

## **STREETS COMMITTEE MINUTES FEBRUARY 2, 2021**

The Streets Committee meeting was held on February 2, 2021 at North Royalton City Hall, 14600 State Road. The meeting was called to order at 6:00 p.m.

**PRESENT: Committee Members:** Chair Vincent Weimer, Vice Chair Paul Marnecheck, Jessica Fenos; **Council:** Jeremy Dietrich, Linda Barath; Mike Vos; Joanne Krejci **Administration:** Mayor Larry Antoskiewicz, Law Director Thomas Kelly, City Engineer Justin Haselton; Service Director Nick Cinquepalmi; Wastewater Superintendent Mark Smith **Other:** Dan Langshaw; John Nickell, Jonah Pichette, C. Gibson Chen

### **APPROVAL OF MINUTES**

Approval of January 5, 2021 Committee minutes. Moved by Ms. Fenos, seconded by Mr. Weimer. Vote: Yeas: 3; Nays: 0. **Motion carried.**

### **UNFINISHED BUSINESS**

#### **1. Updates on sidewalks and connections**

Mr. Haselton states Bowen is continuing to work on the State Road sidewalk project, it will still be Mark Schmitzer. CT is taking over the Bennett Road project with ODOT. We had some preliminary talks with them on a few projects. We have to go over the schedule a little more closely with them, but we will be taking that one over.

#### **2. Service Department Report**

See attached report.

#### **3. Rte. 82 Widening Project**

Mr. Haselton states I do not believe that there is an update on this except that they are continuing to do sidewalks, weather permitting.

#### **4. Intersection of York and Albion**

Mr. Haselton states I can let you know that the timing was changed on that signal per Officer Kimmel. It seems that the best course of action is to see if this signal timing change takes effect, you will probably not know until we turn to pre-Covid levels of traffic. But at least they took the first step. We did look at replacing the signal. If we had to replace the mast arm and some wiring, it could be \$40,000.00. We reduced the peak period from 124 seconds that it can be green down to 80. That will get cars through the intersection more frequently and if someone is trying to turn left, it won't hold as many people up. They will get through the intersection more quickly.

#### **Dan Langshaw, 5971 Wallings Road**

See attached.

**NEW BUSINESS****1. 2021 Road Maintenance Program**

Mr. Cinquepalmi states we are seeking approval from Council to go out for the Road Maintenance Program. It is for concrete work, asphalt work and street striping. If we get approval tonight, we can be out and we got it lined up, we can get it online and in the paper on the 4<sup>th</sup>, and it stays on for 2 weeks until the 18<sup>th</sup>, and that Thursday morning we open up the bids. The bids are ready to go. The choice is always to replace concrete with concrete. This year it is all going to be slabs and strips and pieces, we are going to try to avoid grinding and doing the asphalt stripes that is a temporary thing.

Mr. Haselton states two additional streets that we are going to be doing the design work for are Abbey Road from Albion to the Turnpike because we have a 50/50 cost share with Cuyahoga County for this year so we had to get them some engineering plans. Boston Road is going to be 50/50 shared with Medina County from West 130<sup>th</sup> to Ridge. For Abbey they will contribute up to \$250,000.00 and Boston we will split, the estimate is around \$550,000.00.

**2. Ridge and Royalwood Intersection**

Mr. Haselton states I have talked to some people in the City about this and we are putting together a proposal to look at preliminary engineering for that intersection so we can get something drawn up and see how it affects the properties in that area. We want to get a proposal to the City within the next couple of weeks so we can start on it.

**3. Purchase of vehicles and equipment – Service Department**

- 2022 Ford F450 – Valley Ford - \$44,682.00
- Dump Body and Accessories Package – Concord Road Equip. - \$21,692.19
- Mini Hydraulic Excavator – Ohio CAT - \$63,196.00
- Skid Steer and Cold Planer Attachment – Ohio CAT - \$73,085.04

No discussion.

**4. Street Sweeping**

Mr. Dietrich states we have one street sweeper who is new. I want to see if there is a better way to tackle the entire City. I got some information, I spoke with Southwest Street Sweeper in North Royalton, he is onboard with helping us and getting us some numbers and bring it back here for some discussion in the committee. Dennis, the owner already provides service to other municipalities and surrounding areas. I think we could get a lot more ground covered. He needs mileage, I would have to get the street mileage to have it swept. I am going to get that information to him, so he can get us some numbers. It may or may not be feasible. He would provide 4 to 5 trucks at all times. It would really tackle the need; we are a large City.

