

Why is safety a concern?

Several portions of the Detroit Road corridor, including all of the major intersections within the study area, have been included on ODOT's high crash listings:

2005 HSP High Crash Location Listing:

- I-90/Crocker interchange (Ranked #337)
- I-90/Columbia interchange (ranked #604)
- SLM 3.22 to SLM 3.72 (in the vicinity of Columbia) (Ranked #744)
- Detroit/Crocker intersection (Ranked #813)
- SLM 0.35 to SLM 0.85 (in the vicinity of Bradley) (Ranked #829)
- Detroit/Clague intersection (Ranked #1179)
- Detroit/Dover Center intersection (Ranked #1590)
- Detroit/Bradley intersection (Ranked #1708)

City of Westlake Crash Listings

In October 2006, the Westlake Police Department provided updated accident counts for the years covering 2003-2005. The results of that analysis are summarized below.

Westlake Ranking of Intersection Crashes (2003-2005)

Intersection	Rank	Total Crashes
Detroit/ Crocker	1	88
Detroit/Columbia	2	70
Detroit/ Dover Center	3	51
Center Ridge/ Canterbury	4	43
Crocker/I-90 WB Exit	5	39
Center Ridge/Columbia	6	36
Center Ridge/Dover Center	7	34
Columbia /Hilliard	8	32
Detroit/Clague	9	31
Columbia/I-90 WB Exit	10	30

Why is Current and Planned Growth a concern?

The City of Westlake has experienced significant economic development in recent years. The addition of developments such as Crocker Park, Corporate College, and others has increased traffic in the City as a whole. Detroit Road, a major east-west thoroughfare in Westlake, will continue to see large amounts of traffic from the existing and future developments in the city. Certified traffic projections show traffic volumes increasing in the future. The number of rear end, angle and sideswipe crashes is likely to increase along with congestion if improvements are not made. Traffic flow and safety must be improved in order to support existing developments and continue to encourage new development within the area.

How can I submit a comment about the Detroit Road Corridor Study?

There are three ways to submit a comment:

- Fill out the included comment sheet and drop it in the comment box.
- Mail your comments to:

HNTB Ohio, Inc.
Attn: Jon Lorincz
1100 Superior Ave., Ste. 1330
Cleveland, Ohio 44114
- Email your comments to jlorincz@hntb.com

Please send your comments by May 6, 2008. Comments received after that date may not be addressed.

What's next?

Phase I construction will begin in 2010. This phase includes improvements at the intersection of Detroit Road and Dover Center Road.



Detroit Road (State Route 254) Corridor Study

Public Involvement Meeting

Thursday, April 24, 2008



Welcome

Welcome to the public meeting for the Detroit Road Corridor Study. This handout answers some key questions about the study and why we are meeting tonight. I encourage you to read through it, ask us questions, and comment on the material presented. Thank you for attending tonight's meeting, and I look forward to working with you to improve the safety and efficiency of Detroit Road.

Robert Kelly, PE
City of Westlake Director of Engineering

Why study Detroit Road Corridor?

Detroit Road is an important part of both the local and regional highway system. The portion of Detroit Road under study is located between Bradley Road and Clague Road. Within the study area, crash rates exceed the statewide average for similar facilities. In fact, 4 of the top 10 highest ranked intersections within the city in terms of total number of crashes are located within the study area. In addition, six intersections are projected to experience unacceptable levels of traffic congestion by 2032. As congestion and related safety problems increase, development along the corridor and access to developments citywide could be negatively affected. Providing safe and efficient traffic operations along Detroit – both today and in the future - is crucial to sustaining locally approved and adopted growth initiatives.

What is the purpose of tonight's public meeting?

The purpose of tonight's meeting is to present the preferred alternative for the study area and to gather your opinion. The alternative presented tonight has been developed and refined to address the goals of the study.

What are the study goals?

The following are the study goals for improvements recommended for the Detroit Road Corridor Study:

- Improve traffic flow and level of service
- Improve safety
- Support current and planned growth strategies

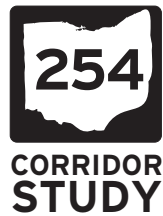
Why is congestion a concern?

