

Old Orchard Neighborhoods Association

Recap City of Toledo Public Meeting about Secor Rd Project

May 26, 2016

City of Toledo Engineers presented a brief overview of current conditions and proposed improvements of Secor Rd. between Bancroft and Markway. The majority of the meeting was devoted to Q&A.

Attendance: Estimated 100

Safety:

- Two of 100 highest accident intersections in Toledo – Secor/Kenwood (#12); Secor/Bancroft/Indian Rd (#18).
- Need to slow down traffic at intersections
- Current lane widths on Secor are 9 feet wide – substandard, illegal
- Pavement is in terrible condition
- High number “sideswipe accidents” due to narrow lanes

Project application:

- Incorporates high priority safety design concepts.
- Projected budget: \$11.3 million. 80% federal, 20% local/state.
- Required federal grant safety elements: 1.) Roundabout at Secor/Kenwood intersection and Secor/Bancroft/Indian Rd intersection; 2.) Substantial widening of driving lanes to 12 feet; 3.) Improve pavement condition (includes underground sewers, waterlines, etc.; 4.) Decrease pollution
- Ottawa Hills Village Council passed a resolution to fund, with the City of Toledo, the required local portion of this federal project in July 2015.
- Proposed concept includes four 12 ft wide lanes; middle turn lane 10 feet wide 2 lane roundabout at Secor/Kenwood intersection and Secor/Bancroft/Indian Rd intersection; sidewalk on both sides (currently sidewalk only on east (Toledo) side) with potential bike path. Funding is not dependent on 12 foot lanes.
- Data shows that roundabouts and wider lanes reduce fatalities by 90%; reduce injury accidents by 70% and increase overall safety by 30%
- Roundabouts are required for federal funding due high accident data. The City does not have funds to upgrade or even resurface the roads.
- Roundabouts reduce accidents, slows down traffic (difficult to speed through), reduce emissions because stop/go traffic is reduced, drivers need only to look left when entering roundabout, pedestrians have only one or two lanes to cross at a time with a center area to pause; although initial cost is high, over time there is lower maintenance with no traffic signals.
- Concept #2: 2 lanes each way with middle turn lane.
- Concept #3: Shift road 5 feet west with median and turn lane.
- 12-13 houses on Ottawa Hills side would have to go.
- A consultant is doing a traffic study of this corridor and intersections to recommend safest design to be completed fall 2016.
- Timeline: 2019 – Purchase rights of way; 2020 – Utility work; 2021 – Build roadway; 2021 – Complete project.

- This proposed concept design is the most expensive option because it is not possible to upgrade and increase funding later.

Some audience comments: (Note: It was extremely difficult to hear many questions and answers due to poor acoustics and loud, rude comments from audience members while others were speaking)

- Several people said that Secor Rd. should be narrowed down to one lane each way with a middle turn lane, not 5 lanes. No homes would be lost because it is believed that the road would not have to be widened. (It is not confirmed if this would be accurate).
- Several said they don't want roundabouts.
- An Ottawa Hills Council member stated that tearing down 12-13 houses would cost the Village \$75,000/year in lost property tax revenue. He stated that unless Toledo would pay Ottawa Hills \$75,000 each year, or give Ottawa Hills enough contiguous property to replace the homes being torn down, he would vote against the proposal.
- Several audience members stated that they did not want to lose their homes for the widening of Secor.
- One person said that this design is opposite the "traffic calming" mentioned by Dysard; he also said that all anyone has to do is to look at Secor north of Central to see what this 5 lane road would be like.
- One person who lives on Secor Rd said that no one uses the sidewalk, so it could be turned into a bike path or combination sidewalk/bike path.