



The City of Huron, Ohio  
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City Council Safety Committee  
Monday, March 22, 2021 – 11:00 a.m.

## MEETING AGENDA

### **I. Call to order**

### **II. Approval of Minutes**

January 27, 2021

### **III. Old Business**

### **IV. New Business**

1. Request for Purchase of Additional Radar Speed Signs
2. Stop Sign on Center Street at Adams Ave./Standard St. Intersection
3. Placement of ODNR Navigational Aids Grant Buoys

### **V. Other Matters**

### **VI. Adjournment**

**THE CITY OF HURON, OHIO**  
**Huron Safety Committee**  
**Meeting Minutes**  
**January 27, 2021 – 4:00pm**

A meeting of the Council Safety Committee was called to order by Christine Crawford on Wednesday, December 2, 2020, at 4:00 p.m. at Huron City Hall. Committee members in attendance: Christine Crawford, Sam Artino and Monty Tapp.

Staff in attendance: City Manager Matt Lasko, Assistant to the City Manager Michael Spafford, Police Chief Robert Lippert, Executive Administrative Assistant /Clerk of Council Terri Welkener, and OHM Advisors Representative Russ Critelli.

**Approval of Minutes**

**Motion by Mr. Tapp to accept the minutes of the December 2, 2020 meeting.**

Mr. Artino seconded. Ms. Crawford. asked if there was any discussion on the motion. All in favor – motion passed.

**Old Business**

**Berlin Road**

Mr. Tapp asked if it is permitted to block driveways when picking up kids. Chief Lippert said he doesn't know that there is anything in the traffic laws that prevents that if you are in operation on the highway, which you technically are even though you are waiting (you are not parked). They have tried for years to get them to change the drop off/pick up operation. The argument against opening the gate and letting them come in off of Cleveland Road was that they didn't like the vehicles being up front mixing with the kids and the buses, and they like to have the cars pull up to that door with the passenger side facing the door. It has come to a point now with everyone back every day. It wasn't a problem for the first half of the year because they were only there 2 days a week. Another suggestion was to add on to the parking lot. One thing they could do, but doesn't solve the northbound issue, is to put a no left turn sign southbound. Mr. Tapp said the complaint he had was cars being unable to turn out of the Dairy Queen/Drug Mart exit onto Berlin Rd. Mayor Artino suggested that it be brought up again with Dennis Muratori to see if there is something that can be done. Chief Lippert said Council could ask for the no left turn southbound, but there would be a lot of angry parents. Ms. Crawford said that we should first give them an opportunity to change something in their own before making that change. Gene suggested widening Cleveland Rd. West at the entrance to make a turn lane to come in off of Cleveland Rd. West, through the gate, down to that door, and that would get a lot more cars off of the road. That would be the only way people could get in, and they would come out on Berlin Road. Mr. Lasko said that he would reach out to Mr. Muratori at their next meeting scheduled 1-1/2 weeks in the future. Chief Lippert said if they have officers available, they will be out there are pickup time. Mr. Lasko said that he would give Mr. Muratori a heads' up so that they can start thinking about it prior to that meeting. Chief Lippert said it is no different at Woodlands, it's just that Woodlands has room on the street. Even the high school gets quite a lineup now.

## New Business

### Radar Speed Sign Placement

Mr. Lasko said the signs are up on Laguna Drive. They have been up for almost 3 weeks, and plan to keep those up and wanted to start a conversation about where they will be placed next, whether that be based on complaints received, or other reasons. The two areas he has heard requested are Kiwanis or Canterbury. Mayor Artino suggested Berlin Road by the school. Ms. Crawford said Laguna Drive is going to want it back for boating season. There is data that can be pulled off to be analyzed while it is moved to another area. We are looking for guidance as to where to move them in a week or two. Ms. Crawford suggested that they be moved to Kiwanis next because there are lot of young kids there. On Kiwanis, there are 2 Slow/Children at Play signs going northbound, but nothing coming southbound. We will have to work with someone to determine who is okay with putting the sign in their front yard since the houses are so close. The committee thought the signs should be moved back to Laguna in May, with Canterbury getting the signs after Kiwanis. Old Homestead or Chaska may ask for the summer months.