Traffic flow is generally measured by assigning a level of service (LOS) to each intersection and road section along a route. Level of service values range from LOS A to LOS F. LOS A describes excellent traffic flow. LOS F describes very congested conditions.

Today, intersections along Detroit Road are congested especially during the evening rush hour. It is typical to design for acceptable traffic operations at least 20 years beyond opening day. Future traffic projections developed for year 2032 indicate that without improvements, several intersections within the study area will fail.

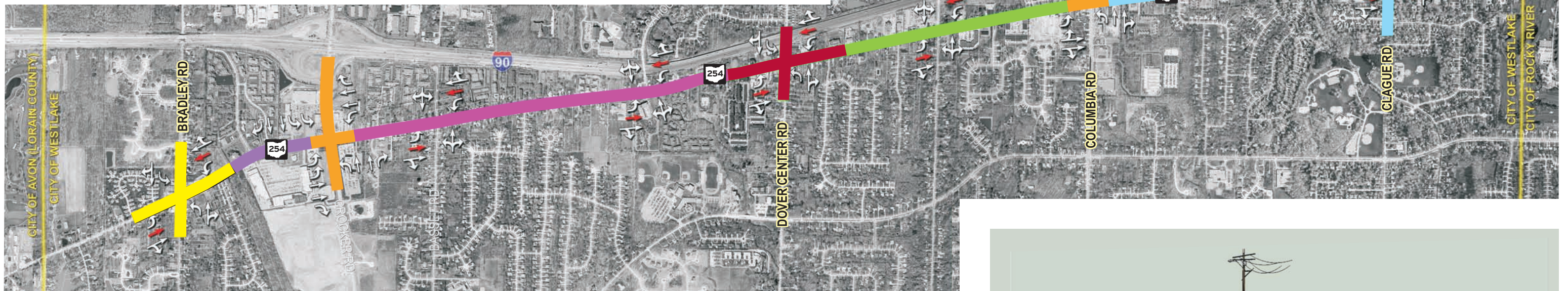
Existing (2005) and Future (2032) LOS

Intersection	Existing LOS (2005)		Future LOS (2032)	
	AM Peak	PM Peak	AM Peak	PM Peak
Bradley Rd	C	D	C	F
Cedarwood Dr	B	C	D	B
Kmart Dr	C	C	C	C
Crocker Rd	C	D	C	F
Bassett Rd	B	B	B	C
Cahoon Rd	C	D	C	E
Dover Center Rd	C	D	D	F
Canterbury Rd	C	C	D	D
Columbia Rd (SR 252)	D	E	E	F
Clague Rd	C	D	C	F



DETROIT ROAD (SR 254) CORRIDOR STUDY

THE CITY OF WESTLAKE, CUYAHOGA COUNTY, OHIO



LEGEND

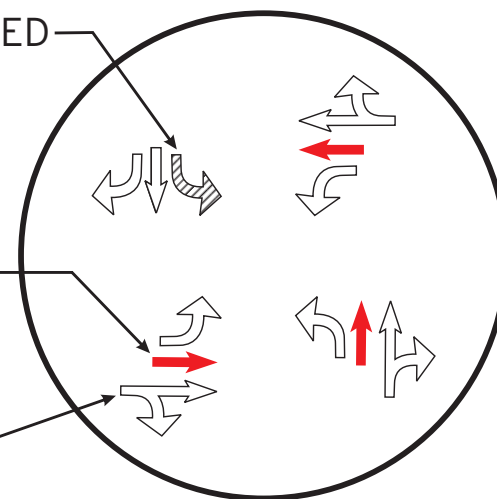
- PROJECT 1 (\$3.1M)
- PROJECT 2 (\$3.8M)
- PROJECT 3 (\$13.2M)
- PROJECT 4 (\$18.1M)
- PROJECT 5 (\$14.1M)
- POSSIBLE FUTURE PROJECTS TO BE COMPLETED WITH INTERCHANGE STUDIES
- PREVIOUS ROADWAY IMPROVEMENT

TURNING MOVEMENTS

ADDITIONAL STORAGE REQUIRED

PROPOSED LANE ADDITION

EXISTING LANE USE



PROPOSED ROADWAY

