

The logo for the City of Cincinnati, featuring the words "city of" in a small, lowercase sans-serif font above the word "CINCINNATI" in a larger, uppercase sans-serif font. The background consists of several overlapping, curved shapes in shades of blue and green, creating a dynamic, abstract design.

city of
CINCINNATI

Warsaw Ave Safety Improvements
Price Hill Stakeholder Meeting

10/22/2020

Warsaw Ave Safety Improvements

- ODOT Study Results: Warsaw Ave – Glenway Ave to Grand Ave
 - Crash Analysis
 - 376 crashes occurred from 2016-2018
 - 2 (0.5%) fatal crashes (both involved a pedestrian)
 - 111 (29.5%) crashes resulted in injury
 - Highest concentration of crashes was at Glenway Ave, Quebec Rd, Seton Ave, and Warsaw Ave with a total of 79 (21%) crashes
 - Next highest concentration of crashes was at Warsaw Ave and Grand Ave with 36 (9.5%) crashes
 - 182 (48.4%) of the crashes were not at an intersection. The greatest concentration of crashes was between St. Lawrence Ave and Considine Ave.
 - There was a total of 21 pedestrian crashes which consisted of 2 fatality crashes and 18 injury crashes.

Warsaw Ave Safety Improvements

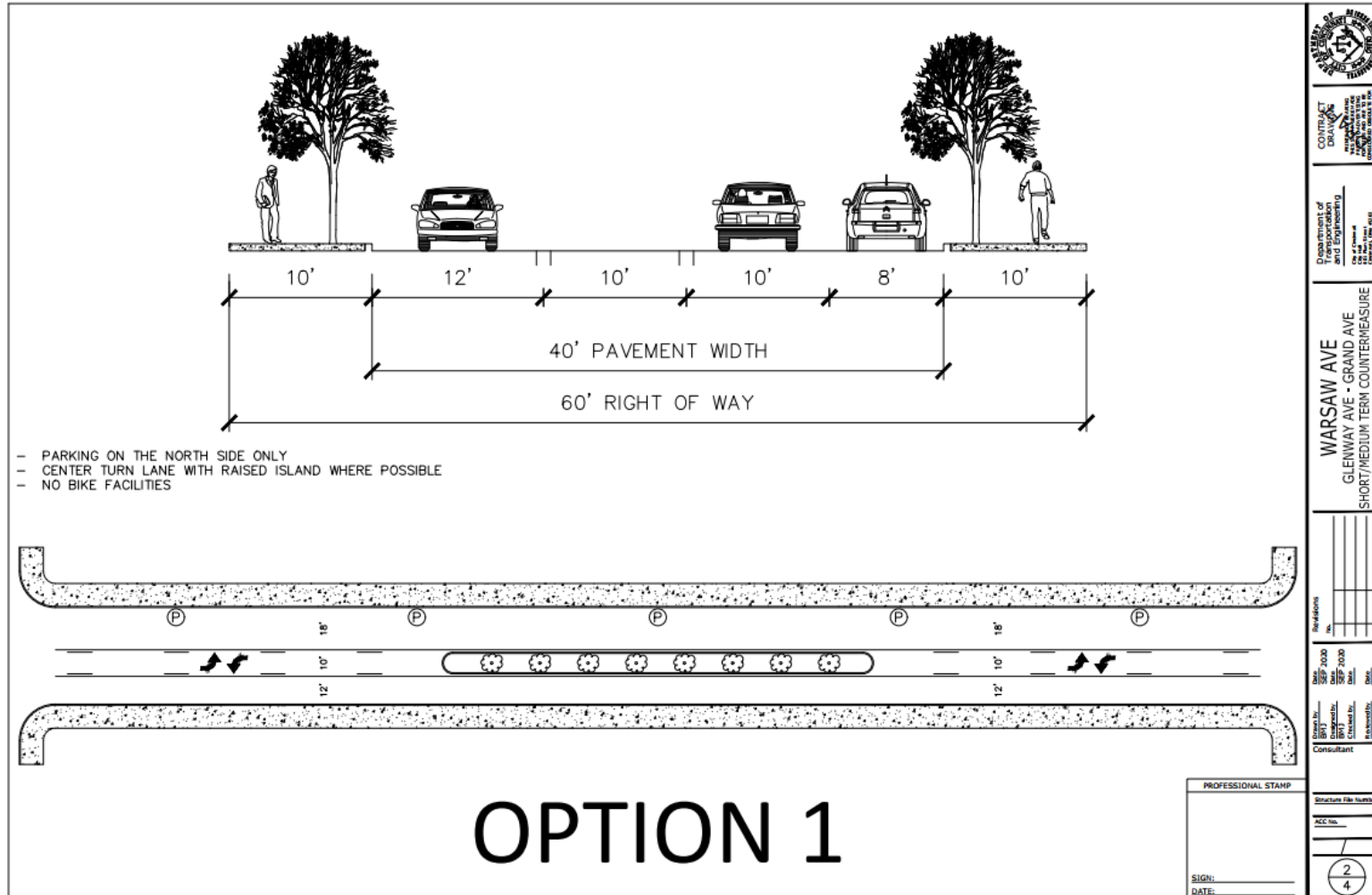
- Crash Pattern & Contributing Factors
 - Glenway Ave, Quebec Rd, Seton Ave, and Warsaw Ave:
 - The crash patterns are related to the non-standard traffic paths and configurations. The three pedestrian crashes can be contributed to the unusual vehicular paths and the high amount of pedestrian traffic.
 - St Lawrence Ave, Enright Ave, and Warsaw Ave:
 - The intersection traffic pattern/signal phasing is the main contributing factor to the intersection crashes. The adjacent mid-block pedestrian crashes may be related to long wait times for pedestrian crossings.
 - Warsaw Ave – McPherson Ave to Considine Ave:
 - More than 50% (11) of the pedestrian crashes occurred in this 0.4-mile section. Pedestrian crashes were in crosswalks and at unprotected midblock locations. Vehicular speed, lack of driver attention, and high pedestrian volumes appear to be contributing factors.