**ADJOURNMENT**

Moved by Mr. Marnecheck, seconded by Mr. Weimer to **adjourn the Streets Committee meeting of February 2, 2021**. Roll Call: Yeas: 3. Nays: 0. **Motion carried.**

**Meeting adjourned at 6:34 p.m.**

## **Service Department Monthly Report – January 2021**

1/4/21 Mon.

Finish Inventory

1/5/21 Tue.

Patching.

Mailboxes.

1/6/21 Wed.

Tree Clean-up – Forest Ct.

Signs – Replace speed limit sign on Ridge Rd. and load limit on Edgerton Rd.

1/7/21 Thur.

Landscaping – Repairing some plow damage, Sassafra Circle also Stephanie Dr.

Training two new employees in the big plow trucks.

1/8/21 Fri.

Patching.

1/9/21 Sat.

Called in four guys in for salting [freezing rain].

1/11/21 – Mon.

Garage – We had the crew stay in to help the mechanic do minor repairs on our plow trucks [change plow blades, repair salt spreaders, strobe lights ext.].

1/12/21 Tue.

Patching – Abbey, Ridge, Cady and W130th.

1/13/21 Wed.

Clean trucks and wash garage floor.

1/14/21 Thur.

Landscaping – Front parking lot was damaged from a large truck turning around, [a salt delivery truck missed the entrance to the service yard].

1/15/21 Fri.

Garage – Finish cleaning small pick-up trucks.

Patching – Tudor Cr., Edgerton Rd. [C.W.D. dig close to State Rd.].

1/18/21 Mon.

Salting – Light snow on & off all day.

1/19/21-Tue.

Salting – Light snow overnight.

Stack Salt.

1/20/21 Wed.

Snow – Plowing and salting, overnight snow [2-3 inches].

Stack Salt.

1/21/21 Thur.

Clean-Up – 6616-6420 Wallings Rd. picked up a lot of debris from a truck accident [mailboxes, garbage cans, and tree limbs] three properties long.

Stack Salt.

1/22/21 Fri.

Pick up three loads of new cold patch.

Mailbox repair on State Rd.

1/25/21 Mon.

Patching.

Street Lights – Checking to make sure all street lights were replaced with L.E.D. lights. [grant money].

1/26/21 Tue.

Patching – Repaired a C.W.D. dig at Julia & Ridge.

Street Lights – Continue checking street lights.

1/27/21 Wed.

Salting – Light snow overnight.

Street Lights – Finished checking all the street lights throughout the City.

1/28/21 Thur.

Plowing & Salting all shifts.

1/29/21 Fri.

Salting in the morning, Patching in the afternoon.

**Dan Langshaw's Intersection of York & Albion Road Public Comments**  
**February 2, 2021 before North Royalton City Council Streets Committee Meeting**

The issue of addressing the traffic and safety concerns regarding the intersection of York & Albion Road has been going for almost two decades. We all know what needs to be done. I thought we were close to getting real action on this issue early in 2020 when I was on Council. However, it seems like we are going backwards to further delays with another study being called for it seems. I urge City Council to finally get this issue addressed by either adding a left turn arrow to the existing signal operation or left turn only lanes on the northbound and southbound approaches to York Road. Here are some reasons why:

- Page 5 of the June 2019 Intersection Crash Evaluation Technical Memorandum Study by the Northeast Ohio Areawide Coordinating Agency, they ranked it as the 4th highest intersection in our city with frequent crashes between 2014-2018 with a total of 36 vs the intersection of Ridge/Royalwood/Julia that was in a 4 way tie for 9th.
- Page 6 of June 2019 Intersection Crash Evaluation Technical Memorandum Study by the Northeast Ohio Areawide Coordinating Agency even states that the intersection of York & Albion Road be a higher priority to address due to the frequency of crashes.
- Page 6 of the November 2020 Intersection Operational Analysis York Road and Albion Road Study by the Northeast Ohio Areawide Coordinating Agency under recommendations under bullet points 3 and 5 support my suggested solutions I have already mention and some of you have too.
- Fire Station #2 is located at the intersection of York and Albion Roads and is a vital service that people count on with their lives to respond quickly without delay.
- In a May 4, 2019 North Royalton Post Article Mrs. Fenos was quoted saying "If traffic backs up with nowhere else to go and emergency vehicles can't exit freely, there's the potential for emergency response time delays". I agree with her.