### Berlin Road/US6 Intersection Traffic Pattern Review

Mr. Lasko said this is more about the configuration of the intersection itself with the incident with a semi-truck driving over the curb and messing up the grass at the turn southbound onto Berlin Rd. due to the tightness of the turn. He passed it on to OHM and Mr. Critelli is attending the meeting to go over some background on that. There was also some testing done to ensure the adequacy of the turn, as well. Mr. Critelli referred to several diagrams of the intersection, copies of which are attached hereto as Exhibit "A. Mr. Critelli reviewed the design plans for the intersection as approved by ODOT. The design as it was approved was termed as a S-Bus 40, which is a 40' vehicle – the reason being, Berlin Road has a "Trucks Prohibited" signing on it. That signing is northbound, however, and he doesn't recall if there is a southbound ban on trucks. The intersection was not designed for a WB-62. Mayor Artino said that he doesn't think the intersection was built to those specifications. Mr. Critelli said that wouldn't make sense as far as ODOT compliance goes, unless that happened. Mayor Artino said the southwest corner is not as rounded and sticks out farther. Mayor Artino asked why the grass hasn't been repaired – we could at least knock down the ruts. When the fire truck made the turn, it was in the northbound lane. Mr. Critelli said a WB-62, which could have been the vehicle out there, does not work. Mayor Artino said where you have to stop heading north, your sight is blocked and you need to creep up past the stop sign. The car going north would be in the way even more. Mr. Critelli said the intersection was set up to accept a bus sized vehicle, at max, so we have the issue that the vehicle that did try to navigate that would not work. Mayor Artino asked if there is a sign there indicating that trucks can't make that turn. Mr. Tapp said he sat down with Mr. Green and said you can draw whatever you want on a computer, but common sense said that median is not going to work. You can draw anything on paper, but until you see if it actually works... that median was cut down quite a bit from the original design. Mr. Critelli said that he is not contradicting that, but they have to start from somewhere to get the contract out there to bid. When we ran the fire truck northbound, that median was not going to work. The axels get around it, but clip the westbound lane. In this case, the WB-62 wasn't even investigated from a geometrics standpoint. The prohibited truck traffic on Berlin Road was taken into account in a sense that we are not going to have trucks. Mr. Tapp asked, since there aren't any signs, why would the trucks not turn there? Mayor Artino said the sign should be part of the plan. Mr. Lasko said whether we are going to get "as built" or not, what is the process for field inspecting what has been constructed versus the drawings. Mr. Critelli said from the plan geometrics that the WB-62 is not going to work – there is no signing and it doesn't physically work. Mr. Lasko asked if there is an issue that it was constructed differently than this. Mr. Critelli said that he can't argue that as that was the plan given to the contractor to build from. Mr. Tapp asked who makes sure it

is built correctly. Mr. Critelli said CTL was out there as oversight to make sure construction is in conformance with the design plans. Mr. Lasko said that Mr. Green is going to do punch list walk-through with CTL on the Phase 1 non-striping issues, and asked if something that can be folded into that. Mr. Critelli suggested that we first determine if what is out there is the same as what is on this plan. Mr. Lasko advised Mayor Artino that he was told that the truck that caused the damage was an 18-wheeler. Based on the ruts created, it was a pretty heavy vehicle. Ms. Crawford said you do have truck drivers that just don't know how to drive. Mr. Critelli said that this geometric constraint happens in many locations. Mr. Critelli said there could be modifications made during the construction phase that he doesn't have in front of him ("as built plan") – he will get with Greg Kronstein to see if there were any changes made during construction. Mr. Critelli said the correction is to place signage that trucks are prohibited southbound. Chief Lippert said we can't account for bad drivers, and it's going to happen. Mr. Critelli said you design to criteria, but you build to practicality – that's why the fire truck test was done. Mayor Artino said he was there, and the fire truck had to go over into northbound traffic lane. Mr. Critelli said a vehicle's axels can, during its turn, encroach on the other lane. Mayor Artino asked how we are going to fix this – can the curb be modified to be a rolled curb like the island. Mr. Critelli said the medians are made with rolled curb because of that situation, as are roundabouts – those are expected impacts. Mr. Lasko said the he sees the two remedies to be to either (1) pull the curb back and lay down more road, or (2) roll the curb back. Mr. Critelli said. Mayor Artino said he would also like OHM and CTL to look at where you stop heading northbound, because you can't see west and there's a tree or small bush in way. Mr. Critelli said they will look at that – the conditions of placing a stop bar are per ODOT requirement due to placement of the crosswalk. Chief Lippert said it is legal to stop at the stop line and then creep up to see better. Mr. Critelli said they would also look at the landscaping to see if there is anything blocking drivers' views. Chief Lippert said he thinks the people that struggle the most are the people that have lived here for a very long time. Someone coming from out of town is looking at lane markings and signs. Chief Lippert thinks this should be looked at in June when the bikes and cars are on the road at the same time. Mr. Green said some of the things they have been looking at is painting on the road surface to mark the lane better. Mr. Critelli said there is so much more that can be done when we get to a final decision. Unfortunately, we have to test it without the finished picture – there will be better demarcation and additional pavement markings that provide cautionary sections. These road diets are being utilized everywhere, and there is data that supports that it is, from a safety standpoint, not a high-risk situation. Unfortunately, this involves behavior modification and it takes practice to get through that. Mr. Tapp said he doesn't see how we can get good data during the winter months. If there was some sort of drawing showing what the paint scheme would look like, that would be helpful. Mr. Critelli said that they will work on providing an exhibit for public consumption on the website – there are all kinds of improvements yet to be considered. Mayor Artino said the two complaints he has received are (1) the traffic, and (2) turning across the bike lane. They like the bike lanes for the most part, but that turn concerns them. Ms. Crawford said you are still sharing the roadway; just because there is a designated lane doesn't mean you don't have to watch out for them.

