

TITLE

AN ORDINANCE FOR THE PURPOSE OF REPEALING AND REPLACING ORDINANCE 13052/2021, AND AMENDING THE TRAFFIC CONTROL MAP AND FILE ESTABLISHED BY SECTIONS 307.01 AND 307.02 OF THE TRAFFIC CODE OF THE CODIFIED ORDINANCES OF THE CITY OF WARREN BY INCORPORATING THE TRAFFIC COMMISSION'S RECOMMENDATIONS IN ATTACHED "EXHIBIT A", AND DECLARING AN EMERGENCY.

ORDINANCE NO. 13093/2022

WHEREAS, recommendations have been made to the City of Warren by the Traffic Commission, and

WHEREAS, all recommendations by the Traffic Commission are found in the Minutes for the open meeting held on July 27, 2021, herein attached and known as "EXHIBIT A", and

WHEREAS, it is the belief of the City of Warren that the recommended changes in the below sections warrant immediate amendments to the Traffic Control Map and File established by Sections 307.01 and 307.02 of the Traffic Code of the Codified Ordinances of the City of Warren for better flow of traffic and the safety of residents;
NOW THEREFORE

BE IT ORDAINED by the Council of the City of Warren, State of Ohio:

Section 1: That the Traffic Control Map and File established by Sections 307.01 and 307.02 of the Traffic Code of the Codified Ordinances of the City of Warren be, and are hereby, amended as follows:

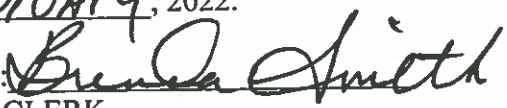
- (a) By the removal of a stop sign on Loveless Avenue at the intersection of Loveless Avenue and Victoria Street, thereby making the intersection a one-way stop
- (b) By the removal of two stop signs on Hazelwood at the intersection of Hazelwood Avenue and Belle Street, thereby making the intersection a two-way stop
- (c) By widening the entirety of North Feederle Drive and South Feederle Drive from eighteen feet to twenty-four feet in the main site owned by Trumbull Metropolitan Housing Authority
- (d) By designating North Feederle Drive a one-way street with the traffic pattern going from westbound to eastbound only
- (e) By designating South Feederle Drive a one-way street with the traffic pattern going from eastbound to westbound only
- (f) By allowing on street parking on North Feederle Drive and South Feederle Drive
- (g) By widening the streets in the sub-site owned by Trumbull Metropolitan Housing Authority bounded by Transylvania Street, Roman Street, East Thomas Road, and Carolina Avenue from eighteen feet to twenty-four feet
- (h) By allowing the Trumbull County Engineer's Office and the Ohio Department of Transportation to undertake a traffic speed study on the portion of Griswold Street located within the City of Warren

- (i) By virtue of the provisions of Sec. 4511.21, Revised Code of Ohio, the Director of Transportation is hereby requested to review the traffic speed study and to determine and declare a reasonable and safe prima facie speed limit on Griswold Street between Bronze Road (T.H. 55) and Dietz Road (C.H. 145).
- (j) By reducing the speed limit of fifty-five (55) miles per hour to forty (40) miles per hour on the portion of Griswold Street between Bronze Road (T.H. 55) and Dietz Road (C.H. 145), per Ohio Department of Transportation speed zone evaluation sheet in attached "Exhibit B".
- (k) That when the City of Warren is advised that the Director of Transportation has determined and declared a reasonable and safe speed limit on the section of road described in Section 1(j) hereof, standard signs, properly posted and giving notice thereof will be erected

Section 2: That this Ordinance is hereby decaled to be an emergency measure necessary for the immediate preservation of the public peace, health, welfare and safety, and for the further reason that the public's safe and orderly use of the streets in question should be provided for at the earliest possible time and without undue delay. WHEREFORE, this Ordinance shall go into immediate effect.

Passed in Council this 9TH day of FEBRUARY, 2022.