Please address this important issue with the solutions already presented to City Council.

**Table 1: Summary by Location, Intersection-Related Crashes by Frequency Within the City of North Royalton, 2014-2018**

Rank	Intersection	Total Crashes
1	Royalton (SR-82) and Bennett	46
2	Royalton (SR-82) and State (SR-94)	40
3	Royalton (SR-82) and York	39
4	Albion and York	36
5	State (SR-94) and Wallings	35
6	Ridge (SR-3) and Akins	32
7	Bennett and Akins	27
8	Royalton (SR-82) and Spruce Run/Walnut Hill	24
9	Bennett and Valley Parkway	21
	Ridge (SR-3) and Royalwood/Julia	21
	Ridge (SR-3) and Wallings (East leg)	21
	State (SR-94) and Royalwood	21
10	Albion and W 130th	19
	W 130th and Valley Parkway	19
11	Ridge (SR-3) and Edgerton	17
12	Royalton (SR-82) and Deer Creek	16
	State (SR-94) and Akins	16
13	Bennett and Edgerton	15
	Drake and W 130th	15
	York and Valley Parkway	15
14	Royalton (SR-82) and Royalton (SR-3)	14
	State (SR-94) and Edgerton	14
15	Edgerton and Valley Parkway	12
	W 130th and Bennett	12
	York and Akins	12
16	Royalton (SR-82) and Abbey	11
	Royalton (SR-82) and Oakbrook	11
	York and Tilby/Cedarwood	11
17	Ridge (SR-3) and Valley Parkway	10
	Royalton (SR-82) and Prince Charles	10

**Note:** Rankings developed using ODOT TIMS Crash Data Search, then filtering crashes on "Intersection-Related" within 250' radius of listed intersections.

## **Recommendations at York and Albion**

The intersection of York and Albion appears to be the higher priority of the two intersections evaluated. It is believed that the high frequency of crashes can be attributed to the lack of dedicated left turn slots at the intersection. The crash patterns suggest that the need for turn slots is greater on York than Albion, since a larger number of crashes occurred on York. It also bears mentioning that North Royalton Fire Station No. 2 is located in the northwest corner of the intersection, with its driveway within the functional area of the southbound approach. If a widening were pursued, asymmetric widening to the east looks like it would have generally less severe impacts than a symmetric widening or asymmetric widening to the west (closer to the fire station.)

A less costly interim approach might be to add a third phase to the existing traffic signal to add a leading left turn phase in northbound or southbound direction, if an operational analysis performed on existing traffic volumes confirms that an improvement of the signal phasing would provide a substantial reduction in queuing and delay.

## **Recommendations at Ridge and Royalwood/Julia**

As stated previously, the offset legs and lack of left turn storage are at the root of the safety and operational problems at this intersection. Realignment of the side street approaches to eliminate the offset and widening Ridge Road to add left turn slots is suggested as the most comprehensive approach to improving all problems associated with the existing conditions. This would enable the Royalwood/Julia through movements to operate concurrently, making the traffic signal work better for all traffic movements, and it would also allow head-to-head left turn slots to be formed on Ridge, so that left-turners could be removed from through traffic. Without realignment, forming left turn slots on Ridge would require side-by-side turn slots, increasing the amount of widening necessary and causing a larger impact on Ridge, but still not solving the problems caused by split-phasing of the side streets, since split-phasing would still be required.

signal operation by sometimes holding up opposing traffic unnecessarily. Implementing a northbound left-turn arrow would have some additional drawbacks in comparison to Alternative 1, including:

- A need to confirm the existing support has enough strength to hold the additional load of a five-section head. (NOACA can assist the city with this review if the city is able to provide the construction drawings for the installation.)
- Additional cost to swap out existing three-section head with a five-section head and modify controller to accommodate an additional phase.
- Greater queuing and additional delay incurred by traffic on other approaches. To minimize these impacts, NOACA staff would advise to operate the turn arrow only during the periods of the worst northbound queuing, which would be expected to be between 3:30 p.m. to 6:00 p.m. on weekday evenings, by utilizing a time-of-day program in the traffic signal controller.

