



City of Cincinnati

801 Plum Street
Cincinnati, OH 45202

Agenda - Final

Education, Innovation & Growth Committee

Chairperson Betsy Sundermann
Vice Chair Jan-Michele Lemon Kearney
Councilmember David Mann
Councilmember Wendell Young

Monday, October 4, 2021

11:00 AM

Council Chambers, Room 300

PRESENTATIONS

AGENDA

[202102881](#) PRESENTATION submitted by Paula Boggs Muething, City Manager, dated 10/4/2021, regarding 2200 Block of Harrison Avenue - Crash Data and Recommendations.

Attachments: [Transmittal](#)
[Presentation](#)

ADJOURNMENT

Date: October 4, 2021

To: Members of the Education, Innovation, and Growth Committee 202102881
From: Paula Boggs Muething, City Manager
Subject: Presentation – 2200 Block of Harrison Avenue – Crash Data and Recommendations

Attached is the presentation for the 2200 Block of Harrison Avenue – Crash Data and Recommendations for the Education, Innovation, and Growth Committee.

cc: John S. Brazina, Director
Department of Transportation and Engineering

2200 Block of Harrison Avenue – Crash Data and Recommendations

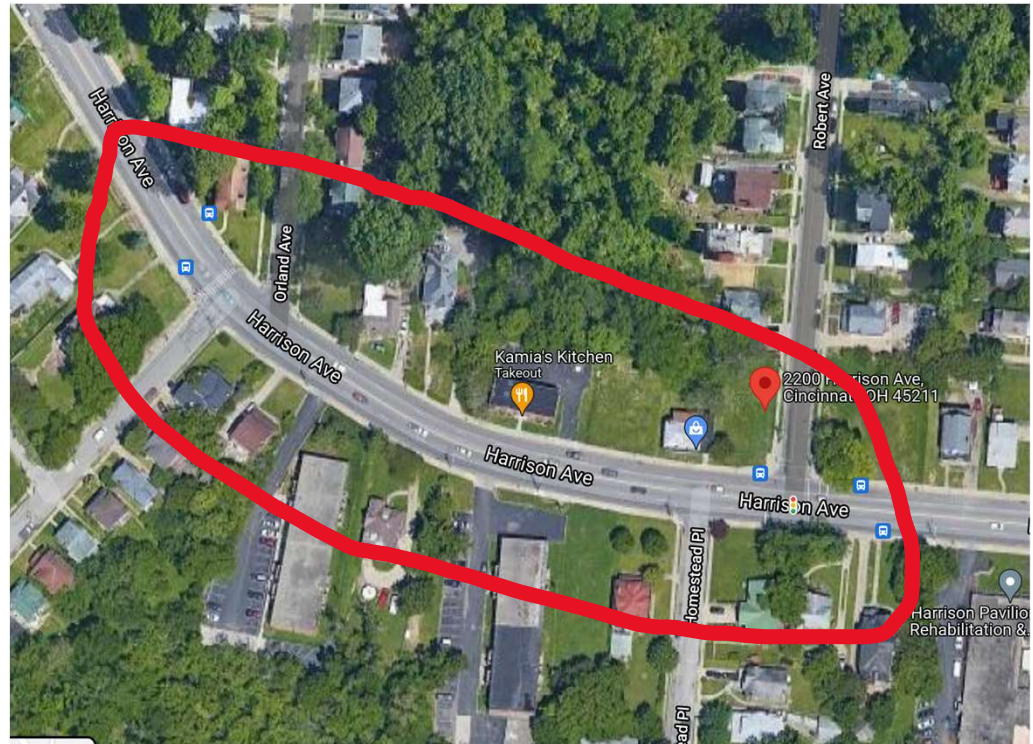
Education, Innovation, and Growth Committee
October 4, 2021

Agenda

- Background
- Crash Statistics by Year
- Summary of Crash Data
- Potential Countermeasures
- Recommended Countermeasures

Background

- Recent crashes in the 2200 block of Harrison Ave between Robert Ave and Orland Ave in the Westwood neighborhood.