SIGNED: 
PRESIDENT OF COUNCIL

ATTEST: 
CLERK

FILED WITH THE MAYOR: 2/10/2022

DATE APPROVED: 2-10-22


MAYOR, CITY OF WARREN, OHIO



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City of Warren

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William Douglas Franklin
Mayor

Eddie L. Colbert
Director of Service-Safety

Exhibit A to
Draft No. 0218

MEMORANDUM

To: City of Warren, Ohio Law Department
From: Eddie L. Colbert, Director of Public Safety & Service
Date: September 15, 2021
Re: Traffic Commission Actions

Traffic Commission Meeting dated July 27, 2021

On Tuesday, July 27, 2021, the Warren City Traffic Commission convened. Present at the meeting were Director of Public Service & Safety Eddie Colbert, Law Director Enzo Cantalamessa, Warren Police Department Division Representative Zachary Jones, Traffic & Safety Committee Chair Councilman Greg Greathouse, Fire Chief Kenneth Nussle, and Engineering Director Paul Makosky, and resident member Ms. Erica Royster.

The following actions were undertaken:

1. Commission undertook discussion of the removal of stop signs on Loveless Avenue and Hazelwood Avenue. The stop sign on Loveless Avenue at the intersection of Loveless Avenue and Victoria Street would be removed, and the stop signs on Victoria Street would be retained, creating a one-way stop. The stop signs on Hazelwood Avenue at the intersection of Hazelwood Avenue and Belle Street would be removed, and the stop signs on Belle Street would be retained, creating a two-way stop. The two intersections were accidentally omitted from the 2020 Traffic Control Warrant Study. Per the recommendation of Burgess & Niple's further study in March 2021, it is advised that the stop signs be removed. Upon recommendation from Engineering Director Makosky, and after affirmation from the Fire Chief that there appeared to be no safety concerns for emergency vehicles or personnel if the stop signs were removed, motion was made by Law Director Cantalamessa and seconded by Engineering Director Makosky to vote for approval. Commission voted unanimously in the affirmative.
2. Commission then undertook discussion of several proposals by Trumbull Metropolitan Housing Authority (TMHA). TMHA requested approval of street widening from eighteen feet to twenty-four feet and a change of traffic flow to one-way only at the North Feederle and S. Feederle main site complex, street widening from eighteen feet to twenty-four feet at the sub-site complex (bounded by Transylvania Street, Roman Street, E. Thomas Road, and Carolina Avenue), and allowance of street parking, which is currently against City Ordinance. TMHA representative Jeff Siwec, and a representative from their engineering firm, Dennis Stoffer of Spagnolo & Associates, LLC were present and sworn in to answer questions from the Traffic Commission. Mr. Siwec gave testimony to the members that current street parking occurrences at both sites

created hazardous driving conditions for safety and service personnel, including snow plow drivers. Mr. Siwec also advised the members that the street widening project was the first investment of several in these locations, which will also include utility line upgrades and living structure improvements. Several questions posed by Commission members to TMHA and Spagnolo, and a lengthy discussion followed among the Commission members. After confirmation by Traffic Division Representative Jones and Chief Nussle that changing the flow of traffic from two-way to one-way would not impede emergency personnel, motion was made by Traffic Division Representative Jones and seconded by Law Director Cantalamessa to vote for approval. Commission voted unanimously in the affirmative.

3. Commission undertook discussion of a recommendation by the Engineering, Planning & Building Department for Commission approval of a speed limit study to be conducted by the Trumbull County Engineer's Office and Ohio Department of Transportation, and reduction of a fifty-five mile per hour speed zone to a forty-five mile per hour speed zone on Griswold Street was proposed. Although Griswold Street is a County route, there are City properties that are served by Griswold Street. The Trumbull County Engineer's Office has requested the Warren Traffic Commission's concurrence with their study to reduce the speed limit to the proposed forty-five miles per hour. After brief discussion, Law Director Cantalamessa motioned for approval and Traffic Division Representative Jones seconded. Commission voted unanimously in the affirmative.