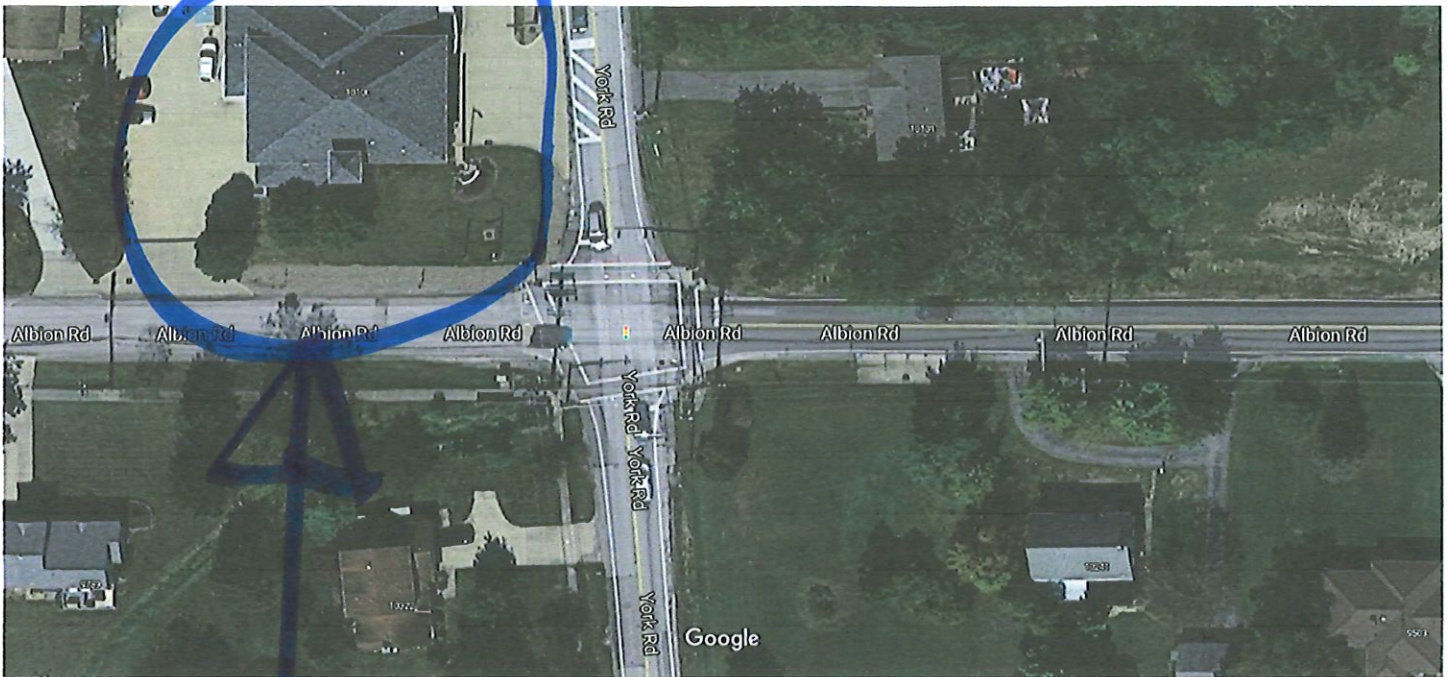
## **Recommendation**

NOACA offers the following recommendations:

- As a short-term, low-cost fix, modify the existing signal timings as evaluated in Alternative 1, only changing maximum green settings to reduce the overall cycle length during the afternoon peak period to 80 seconds instead of the current maximum of 124 seconds. Cycling the intersection more frequently will provide more opportunities for left turners to complete their turns during the signal change period if they are unable to find a gap. This operation could be applied to all hours of the day, or just the PM peak period, if the City prefers to retain longer maximum greens north-south on York outside of the PM peak period.
- The City should have their signal maintenance contractor perform an inspection of the signal control equipment, particularly the stop bar loop detection on Albion approaches. If one of the detectors is damaged, or if detector amplifier is faulted, the Albion approaches will always be serviced every cycle and run their maximum green times, which would aggravate queuing problems on York.
- If greater reductions in queue length are desired on the Albion NB approach, a left-turn arrow can be added to the existing signal operation.
- Because of the significant difference between the queuing experienced in the field versus the queuing predicted by HCS7 using turning movements from NOACA's Travel Forecasting Model, it is recommended to count the intersection during the PM peak period, during a time period with typical queuing on intersections approaches, once traffic has returned to normal from COVID-19 disruptions in travel patterns. Such a traffic count would help confirm the turning movements used in the capacity analysis and queue simulation of the existing two-phase signal and the potential addition of a third signal phase for a northbound left turn arrow.
- In the long term, the addition of left-turn-only lanes on the northbound and southbound approaches to York Road is a more desirable but also more costly solution that can be expected to shorten queues on York Road further than what would occur from implementation of Alternative 1 or Alternative 2 in this report.



Google Maps



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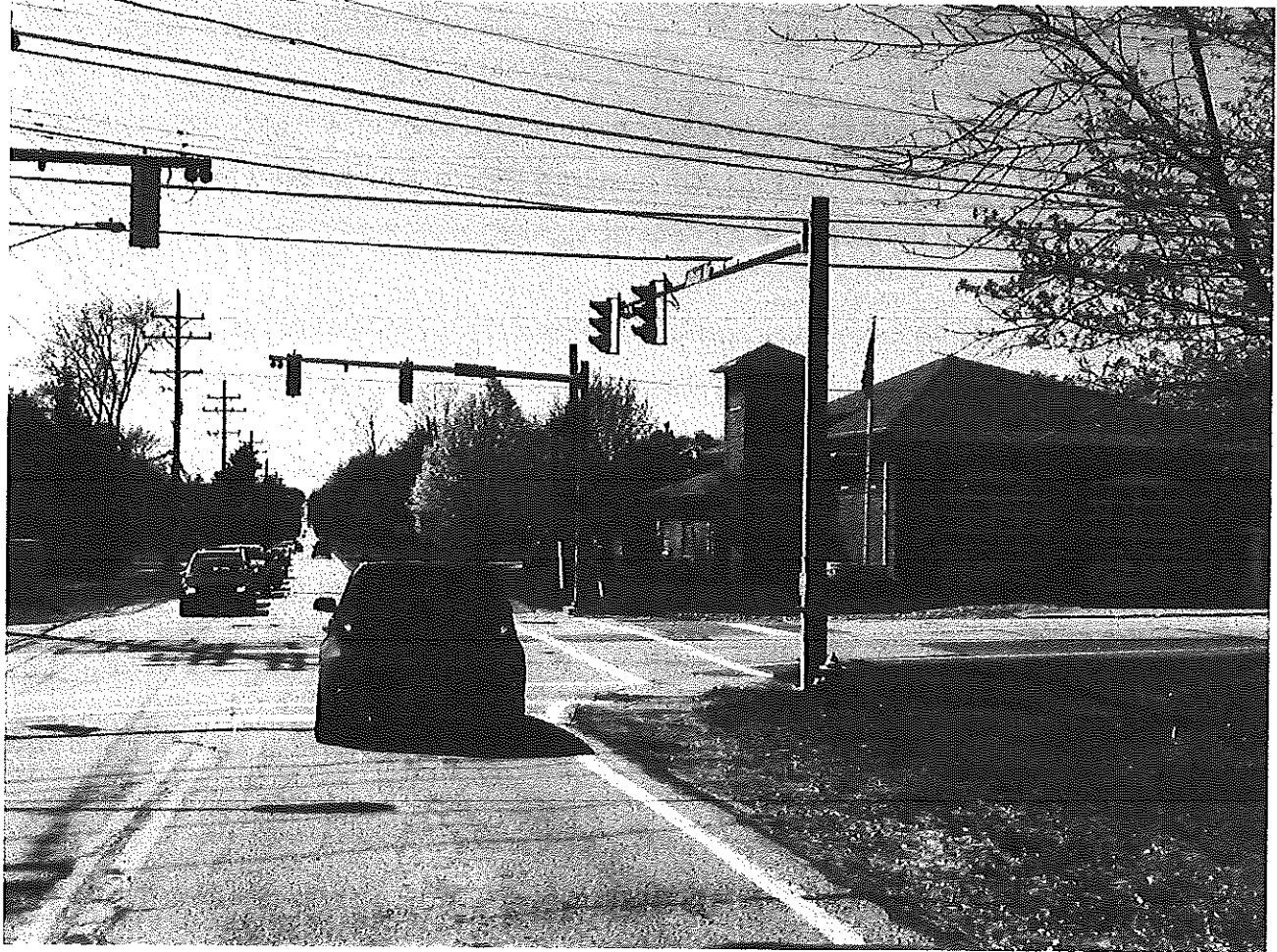
NRFD  
Station #2