Warsaw Ave Safety Improvements

- Crash Pattern & Contributing Factors
 - Grand Ave and Warsaw Ave:
 - Crashes at this intersection consisted mostly of angle/left turn collisions. There were two pedestrian crashes within the marked crosswalks. Turning movements are higher here than other intersections.
- ODOT Study Recommended Countermeasures
 - Road Diet: convert 4-lane cross section to 3-lane cross section with center turn lane
 - Install curb bump-outs and refuge islands
 - Improve crosswalk visibility with signage, pavement markings, and/or RRFB (rectangular rapid flashing beacons)
 - Remove Seton Ave approach and adjust signal timing (Option A)
 - Realign Warsaw Ave approach to line up with Quebec Rd (Option B & C)

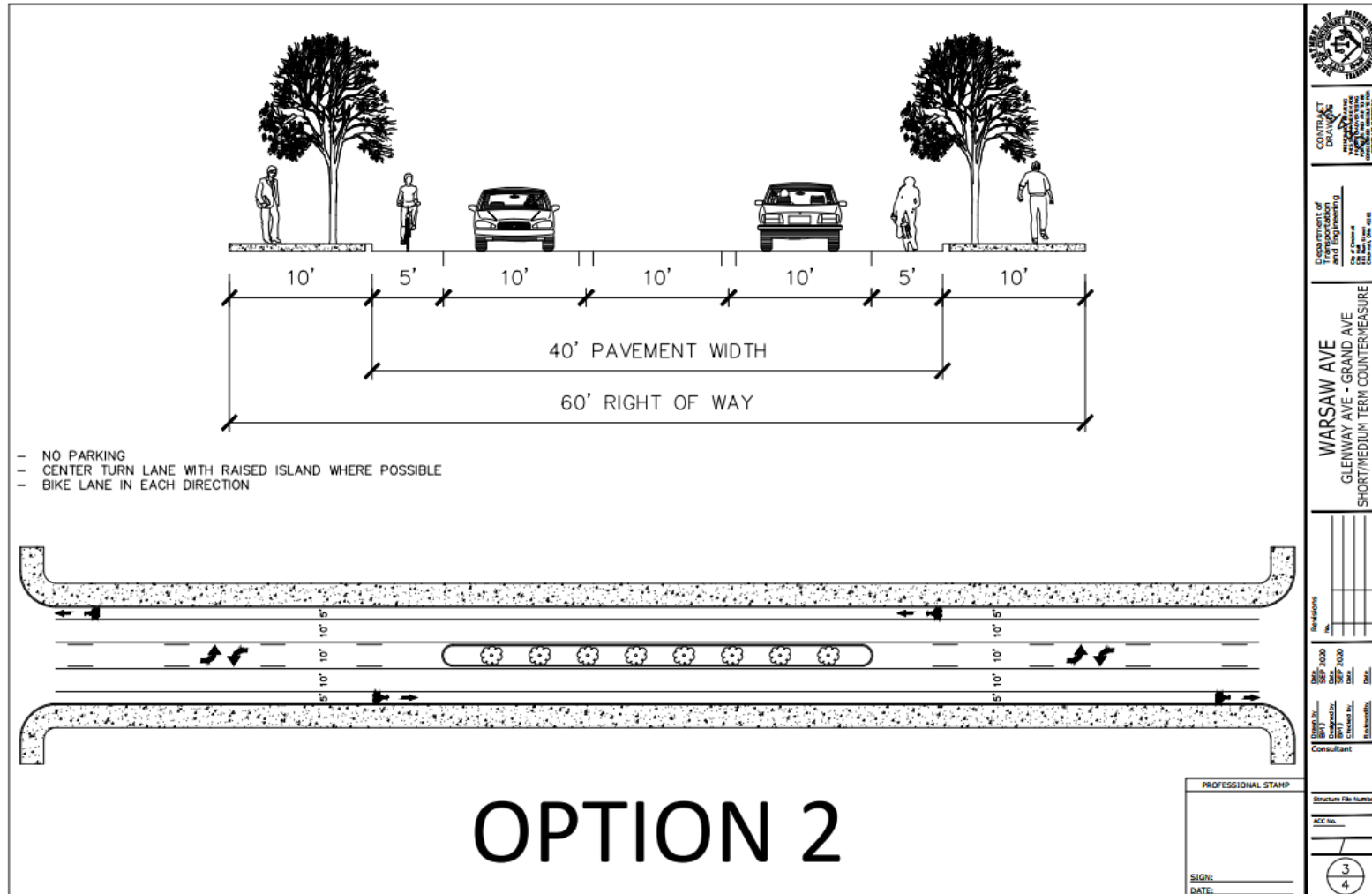
Warsaw Ave Safety Improvements

- Warsaw Options



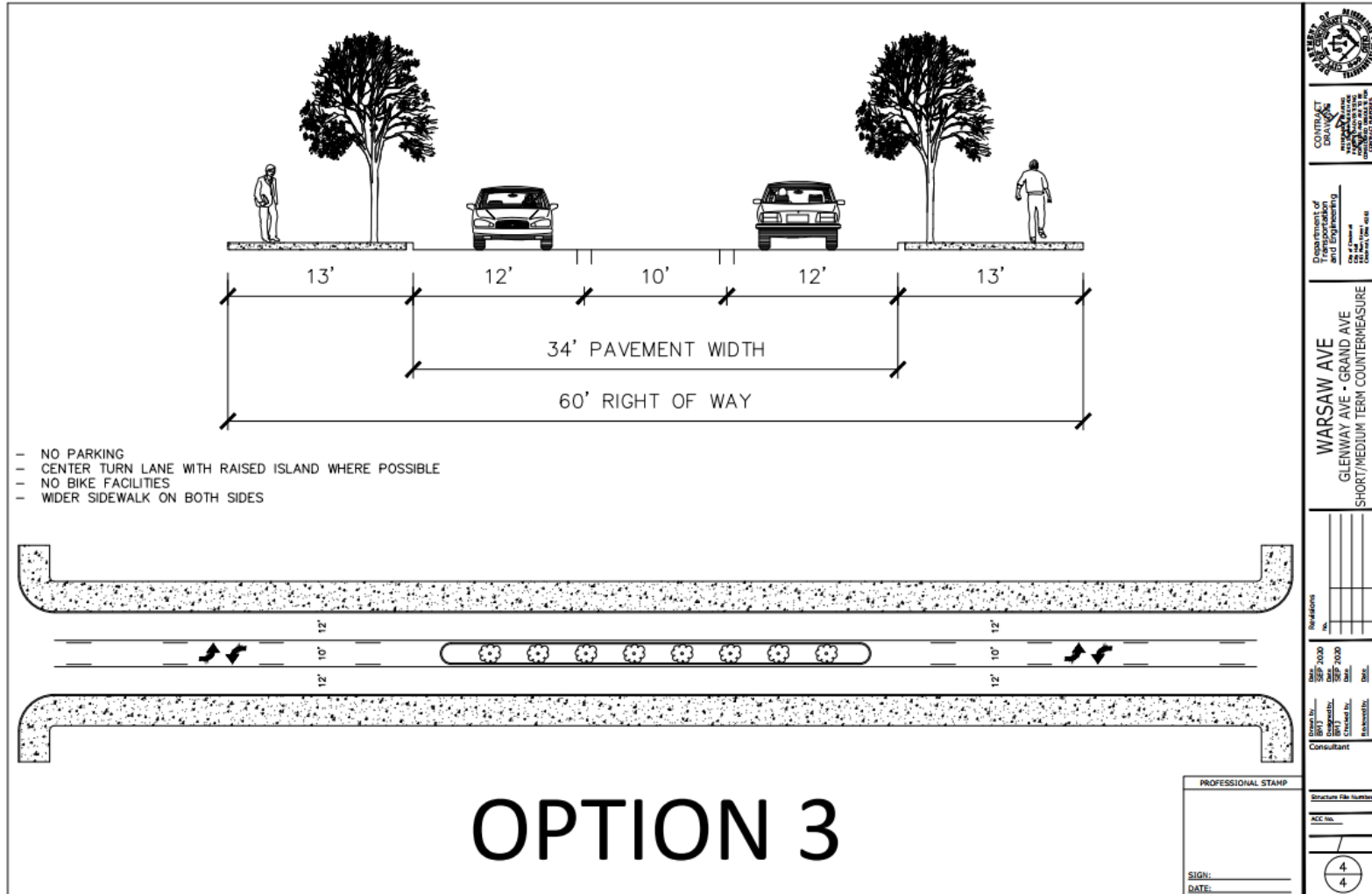
Warsaw Ave Safety Improvements

- Warsaw Options



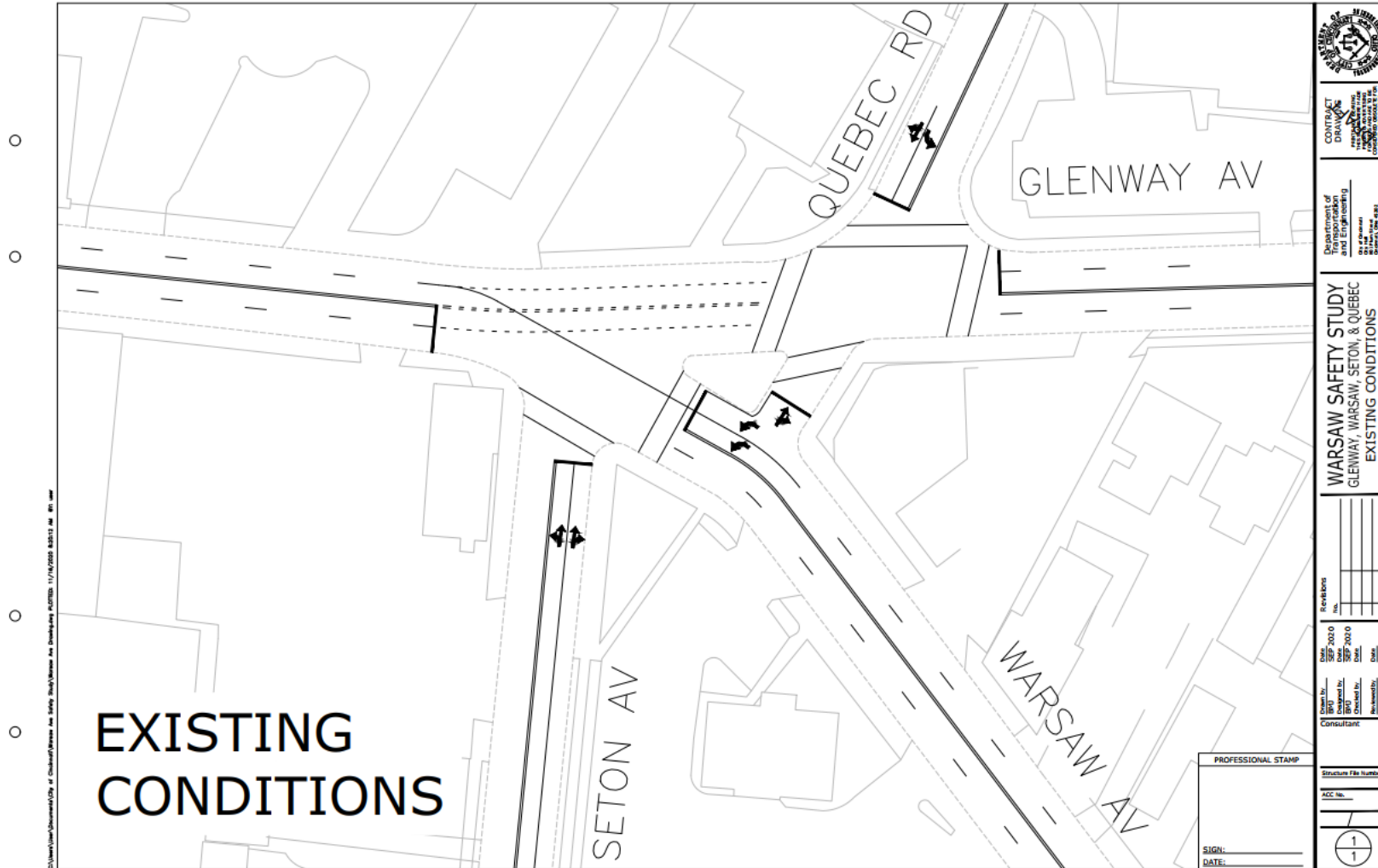
Warsaw Ave Safety Improvements

- Warsaw Options



Warsaw Ave Safety Improvements

- Intersection Options



