

VILLAGE OF GRAFTON
ORDINANCE NO.: 19-022

INTRODUCED BY:

MOTION BY: STRAH

SECONDED BY: SAUER

AN ORDINANCE ADOPTING THE SPEED LIMIT RECOMMENDATIONS OF THE OHIO DEPARTMENT OF TRANSPORTATION, AND DECLARING AN EMERGENCY

WHEREAS, the Village of Grafton previously requested and authorized the Ohio Department of Transportation to conduct speed zone studies along State Route 57 to determine appropriate speed limits thereon; and

WHEREAS, the Ohio Department of Transportation did conduct speed zone studies along State Route 57, and has provided the Village with its recommendations for some modification of the current speed limits, and, the Village intends to adopt such recommendations; and

WHEREAS, as detailed more fully in the October 25, 2019 correspondence with attached maps and chart, which are together attached hereto as Exhibit "A", the Ohio Department of Transportation has specifically recommended the following modifications:

Begin SLM*	Description	End SLM*	Description	Length (miles)	Recommended Speed
9.77	0.12 mi. S of Hunters Chase	9.97	0.08 mi. N of Hunters Chase	0.20	50 MPH
8.68	Railroad Street	9.77	0.12 mi. S of Hunters Chase	1.09	40 MPH
8.52	Mechanic Street	8.68	Railroad Street	0.16	25 MPH
8.30	Willow Street	8.52	Mechanic Street	0.22	35 MPH
7.99	0.05 mi. N of Crook Street	8.30	Willow Street	0.31	45 MPH

NOW, THEREFORE, BE IT ORDAINED by the Village of Grafton, County of Lorain, and State of Ohio:

Section 1: That, Council for the Village of Grafton hereby adopts the speed limit recommendations of the Ohio Department of Transportation as set forth in the attached Exhibit "A", which is incorporated herein, and commits to the enforcement of such recommendations as set forth therein pursuant to Ohio Revised Code Section 4511.21(L)(1).

Section 2: That, the Village of Grafton or the Ohio Department of Transportation will install the necessary regulatory signage reflecting the recommendations resulting from the above-referenced speed zone studies.

Section 3: That, it is found and determined that all formal actions of this Council concerning and relating to the adoption of this Ordinance were adopted in an open meeting of this Council and open to the public, in compliance with all legal requirements, including the Ohio Revised Code.

Section 4: That, this Ordinance is hereby declared to be an emergency measure, immediately necessary for the benefit of the Village of Grafton, the preservation of the public health, and for the safety and welfare of the Village of Grafton's citizens, therefore, this Ordinance shall be in full force and effect immediately upon its passage and approval by the Mayor.



PRESIDENT OF COUNCIL

11-19-19


DATE PASSED



MAYOR

11-19-19

DATE APPROVED



CLERK-TREASURER

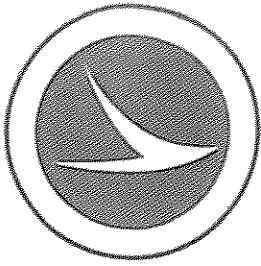
11-19-19

DATE ATTESTED

APPROVED AS TO FORM BY: 

GRETCHEN A. HOLDERMAN, DIRECTOR OF LAW

FIRST READING: 11-5-2019
SECOND READING: 11-19-19
MOTION TO WAIVE THIRD READING: STRAH
SECONDED BY: SAUER



OHIO DEPARTMENT OF TRANSPORTATION

Mike DeWine, Governor

Jack Marchbanks, Ph.D., Director

District 3

906 Clark Ave., Ashland, OH 44805

419-281-0513

transportation.ohio.gov

Honorable David M. DiVencenzo
Mayor, Village of Grafton
960 Main Street
Grafton, OH 44044

October 25, 2019

Dear Mayor DiVencenzo,

Thank you for allowing ODOT to perform a speed limit study on State Route 57 (Main Street/Grafton Road) within the Village of Grafton. There are basically two steps in determining the appropriate speed limits. The first step is to verify if roadway sections meet one of the prima facie speed limits defined in the Ohio Revised Code. If not, then the second step is to perform a more comprehensive speed zone study to determine the appropriate speed limit. This letter is a summary of the study findings and recommendations. Please find below a table of the recommended speed limits and explanations for these recommendations. Also included at the end of this letter are two diagrams depicting 'Recommended Speed Limits' and 'Existing Speed Limits'.