[http://www.thepostnewspapers.com/north\\_royalton/local\\_news/council-discusses-york-albion-congestion/article\\_d9da5947-c127-5377-86ce-dedaf334af52.html](http://www.thepostnewspapers.com/north_royalton/local_news/council-discusses-york-albion-congestion/article_d9da5947-c127-5377-86ce-dedaf334af52.html)

## Council discusses York, Albion congestion

Some say intersection needs attention through traffic light changes or expansion

By JAIME ANTON The Post staff writer  
May 4, 2019



A few city leaders want to investigate the congestion at the York and Albion intersection to determine whether or not it can be or should be widened to create turning lanes to ease the traffic back-ups there.

Photo by JAIME ANTON

**NORTH ROYALTON** – There's no question the York and Albion intersection can get congested at certain times of the day.

But the question some are asking is does this intersection need altered to ease some of

It's a topic discussed at both City Council's March and April safety committee meetings.

Planning Commission member Jessica Fenos, who lives off York in Ward 1, spoke on the issue at the March meeting and that discussion was continued this month by council.

Fenos said it's more than an inconvenience with the fire department's Station Two situated there.

"Unfortunately, not all motorists leave a clear path in front of the fire station driveway like they're supposed to. If traffic backs up with nowhere else to go, and emergency vehicles can't exit freely, there's the potential for emergency response time delays," she said.

The congestion could become compounded, she said, as motorists use alternate routes to divert from the construction along state Route 82 and later Sprague Road's, set to begin next year.

Ward 1 Councilman John Nickell believes it's something that needs in-depth review. York's north and south traffic is especially troublesome, he said, which can back up to Wallings Road.

A ballpark estimate is that a widening of the York/Albion intersection could cost upwards of \$2 million.

Nickell mentioned the newly instituted state gasoline tax of 10.5 cents per gallon beginning July 1 as part of a two-year transportation budget to improve roads. It is expected to generate approximately \$720,000 for the next two years in funding here in North Royalton. Nickell said it's money that could be set aside to address the intersection and others like it long term such as Royalwood and Ridge, West 130th and Whitney, and Wallings and State.

"This should be put into an intersection fund to pay for these improvements that will cost about \$2 million each," he said.

The intersection also lies in Ward 3 Councilman Dan Langshaw's ward. He said this intersection has been discussed several times over the years but has been cost prohibitive. At one point in time, the possibility of adding a turning arrow was considered.

Council President Larry Antoskiewicz suggested revisiting this as a possible short-term solution. Antoskiewicz also reminded that traffic should ease in a few years with the addition of the new elementary school coming in 2021 and the completion of the two major road projects.

He said he would rather look at a more cost-effective approach in the meantime and make a determination once the road and school projects are completed.

"We can see if there is a way to program the traffic light and that might mean updating the electrical light to include a turning arrow so that during the peak hours we can have the traffic move more efficiently. Once the school, Sprague and 82 is done, then we can take a more in-depth look at the need for expansion at that intersection," he said.

Langshaw agrees.

"I am hoping for some kind of solution of changing the timing of the lights or the police traffic unit doing some traffic control during peak hours when possible. Long term, it is my hope that after Albion Elementary School is closed for the new one that a traffic study can be done since the traffic pattern will change significantly and see if there are new options that could be pursued," he said.

Nickell believes the need will remain.

"Adding a green altered arrow at Albion and York is a band-aid or stop gap measure, it is not a long-term solution," he said. "We are a growing city; congested intersections are not going away."

Mayor Bob Stefanik said the city can do a traffic study now and apply for Issue One funding, but historically, these types of applications do not score well. The city applied for Ridge and Julia in the past, he said, but was unsuccessful.