were 51 crashes, including 15 injuries (none serious). Left Turn (17), Rear End (16), and Angle (11) were the most prominent crash types.
    - i. Some issues to note:
      - 1. Not as busy of a commercial area as the previous intersection but there are still many driveways within the review area.
      - 2. The left turns on Main also serve as a through lane, so some crashes involve vehicles merging into the outside lane to avoid queuing up behind someone making a left turn.
      - 3. As stated above, signal timing was redone in July 2020 along the corridor.
    - ii. Observations at this time include:
      - 1. Most expensive option is to increase intersection footprint and install dedicated left turn lanes on Main.
      - 2. Examine possibility of installing overhead signage for lane control.
      - 3. Examine access management, particularly at northeast corner (carryout and bank) and the southern driveway entrance to the shopping plaza at the southwest corner.
- IV. ODOT Updates** – Kim Coutcher from ODOT District 2 presented on updates to the ODOT Safety Program. She ran through some overall updates, such as six of the last seven years have seen an increase in crashes, cars are getting safer as serious injuries are in decline, and pedestrian crashes are rising. Kim

also discussed the safety application process (the next round will occur in Fall 2021) and the three types of applications local governments may apply for, including traditional, systemic, and abbreviated studies. ODOT will have a renewed focus on project delivery and critical safety needs that can be addressed with lower cost projects; as well, applications will have a focus on severity.

**V. Inrix Traffic Signals Scorecard** – Staff reviewed a report recently published by Inrix on the state of traffic signals in the United States. Using GPS data collected from connected vehicle technologies, the report looked at a “typical pandemic week” (October 4-10, 2020) of travel. About two-thirds of all signals in the U.S. were analyzed for this report and a scorecard was provided for each state. On an interactive map (<https://inrix.com/signals-scorecard/map>), users may select a signalized intersection and view the level of service, arrival on green percentage, and peak demand hour for the week. One emerging trend to note with this “new normal” is that midday peak travel times are now exceeding AM peak travel times.

**VI. Miscellaneous Updates**

- **2021 Transportation Summit (March 26, 2021)** – The Transportation Summit will take place virtually on Friday, March 26. Registration for the event will commence in the near future.

**VII. Other Business –**

- Staff mentioned that if anyone is having an issue with the date/time of the committee meetings (first Monday of every odd-numbered month at 1:30 p.m.) to please let Lisa know and we can potentially determine a different time.

**VIII. Next meeting date: May 3, 2021 at 1:30 p.m. (virtual format).**

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