Begin SLM*	Description	End SLM*	Description	Length (miles)	Currently Signed	Recommended Speed
9.77	0.12 mi. S of Hunters Chase	11.48	0.28 mi. S of SR 82	1.71	35/50 MPH	50 MPH
8.68	Railroad Street	9.77	0.12 mi. S of Hunters Chase	1.09	35 MPH	40 MPH
8.52	Mechanic Street	8.68	Railroad Street	0.16	25 MPH	25 MPH
8.30	Willow Street	8.52	Mechanic Street	0.22	25 MPH	35 MPH
7.69	0.13 mi. S of Highland Drive	8.30	Willow Street	0.61	35/55 MPH	45 MPH

*SLM = Straight Line Mileage

50 MPH: A 50 MPH speed limit is recommended for the northernmost section (0.2 mile) of SR 57 in the Village because this roadway section did not meet the criteria for a speed limit less than 50 MPH. Essentially, this would be an extension of the existing 50 MPH speed zone north of the Village. The roadway characteristics for the northernmost section of SR 57 within the Village most closely resemble that of the existing 50 MPH speed zone north of the Village limits.

Applicable ORC definition: ORC Section 4511.21 Speed Limits – assured clear distance (B)(6) *Fifty miles per hour on state routes within municipal corporations outside urban districts unless a lower prima-facie speed is established as further provided in this section.*

40 MPH: The section from Railroad Street to just south of Hunters Chase is recommended as a 40 MPH speed limit because it does not meet the definition of an "Urban District" in order to be signed as 35 MPH. A speed zone study was performed for this section and resulted in a calculated speed of 40 MPH. In our analysis, we did evaluate shorter sections and different combinations of sections but none of which resulted in a calculated speed less than 40 MPH. Please note that

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for the turn on SR 57 near Parsons Road, ODOT is recommending a reduced advisory speed of 20 MPH for the turn and plans to install applicable warning signs for that turn. The statutory speed limit, however, for this section is recommended as 40 MPH.

25 MPH: In our analysis, the only section of SR 57 in the Village which meets the prima facie definition for a 25 MPH "Business district" speed limit is from Mechanic Street to Railroad Street. In the study we did look for a longer 25 MPH zone, but the roadway characteristics south of Mechanic Street and north of Railroad Street do not meet the criteria for a 25 MPH "Business district". Again, we studied several combinations by including the area of SR 57 to the north and/or south, but our alternatives did not yield a calculated speed limit lower than 30 MPH/35 MPH for any of these scenarios.

Applicable ORC definition (criteria for a 25 MPH speed limit, "Business district"): ORC Section 4511.01 Traffic laws – operation of motor vehicles definitions (NN) *"Business district" means the territory fronting upon a street or highway, including the street or highway, between successive intersections within municipal corporations where fifty per cent or more of the frontage between such successive intersections is occupied by buildings in use for business, or within or outside municipal corporations where fifty per cent or more of the frontage for a distance of three hundred feet or more is occupied by buildings in use for business, and the character of such territory is indicated by official traffic control devices.*

35 MPH: Our speed limit study showed that only the section of SR 57 from Willow Street to Mechanic Street meets the prima facie definition for a 35 MPH speed limit "Urban district". Please see explanation for 35 MPH "Urban district" prima facie definition below:

Applicable ORC definition (criteria for a 35 MPH speed limit): ORC Section 4511.01 Traffic laws – operation of motor vehicles definitions (PP) *"Urban district" means the territory contiguous to and including any street or highway which is built up with structures devoted to business, industry, or dwelling houses situated at intervals of less than one hundred feet for a distance of a quarter of a mile or more, and the character of such territory is indicated by official traffic control devices.*

45 MPH: South of Willow Street, the roadway characteristics are such that it does not meet the definition of a 35 MPH "Urban district". In the absence of such, then the default definition for roadway sections such as this would be 50 MPH, unless a speed zone study is performed, and a reduced speed limit is determined from the study. ODOT performed a speed zone study and evaluated alternatives for this section. As a result of the study, we are recommending a 45 MPH speed zone that would begin south of the Village corp limits and end at Willow Street. If the Village chooses to agree with ODOT's speed limit recommendations, this proposed 45 MPH speed zone would be split jurisdiction between ODOT and the Village of Grafton.