Crash Statistics by Year

Year	Total Crashes	Fatalities	Serious Injuries
2017	14	2	2
2018	12	0	0
2019	8	0	0
2020	22	0	0
2021	17	0	0
Grand Total	73	2	2

Crash Statistics by Type: 2017

Total Crashes	Injury Level						
Crash Type	↓	PDO/No Injury	Fatal	Injury Possible	Minor Injury	Su Serious Injury	Grand Total
Sideswipe - Passing		4	0	0	0	0	4
Fixed Object		1	0	0	2	0	3
Rear End		0	0	3	0	0	3
Parked Vehicle		0	0	0	1	0	1
Angle		0	0	0	0	1	1
Head On		0	1	0	0	0	1
Left Turn		0	0	1	0	0	1
Grand Total		5	1	4	3	1	14
Road Condition	↓	Total Crashes	Fatalities	Serious Injuries			
Dry		10	0	0			
Wet		4	2	2			
Grand Total		14	2	2			

- 21% fixed object
- 28% wet weather

Crash Statistics by Type: 2018

Total Crashes	Injury Level			
Crash Type	PDO/No Injury	Injury Possible	Minor Injury	Su Grand Total
Sideswipe - Passing	3	0	0	3
Fixed Object	1	0	2	3
Rear End	1	1	0	2
Angle	0	0	2	2
Right Turn	1	0	0	1
Parked Vehicle	1	0	0	1
Grand Total	7	1	4	12

Road Condition	Total Crashes	Fatalities	Serious Injuries
Dry	6	0	0
Wet	6	0	0
Grand Total	12	0	0

- 25% fixed object
- 50% wet weather

Crash Statistics by Type: 2019

Total Crashes	Injury Level			
Crash Type	PDO/No Injury	Injury Possible	Minor Injury	Su Grand Total
Sideswipe - Passing	1	1	0	2
Parked Vehicle	1	0	0	1
Angle	1	0	0	1
Backing	1	0	0	1
Rear End	1	0	0	1
Fixed Object	1	0	0	1
Head On	0	0	1	1
Grand Total	6	1	1	8

Road Condition	Total Crashes	Fatalities	Serious Injuries
Dry	5	0	0
Wet	3	0	0
Grand Total	8	0	0

- 12% fixed object
- 38% wet weather

Crash Statistics by Type: 2020

Total Crashes	Injury Level ▾			
Crash Type ▾	PDO/No Injury	Injury Possible	Minor Injury	Su Grand Total
Fixed Object	5	0	2	7
Sideswipe - Passing	1	1	2	4
Angle	1	1	2	4
Rear End	1	0	1	2
Head On	0	0	2	2
Right Turn	1	0	0	1
Other Non-Collision	1	0	0	1
Left Turn	1	0	0	1
Grand Total	11	2	9	22
Road Condition ▾	Total Crashes	Fatalities	Serious Injuries	
Dry	7	0	0	
Snow	1	0	0	
Wet	14	0	0	
Grand Total	22	0	0	

- 36% fixed object
- 68% wet weather

Crash Statistics by Type: January - August 2021

Total Crashes	Injury Level			
Crash Type	PDO/No Injury	Injury Possible	Minor Injury	Su Grand Total
Fixed Object	4	1	3	8
Sideswipe - Passing	3	0	0	3
Rear End	2	0	0	2
Left Turn	0	1	1	2
Other Non-Collision	1	0	0	1
Angle	1	0	0	1
Grand Total	11	2	4	17
Road Condition	Total Crashes	Fatalities	Serious Injuries	
Dry	9	0	0	
Slush	1	0	0	
Snow	2	0	0	
Wet	5	0	0	
Grand Total	17	0	0	

- 53% fixed object
- 47% wet weather

Summary of Crash Data

2017 - 2019

- Total crashes: 34
- Fixed object: 20%
- Wet pavement: 38%

2020 - August 2021

- Total crashes: 39
- Fixed object: 38%
- **Wet pavement: 59%**
- **Roadway departure: 56%**

Recent roadway departure crash



Roadway Departure Crashes: 2020 – August 2021

Of the 39 crashes, 22 involved vehicles leaving the roadway:

- 18 were caused by vehicle traveling eastbound (inbound)
 - Six loss of control exiting the left side of the roadway
 - 12 loss of control exiting the right side of the roadway (outside of the curve)
- Four crashes caused by vehicle traveling westbound (outbound)
 - One attempted U-turn
 - One loss of control exiting the right (north) side of the roadway
 - One loss of control exiting the left (south) side of the roadway
 - One sideswipe passing forcing the other vehicle off the roadway
- Eight occurred in daylight hours
- 14 occurred at night

Potential Countermeasures for Roadway Departures

- Signage
- Lighting
- Pavement Markings – Paint
- Raised Pavement Markers
- Guardrail
- Centerline Paddles
- Pavement Grinding
- High Friction Surface Treatment

