

Reservoir Road Corridor Study Summary Sheet

A corridor study was conducted over a 6.5 miles of Reservoir Road, from Dewey Street in Lima to Rumbaugh Road In Jackson Township, intersecting with 21 north/south roads.

During the study period of 2005-2007 there were a total of 127 crashes, excluding 27 animal and alcohol related crashes. Injuries resulted from 40 of those crashes while one resulted in a fatality. Two-thirds of the crashes were intersection related, while 44 were mid-block crashes. Six intersections along the corridor were identified as either high hazard intersections or had significant traffic volumes; these include, Bryn Mawr Avenue as well as Roush, Mumaugh, Thayer, Cool, and Rumbaugh roads.

For problem identification purposes, crash rates are calculated for intersections and corridor segments based on the number of crashes, crash severity, and traffic volume. The following problems were identified:

- Five intersections had crash rates greater than 1.0 / Million Entering Vehicles (MEV);
- Equivalent Property Damage Only (EPDO) rate ranged from 19.0—116.1, with two intersections exceeding the problem identification threshold of 71.5;
- Two intersections exceeded the problem identification threshold of 10.8 EPDO/MEV;
- Eight corridor segments had crash rates that ranged from 2.75—9.64 per million vehicle miles (MVM);
- EPDO rates ranged from 89.50—175.64, with a problem identification thresholds of 248.8; and
- EPDO per MVM ranged from 6.49—60.44; with a problem identification threshold of 65.6.

To increase safety, suggested improvements within the corridor include:

- Replace, relocate, or install new signs to meet OMUTCD requirements;
- Consider reduced speed limits on selected segments;
- Conduct selective speed enforcement;
- Evaluate pavement friction factors; and
- Realign the intersection of Reservoir and Cool roads.

The costs of all suggested improvements along the corridor were estimated at \$621,000, which includes low cost improvements of \$21,000 and \$600,000 for major intersection and pavement improvements. The expected annual benefit resulting from reduced crashes and injuries were \$475,409. Using a conservative assumption of 0% growth in traffic volume over the next 20 years, the payback period is just 16 months. While, the low cost improvements have a payback period of less than one month.

The Reservoir Road Corridor Study is available for comment online
at the LACRPC website – www.lacrpc.com
click on the “What’s New” icon and then the link “Reservoir Road Corridor Study”
or visit the LACRPC at 130 W. North Street, Lima
weekdays between 8:00 a.m. and 5:00 p.m., or call 419-228-1836.