

THE CITY OF STREETSBORO, OHIO
SAFETY COMMITTEE MEETING MINUTES

Monday, October 10, 2022

This Safety Committee Meeting was called to order on Monday, October 10, 2022 at 7:00 p.m. by Jennifer Wagner, Vice Chairman. Mrs. Field gave an invocation and Mayor Broska led the Pledge of Allegiance.

PRESENT: Mike Lampa, Justin Ring, Jon Hannan, Jennifer Wagner, Julie Field, Steve Michniak

ABSENT: Anthony Lombardo

ALSO PRESENT: Glenn Broska, Mayor
Frank Beni, Law Director
Patricia Wain, Police Chief
Robert Reinholz, Fire Chief
Matt Miller, Finance Director
Bill Miller, Service Director
Justin Czekaj, Municipal Engineer
John Cieszkowski, Planning Director
Greg Mytinger, Parks and Recreation Director
Patrick O'Malia, Economic Development Director
Shawna Lockhart-Reese, HR Manager
Caroline Kremer, Clerk of Council

MOTION: TO EXCUSE MR. LOMBARDO.

Moved by Mrs. Field, seconded by Mr. Lampa. Upon voice vote, **motion carried.**

Disposition of Minutes

None.

Old Business

None.

New Business

Discuss Traffic Crashes at Meadow View

Mr. Lampa said he had a SR 43 resident who lived across the street from Duncan Way reach out to him because he was concerned about the number of accidents happening in the area. This resident had a long driveway but was still concerned about letting his children play in the driveway due to possible crashes. Mr. Lampa wondered if there could be a middle turn lane or a traffic light at the Meadow View intersections to reduce accidents. There were still homes being built in Meadow View and the more people living in there the more traffic there would be at those intersections. Mr. Lampa wondered what ODOT would allow on SR 43 to alleviate accidents or "close calls." Mr.

Czekaj said he had sent Council an email earlier today [see attached]. In 2020 GPD had performed a safety study for the corridor from Kennedy Road to Colony Drive, which analyzed the potential for putting in center turn lanes for traffic on SR 43. While the turn lanes were a good idea the project cost was about \$4 million and did not make the cut for safety funding from ODOT, so the project was not funded. The administration felt the probability of getting that project funded with the limited safety funds was low, but there were options: 1) Streetsboro could continue to apply for funding until more funding was available, or 2) break the project down and just do two intersections (Duncan Way and Jude Avenue) instead of all the way from Kennedy Road to Colony Drive, or 3) just do one of those intersections and try to get safety funding for that, or 4) have the City fund the project itself. Mr. Czekaj said the safety study indicated that turn lanes would be warranted at both of those intersections by 2026. He noted that if the City funded turn lanes at any of these intersections itself, it would take the probability of getting the corridor done with ODOT safety funds to 0%. There was not a lot of ingress/egress on the western side of SR 43 at that point anyway, so that may be a reason the project did not score very high when the City applied for funding.

Mr. Ring said that area was Rural-Residential with sparse ingress/egress other than a few driveways, so he did not think the City needed a “suicide lane” all the way down that section of SR 43. He suggested from Duncan Way to Kennedy Road instead of Colony Drive to Kennedy Road to reduce the price and serve the most used intersections. He would not be opposed to just requesting funding for just two center turn lanes at Jude Avenue and Duncan Way. He didn’t think there had been a lot of accidents (maybe 20 over the last five years, 6 with injury) but those could be dangerous intersections if people were not paying attention. He noted Crescent Drive already had a turn lane that was required when the development was built because the S curve was so dangerous with limited sight distance.

Chief Wain had emailed a report to Council [see attached]. There had been crashes two days in a row at Duncan Way (one driver wasn’t looking at the road when he rear-ended another car, the other driver fell asleep). Of the 322 crashes so far this year, 5 were in this area. 39% of all the crashes were ACDA (Assured Clear Distance Accidents) from not paying attention. She felt turn lanes and deceleration lanes would help, but were not a final solution for distracted drivers. The majority of the crashes in the City happened on SR 14 and some on SR 43. She suggested maybe a turn lane at Duncan Way because it was on a rise and had a shorter sight distance, Jude Avenue did not seem as bad, and farther south was even less. The speed limit in that area was 40 mph.

Mr. Michniak suggested additional signage to warn of possibly stopped traffic ahead. Mayor Broska suggested the good drivers drive more defensively because the poor drivers were plentiful. He worried that the more signs there were, the more people tend to disregard them. Mrs. Field suggested a flashing warning light to warn of stopped traffic. Others listed the various signs already placed along the S curve. Chief Wain commented that the majority of people travelling that section of road had travelled that road thousands of times, so there was no surprise regarding the intersections and the neighborhoods there. Sometimes it was the people that lived in the neighborhoods that caused the crashes. Chief Wain didn’t think signs could hurt, but they may not do a lot of good either because people just don’t pay attention; there were a lot of distractions for drivers inside and outside of the car.

Mr. Czekaj said the City could continue to wait for funding, which could take a while, or the City could do the turn lanes itself at about \$550,000 for each intersection. Mr. Hannan suggested using City money for Duncan Way because it was the more dangerous intersection being on a little hill, if the money could be found, instead of waiting years for ODOT money. He acknowledged there were other areas of town that people would say needed the same kind of improvement. Mr. Ring suggested applying to the State for funding again next year for one or two turn lanes for this area. He said it would also take a few years to plan for and save for the \$550,000 even if the City were to do the project itself because the City did not have the money now.

Mayor Broska said even if the City was awarded safety funding from the State, it would take 4-5 years to materialize. The State funding had been reduced, but the number of projects across the State had not. The State's priority for funding projects was based on fatalities.

Mr. Czekaj noted that the City could move forward with the design of these turn lane(s) and have a shovel-ready project should funding become available. A lot of times the ODOT safety funds would pay for engineering, but if that part was done, it could put the project before the others. Mrs. Field supported this idea to be prepared. Mr. Ring agreed this was a good direction, but he wanted to have further discussions in the near future about saving up the money if safety funding wasn't granted, because eventually these turn lanes would be required because the traffic was not going to get any better over time.

T-7308 Accept Grant for Bulletproof Vests for Police Department

Chief Wain said the Department had applied every year for a reimbursement grant through the Department of Justice for reimbursement of about half the cost for the bulletproof vests. For fiscal year 2022 (July 2021-July 2022) the Department applied for reimbursement for five officers' bulletproof vests and received \$2,830. The City had received the money but needed Council to accept it so it could be booked in the City's accounts.

MOTION: TO MOVE THIS TO TONIGHT'S REGULAR COUNCIL MEETING.

Moved by Mr. Lampa, seconded by Mrs. Field. Upon voice vote, **motion carried.**

Citizens' Comments

None.

Announcements

A Service Committee Meeting will immediately follow this meeting.

There being no further business to be addressed by this committee, and upon motion by Mr. Hannan, seconded by Mr. Lampa, this meeting adjourned at 7:26 p.m.

ATTEST:

Caroline L. Kremer, Clerk of Council

Jennifer Wagner, Vice Chairman