Recommended Countermeasures

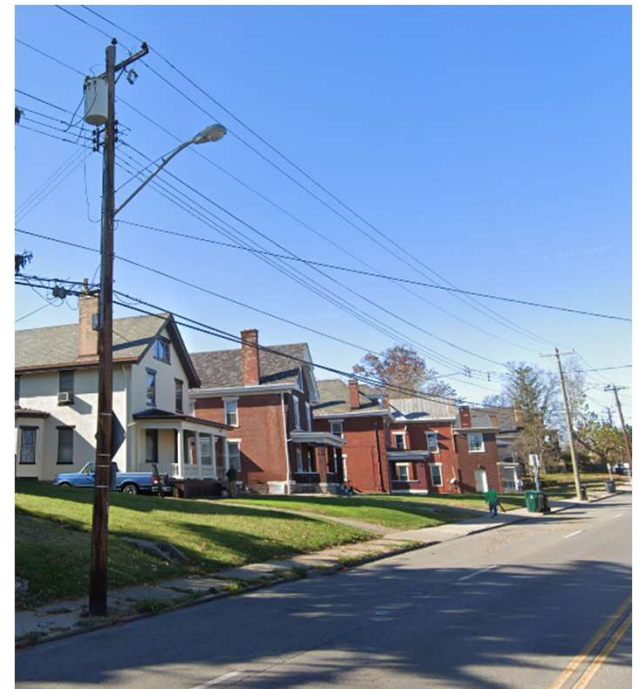
Based on the crash data, the most effective countermeasures would be to focus on improvements for the eastbound (inbound) traffic to prevent or mitigate roadway departure crashes.

- Improved streetlighting
- Upgraded/updated signage
- Pavement markings, including raised markers
- High Friction Surface Treatment

Recommended Countermeasures

1. Improved streetlighting

- Duke Energy recently replaced two utility poles and added one new pole:
 - Streetlights missing on two replacements
 - DOTE has asked Duke to replace both lights
 - DOTE to ask Duke to add new light to new pole
 - Est. cost: \$2000
 - DOTE to use existing funds



Recommended Countermeasures

2. Upgraded/updated signage

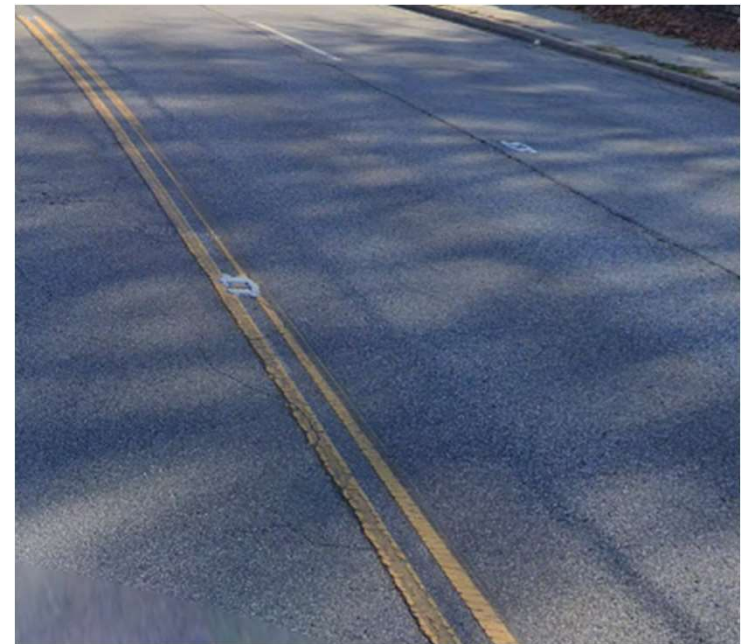
- Some missing signage installed summer 2020
- Additional signage to be installed to help drivers navigate roadway
 - Est. cost: \$1,000
- Replace existing signage with new higher reflective signage:
 - Est. cost: \$1,000
 - DOTE to use existing funds



Recommended Countermeasures

3. Pavement Markings

- Existing markings in average to good condition
- Restriping would improve visibility
 - Est. cost: \$15,000
- Raised Pavement Markings (RPMs)
 - Increase visibility at night/in wet weather
 - Replace reflectors in the existing RPMs
 - Est. cost: \$50,000
- Additional funding needed



Recommended Countermeasures

4. High Friction Surface Treatment

- Topcoat with rougher texture/better traction
- Most effective countermeasure for locations with lots of wet pavement crashes
 - Est. cost: \$300,000
 - Earliest installation: June 2022
- Additional funding needed



Questions?