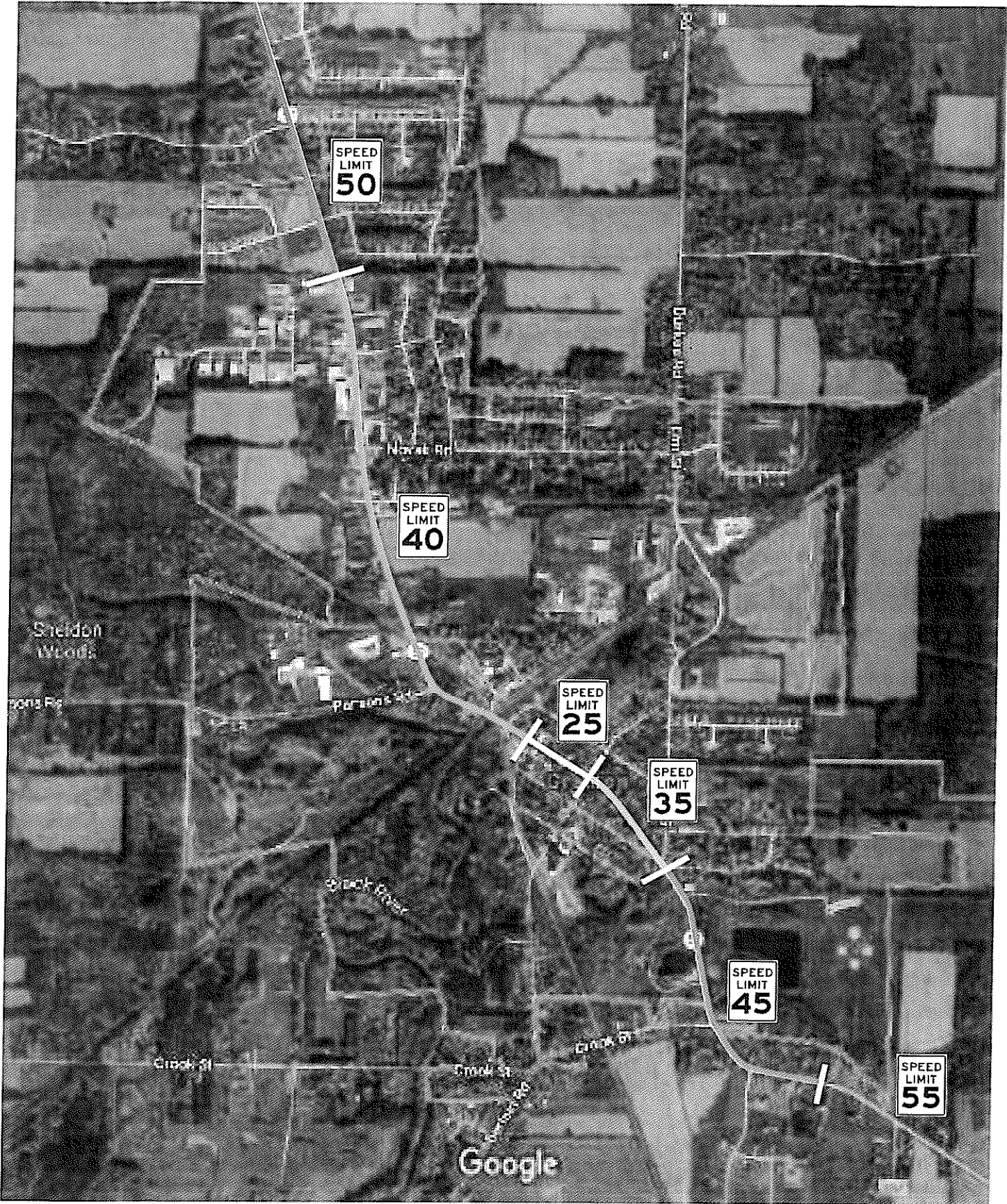
Thank you again for allowing ODOT to study and recommend appropriate speed limits on State Route 57 within the Village of Grafton. Please let me know if you have any questions or if I may be of further assistance.

Sincerely,



Jeremy Adato
Transportation Engineer
ODOT District Three
Direct line: (419)207-7186
Email: Jeremy.adato@dot.ohio.gov

Recommended Speed Limits



Existing Speed Limits