#### US-6 Bike Lane Signage Review

Mr. Lasko said everything should properly signed now, including the start of bike lane, end of bike lane, bike lane signs throughout the corridors, and all of the redundant or incorrect turning lane signage has been removed. We still have one issue where you have one block of Phase 2. There is a start of bike lane sign, but the block before that we still have 2 lanes of traffic. Ms. Crawford said she sent a picture of huge yellow sign, and she thought that was effective. Mayor Artino asked if there is anything we can do now from Center to Williams, to make that right lane a right turn only? Mr. Spafford said that is a right turn only lane. Chief Lippert said maybe there should be more warning west of Center Street. Williams to Main street is a bike lane. The signage is correct in

those areas. Mr. Critelli said that, unfortunately, we are in an experimental phase. We are now struggling with confusion, but we don't have all the details from a cost standpoint within the confines of temporary pavement markings and signage. Mr. Critelli said ODOT would still have to sign off on the design, but the bike lane on the Detroit-Superior Bridge is identical to our configuration at US-6 and Main Street. It was clearly stated in the Sandusky Register article that if it is finalized, there is going to be better demarcation, but there was no illustration. Mr. Lasko suggested that we do a 1-page illustration of various options that are available. Mr. Critelli said that they didn't intend to do the traffic study at least until the weather is better and there is some traffic to study. Mr. Critelli is waiting for a response from ODOT regarding extending the trial period.

#### Flashing Speed Limit Signs

Mr. Green said the proposed signs to be installed are identical to those installed at Shawnee. We were able to eliminate Ohio Edison service and put something in that is solar powered and more longevity – the Streets Department used to be out there replacing poles every couple of years. They had to work out some bugs the first couple of weeks, including connecting the solar panels (they worked for a charm for a about a week and then died because they failed to connect them). They are all programmed, and he spent some time with Brian Kucbel so that he now knows how to program it – they will be taking care of it from now on, unless there is a mechanical issue. The 2021 capital planning budget included installation of 2 more sets, one on Cleveland Road in front of the high school at the ends of the school zone markings and a set in front of McCormick Junior High on Ohio Street. The pricing has gone down from the prior purchase. The schools are on board and are very appreciative if the City desires to move forward. Now that we have revised estimates and bids, we wanted final consensus to move forward with the purchase. With the Safety Committee's recommendation, this will go before Council with a combined cost of approximately \$28,000 at the first meeting in February. Mr. Green said he will reach out to the Principals of both schools and will work with them. On Ohio Street, where they have the actual school zone market, one is right next to the Cleveland Road intersection and the other is next of Jim Campbell Blvd. – they will probably compress that a little bit. These signs will automatically collect traffic data, as well. Mr. Green said someone was concerned that when they pull out of Kiwanis onto Cleveland Road, they cannot tell if the school zone lights are lit. Mr. Green said he would see if they have a light that faces backward that can be attached.

There being no further business to come before the Safety Committee, **Ms. Crawford adjourned the meeting at 5:59pm.** All in favor.

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Terri S. Welkener  
Clerk of Council

## City Manager

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**From:** norma chambers <norma-chambers@buckeye-express.com>  
**Sent:** Monday, March 15, 2021 4:03 PM  
**To:** Sam Artino; City Manager  
**Subject:** additional stop sign in city plan

Dear Sirs,

I have been studying your Rt. 6 and Center Street plan and it is very well-planned except for one thing. I strongly recommend new stop signs at the intersection of Center, Standard and Adams Avenue junction.

There was non-stop traffic recently and I was stunned that there wasn't an accident.

I have lived on this corner for thirty-four years and feel qualified to speak regarding the changes about to be made.

When parking was removed on the east side of Center street, it became a raceway through here. I see hundreds of cars every day that run the stop sign on Standard. My suggestion is to put a new stop sign on Center street, directly across from Adams Ave, which originally had a yield sign. Then it becomes a three-way stop.

With vehicles parked on Standard, the congestion at the intersection gets worse. A long time ago, one of my vehicles was hit and moved a car length by a hit and run driver during the night. I knew because it had snowed and left the cars outline on the grass.

This is a 25 mph neighborhood and that needs to be enforced for the residents of this Old Platte II area of our beautiful city.

Respectfully submitted,

Norma Chambers  
212 Standard Street

PS. I have a new sign on my driveway to make drivers aware that I live on the corner and to watch out for me coming or going, driving or walking to put out the trash.