There being no further business, Law Director Cantalamessa motioned to adjourn the meeting and Engineering Director Makosky seconded. Accordingly, the Traffic Commission respectfully submits the meeting minutes to Warren City Council and recommends approval of the proposed changes to the Traffic Control Map to be outlined in legislation that will be before City Council to consider at the next possible meeting.

cc: Zachary Jones, Traffic Division
File



Ohio Department of Transportation

SPEED ZONE EVALUATION SHEET

For Highways with less than 50% of all crossroads grade separated



TEM FORM 1296-2

COMPLETE ALL GREEN SHADED AREAS

ROUTE NAME:	Griswold Street	ROUTE NUMBER:	CR 27
BEGIN STUDY AT:	Bronze Rd NE (TR 55)	COUNTY:	Trumbull
BEGIN LOGPOINT:	0.00	TOWNSHIP / MUNICIPALITY:	Howland Twp/City of Warren
END STUDY AT:	Dietz Rd (CR 145)	JURISDICTION:	Trumbull County/City of Warren
END LOGPOINT:	0.33	EXISTING SPEED LIMIT (MPH):	55
LENGTH (MILE):	0.33	AVERAGE DAILY TRAFFIC (ADT):	436

REFER TO SECTION 1203 OF THE TRAFFIC ENGINEERING MANUAL FOR ADDITIONAL GUIDANCE

No. of Houses or Farms	0	Must have direct access to the roadway being studied.	
No. of Small Businesses, Apts./Condos	2		
No. of Medium Businesses, Apts./Condos	0		
No. of Major Businesses, Apts./Condos	0		
No. of Minor Street Intersections	0	Subdivision, Residential, or Other streets serving the residents of that street.	
No. of Major Street Intersections	0	Streets which serve both the residents and commuters of the area.	
No. of Signalized/Roundabout Intersections	0	Do not include Intersections at the beginning or end of the section.	
No. of Interchange Ramps	0	Do not include Loop ramps at the beginning or end of the section.	
Lane Width (Round down to nearest foot)	10	General width of through lanes throughout the section.	
Shoulder Width (Round down to nearest foot)	0	General shoulder width throughout the section.	
No. of Property Damage Only Crashes	0	Latest three years of data	
No. of Injury Crashes	0	Weighted value is 2x that of a Property Damage Only Crash	
No. of Fatal Crashes	0	Weighted value is 4x that of a Property Damage Only Crash	
Presence of Vulnerable Road Users	Not High	Pedestrians / Bicyclists / Amish Buggies / etc..	
Urban Features	No	Sidewalks / Crosswalks / Curb & Gutter / On-Street Parking / Street Lighting / etc..	
50 th Percentile Speed	35	Average of all speed samples that were taken.	
85 th Percentile Speed	43	Average of all speed samples that were taken.	
10-mph Pace Speed	36	to 45	Average of all speed samples that were taken.
Roadway Characteristics	A3	CATEGORIES: C B3 B2 B1 A3 A2 A1 DIV	

To View Calculation Sheet or Examples of Roadway Characteristics and Crashes to Include, use Buttons Below.

CALCULATED SPEED: MPH
 USLIMITS2 SPEED: MPH
 REQUESTED SPEED: MPH

ADDITIONAL CONSIDERATIONS AND COMMENTS

Traveling at 45 mph was uncomfortable due to lateral features along the road. Also, larger truck volume with narrow roads made 40 mph feel like the reasonable speed for the section. - T. Stratton

STUDY BY:

DATE:

INCLUDE THE RELATED RESOLUTION(S) WHEN SUBMITTING THIS FORM

BELOW FOR ODOT USE ONLY

CHECKED BY: TEST RUN: MPH APPROVED SPEED: MPH

**OHIO DEPARTMENT OF TRANSPORTATION
SPEED CALCULATION SHEET**

TEM FORM 1296-2

LOCATION

Road Name:	Grissold Street	Begin Study At:	Bronze Rd NE (TR 55)	Existing Speed Limit:	55
Road Number:	CR 27	Begin Log Point:	0.00	Average Daily Traffic:	436
County:	Trumbull	End Study At:	Dietz Rd (CR 145)	Urban Features:	No
Township / Municipality:	Howland Twp/City of Warren	End Log Point:	0.33		
Jurisdiction:	Trumbull County/City of Warren	Length:	0.33		

HIGHWAY DEVELOPMENT

(A) BUILDINGS				(B) INTERSECTIONS					
Houses or Farms	0	X 1 =	0	Minor Street Intersections	0	X 2 =	0		
Small Business	2	X 2 =	4	Major Street Intersections	0	X 3 =	0		
Medium Business	0	X 3 =	0	Signalized/Roundabout Intersections	0	X 4 =	0		
Major Business	0	X 4 =	0	Interchange Ramps	0	X 1 =	0		
TOTAL TYPE (A)				4	TOTAL CLASS (B)				0

TOTAL HIGHWAY DEVELOPMENT: (A) + (B) =
Length miles

ROADWAY FEATURES

CRITERIA		FACTORS							TOTAL
		7	8	9	10	11	12	13	
Lane Width (feet)	10	≤ 8'	9'	10'	11'	≥ 12'			11
Shoulder Width (feet)	0	< 1'	1'	2'	3'	4'	5'	≥ 6'	7
Crash Rate (Crashes/MVM)	0.00	>6.2	>5.1 - 6.2	>4.0 - 5.1	>3.4 - 4.0	>2.8 - 3.4	>2.2 - 2.8	≤ 2.2	13
Presence of Vulnerable Road Users	Not High	Not High = 0 / High = -1							0

Crashes Type By Severity: No. of PDO: No. of Injury: No. of Fatal: **TOTAL ROADWAY FEATURES:**

Weighted Crash Values: PDO x 1 Injury x 2 Fatal x 4

CRASH RATE (Crashes/MVM): Weighted Crashes X =
 ADT X X Years X Miles

SPEED CALCULATION

Lateral features along the road. Also,		FACTORS									TOTAL
		25	30	35	40	45	50	55	60	65	
Highway Development	12.1	> 70	> 60 - 70	> 50 - 60	> 40 - 50	> 30 - 40	> 20 - 30	> 10 - 20	> 5 - 10	≤ 5	55
Roadway Features	31	≤ 25	26 - 27	28 - 29	30 - 31	32 - 33	34 - 35	36 - 37	38	39	40
* 85th Percentile Speed	43	≤ 27	28 - 32	33 - 37	38 - 42	43 - 47	48 - 52	53 - 57	58 - 62	≥ 63	45
10 mph Pace	36	45	≤ 14 - 27	19 - 32	24 - 37	29 - 42	34 - 47	39 - 52	44 - 57	49 - 62	≥ 54 - 67
Roadway Characteristics	A3	C	B3	B2	B1	A3	A2	A1	D/V		45

* Use 50th percentile speed when both Urban Features and High Presence of Vulnerable Road Users are identified

TOTAL SPEED FACTORS:

CALCULATED SPEED* = Total Speed Factors = MPH
 = No. of Speed Criteria

* Calculated speed will not be less than the 50th percentile speed rounded to the closer 5 mph increment.

USLIMITS2 SPEED = MPH
REQUESTED SPEED = MPH

ADDITIONAL INFORMATION AND COMMENTS

Traveling at 45 mph was uncomfortable due to lateral features along the road. Also, larger truck volume with narrow roads made 40 mph feel like the reasonable speed for the section - T. Stratton

STUDY BY: **DATE:**

BELOW FOR ODOT USE ONLY

CHECKED BY: **TEST RUN SPEED:** MPH **APPROVED SPEED:** MPH