Warsaw Ave Safety Improvements

- Intersection Options



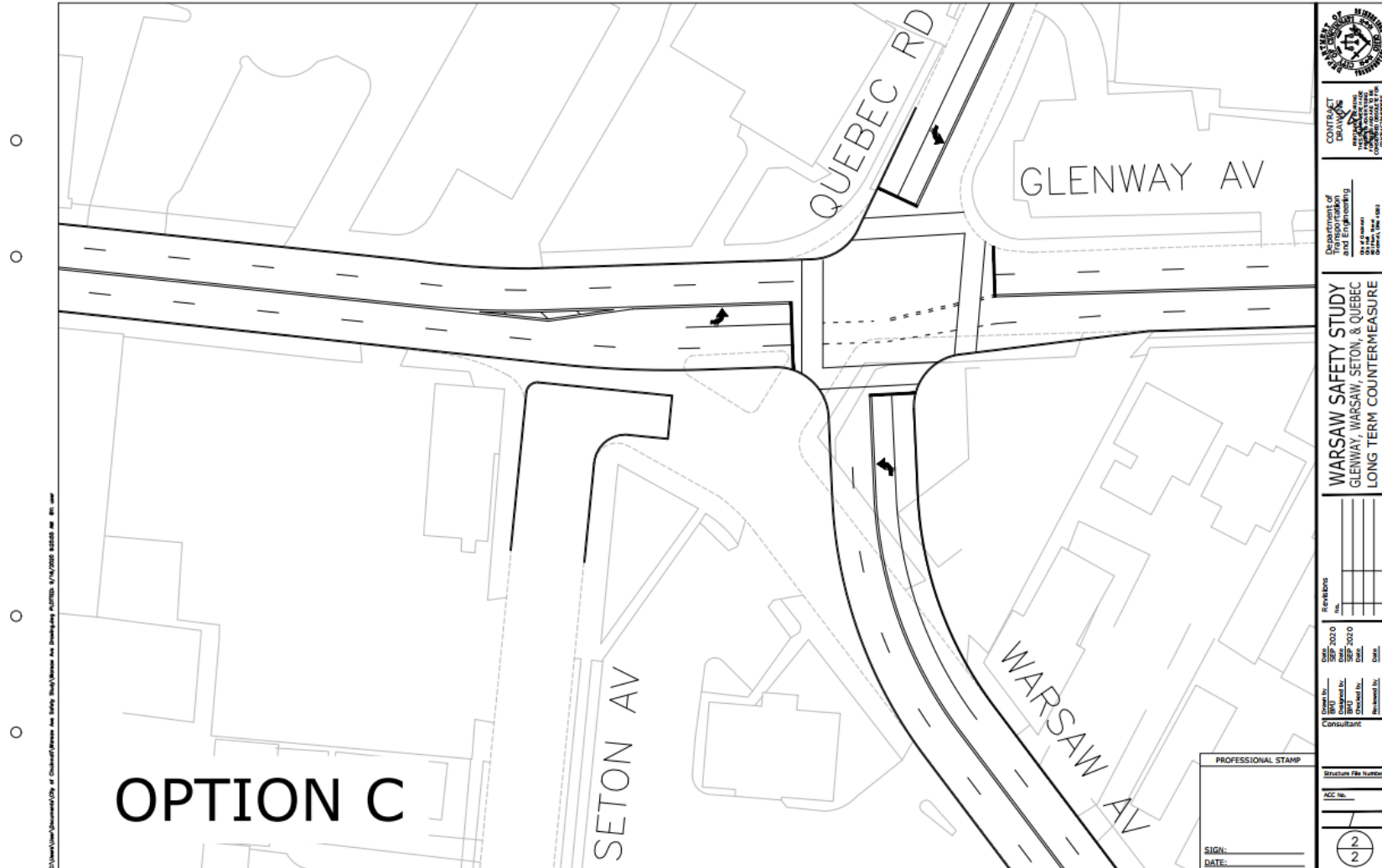
Warsaw Ave Safety Improvements

- Intersection Options



Warsaw Ave Safety Improvements

- Intersection Options



Warsaw Ave Safety Improvements

- Website Link

<https://www.cincinnati-oh.gov/dote/dote-projects/warsaw-ave-safety-project/>